

ROBT. INGERSOLL DEAD

The Greatest of All Agnostics Summoned Suddenly.

IS CARRIED OFF BY APOPLEXY

Death Comes to Him at His Summer Home, With Wife and Two Daughters Present—Brief Biographical Sketch of a Man Who was Known From One End of the Country to the Other.

NEW YORK, July 22.—Robert G. Ingersoll died at his home in Dobbs' Ferry, N. Y., yesterday afternoon of apoplexy.

Mr. Ingersoll went to his summer home in Dobbs' Ferry two days ago, apparently in good health. Shortly after his arrival there he complained of a slight indisposition.

He spent yesterday morning in his room, and shortly before he was stricken his wife offered to have his luncheon sent up to him so that he would not have to walk down stairs to the dining room below. He laughingly replied that while he did not feel quite as young as he used to, he guessed he was not yet an invalid and he would go down with the others. As he finished speaking and was about to rise he fell back into his chair. A physician was immediately summoned, but when he reached the house he found that Mr. Ingersoll had died almost instantly. The physician did not give the cause of death, but the family believe it was due to apoplexy.

Mr. Ingersoll's wife and two daughters were with him when he died.

Colonel Robert G. Ingersoll, generally conceded to be the greatest of all agnostics, was the son of a Presbyterian minister of the strictest sect, and by many at least his views on the bible are thought to be the revulsion of feeling due to the severity of religious discipline in his boyhood days. He was a youth of tender years when his father was installed as pastor of a church at Ashtabula, O., in 1841. Here he spent several years, removing to Madison, O., and later to Illinois. It is somewhat strange that his first fame as an orator should have been won at a Sunday school picnic in Illinois, where he was put in as a makeshift on account of the speakers who had been expected failing to appear. Later he studied law and was admitted to the bar. He served in an Illinois regiment during the war, where he earned the title of colonel. He also served in congress from Illinois. He first sprang into national fame as an orator by his speech nominating Blaine for the presidency in the Cincinnati convention, wherein he portrayed him as a plumed knight in the political arena, ready to meet and vanquish any aspiring opponents. Long before this every man, woman and child in Peoria, Ill., his home, was familiar with his powers as an orator and with his keen wit. Thomas Cratty, the very opposite of Ingersoll in personal appearance—small, wrinkled-faced and sour looking—was his only rival. When it was known that these two were to try a lawsuit it mattered not what the case, the court room was sure to be crowded. There was certain to be clashing of wit, logic and eloquence such as is worth any man's while to listen to.

Later, when he became more of a national figure, he removed to New York, where by lecturing and in the practice of his profession he earned large sums of money, though by reason of his generosity and free spending of money he accumulated little in proportion to his opportunities. Personally, he was a most genial man and in his family, as with others, he was liberal to the point of prodigality. Every man, woman and child in Peoria knew him and his kindly heart and purse were always open to the cry of distress. Whatever else in his creed there may have been to condemn, the people who knew him could not help but admire these traits of his character.

SILVER LEADERS IN SESSION.

But Just What Was Done Was Not Made Public.

CHICAGO, July 22.—While the members of the national committee were enjoying a view of the drainage canal yesterday the silver leaders were in conference at the auditorium annex. Those present were John P. Altgeld, George Fred Williams, John P. Tarvin, president of the League of Bimetallists Clubs of the Ohio valley; General A. J. Warner, president of the American Bimetallist union; C. A. Shively of Indiana and Moreton Frewen, the English bimetallist. Those who participated in the conference said that it had no political significance whatever and that they were at the annex simply as guests of Moreton Frewen at a luncheon.

ARRIVAL OF SICK SOLDIERS.

The Transport Indiana Comes Into Port With 325.

SAN FRANCISCO, July 22.—The United States transport Indiana arrived yesterday from Manila, the journey occupying thirty-two days. The vessel was sent to quarantine. The Indiana has 358 sick soldiers on board and a number of Red Cross nurses. The sick soldiers were taken from the various regiments and a great many of them are suffering from wounds received in battle. After the work of examining the vessel has been finished by the quarantine officers the sick soldiers will be removed to the newly finished hospital at the Presidio.

OFF FOR THE FOSSIL FLUIDS.

CHEYENNE, July 22.—The famous fossil fluids expedition left Laramie this morning at 10 o'clock. The long caravan of wagons, over thirty in number and carrying over 100 people, made an imposing sight as they wended their way from the university through the principal streets in Laramie. The first stop will be made tonight at Lake James, twenty-eight miles north of here.

HAGUE PEACE CONFERENCE.

Some Propositions Agreed to and Others Rejected.

THE HAGUE, July 22.—Baron de Staal presided at the plenary session of the international peace conference yesterday to place the final seal upon the labors of the first committee. The first point M. van Karnebeck's report dealing with prohibition of dropping explosives from balloons, was unanimously agreed to.

The second point, prohibition of the use of asphyxiating projectiles, was agreed to by all except the United States and Great Britain, whose abstention nullifies the agreement of the others.

The third point, which relates to expanding bullets, occupied the major part of the sitting owing to the question of the dum-dum bullets used by the British army.

Sir Julian Paucetofe expressed regret that the plenary session had been so suddenly summoned, as the British government had intended to make a statement regarding the dum-dum bullet. The conference agreed to leave the minutes of the session open for the insertion of the British statement.

Andrew D. White, the head of the United States delegation, then made an important speech in opposition to prohibition of such bullets as the dum-dum. Mr. White's arguments made a great impression on the delegates, especially when he explained that the adoption of the proposal as submitted would not prevent the use of another bullet, which had already been invented and would entail the same end as the dum-dum, but in a more cruel manner. The new missile, Mr. White said, was outside the specific definitions of the proposal.

Captain Crozier, the military member of the United States delegation, proposed as a substitute the following: "The use of bullets should be prohibited which inflict unnecessarily cruel wounds, such as explosive bullets, and in general every kind of bullet exceeding the limits necessary to put a man immediately hors de combat."

THE SUCCESSOR OF ALGER.

The President Has Made Choice of a New War Secretary.

WASHINGTON, July 22.—The name of the successor to General Alger as secretary of war may be announced today. The president has made his selection and it is understood that Elihu Root of New York is his choice.

The question of his appointment of a successor to Secretary Alger was the subject of a conference last night at the White House between the president and Senator Platt of New York, who came over on a late train. The conference lasted about an hour and afterward Mr. Platt said that the president has about decided upon the person to whom he will tender the position and that an announcement of his name will be made very soon, probably today. The senator was noncommittal as to who the appointee probably will be, saying that he did not feel at liberty to talk of what passed at the conference. The senator spoke to the president of the fitness of General Francis V. Greene for the war portfolio, whom he said was his choice for the position, but it is understood that General Greene is not the president's choice. A good understanding, however, exists between the president and the senator regarding the secretaryship, notwithstanding General Greene was the senator's choice, as Senator Platt said in speaking of the prospective appointment that "we did not disagree as to the man for the position."

THEIR HEALTH IS GOOD.

Signal Companies in the Philippines in Fine Shape.

WASHINGTON, July 22.—The chief signal officer has received the official sick report for the month of April, covering all the signal companies on duty in the Philippines. It shows a total of 14.23 per cent sick, a remarkably favorable state of affairs for any climate. The sick report for the first company for the month shows no sickness at all. This company had the same record for last month. So far this company has lost but one man from sickness this month. This was from typhoid.

The Mayor Detroned.

SPRINGFIELD, Ill., July 22.—A State Register special from Taylorville says that in the Christian county circuit court today in the contested mayoralty election case of Former Mayor E. Bach, democrat, against Mayor W. E. Peabody, republican, in which Peabody was declared elected on the face of the returns, Judge Farmer delivered his decision to the effect that a recount of the ballots shows that Bach was elected, and issued a decree to that effect.

Next Convention at San Francisco.

INDIANAPOLIS, July 22.—The executive committee of the Epworth league occupied in deciding on the meeting place for 1901, finally selected San Francisco. Three cities were entered in the contest, San Francisco, Los Angeles and Denver. The former city secured the majority of votes on the first ballot.

Defaulter to Klondike.

CHICAGO, July 22.—A special to the Record from Vancouver, B. C., says: "The alleged defaulter Moore, who is wanted on the charge of embezzlement of \$50,000 from the Bank of Commerce of Boston, slipped away on a boat to the Klondike just as Detective McMurty thought he had him."

Earthquake at Los Angeles.

LOS ANGELES, Cal., July 22.—Two sharp earthquake shocks were felt in the southern part of the state at 4:31 p. m. today. The first shock lasted several seconds and was most severe. The vibrations were from east to west. No damage worth mentioning was experienced.

Iowa Postmasters.

WASHINGTON, July 22.—Iowa postmasters appointed: Jacob Jenewein, at Boyd, Chickasaw county; Samuel G. Wilson, at Delta, Keokuk county; and Thomas W. Nilson, at Norwood, Lucas county.

CHARGES WERE UNTRUE

Gen. Otis Attends to the Critical Press Correspondents.

WHAT NEWSPAPER MEN WANTED

They Wanted to Send Intelligence That Would Imperil Military Operations and Courted Martyrdom that It Was Manifestly Unwise to Give Them.

WASHINGTON, July 22.—The war department has issued a statement quoting certain dispatches from General Otis in answer to the press correspondents' "round robin." The general says in substance that the correspondents wish to send statements that would imperil operations; that they had no specification to support their charges against him and that these charges were untrue. He denies that he minimizes the work of the navy and quotes from naval dispatches to justify his statement.

The text of the statement is as follows: General Otis in a dispatch under date of July 20 says that the press correspondents demanded permission to cable that official reports sent misrepresented conditions. This was denied. They then demanded the privilege to send without reservation facts found by them and their opinion. This was granted if public interests were not imperiled. The answer was not satisfactory and they therefore sent by mail to Hong Kong. General Otis says he is not conscious of sending misrepresentations, but thinks that his dispatches at times have been too conservative. The press affair appeared to be a threat. When correspondents were asked for information wherein General Otis' dispatches were misleading they offered nothing tangible except that his conclusions were unwarranted. When told that they were disregarding military authority, it was apparent that they courted martyrdom which it was unwise to give them.

"In a later dispatch General Otis says that the charges made by the press correspondents are untrue. He adds that the most harmonious relations exist between the army and the navy. He gives the following extract from a letter just received from a leading Filipino at Tarlac, which is the center of the main insurgent army:

"For some days have been trying to leave this band of thieves. Watched so closely impossible to leave. A great many people here long for American troops to advance, for every one is desperate, with so much savagery committed by Aguinaldo's army."

"Captain Barker of the navy, who succeeded Admiral Dewey in command of the fleet, in sending the report of the commander of the Yorktown to the navy department makes this endorsement:

"I am pleased to note the cordial co-operation of army and navy." "As bearing upon the statement that the operations of the navy had been minimized, it may be stated that General Otis has repeatedly recognized the work of the navy, as, for example, in his dispatch of June 15 last, in which he says:

"The navy aided greatly on shore of bay, landing forces occasionally." And again under date of July 9: "The army and navy are in hearty accord and the best of feeling prevails."

HAVING NOTHING TO SAY.

Futile Efforts to Draw Out Melklejohn on War Portfolio.

CHICAGO, July 22.—A special to the Tribune from New London Junction, Wis., says: George D. Melklejohn, assistant secretary of war, is reticent in the matter of the resignation of Secretary Alger. It is understood that Mr. Melklejohn aspires to succeed the retiring secretary.

Message after message was sent from Washington to this city on Tuesday, entreating the assistant secretary to return at once, that he might not be overlooked in the search for a successor to Alger. Mr. Melklejohn claimed to be unaware of the fact that Senator Thurston had gone east to present his name for consideration, and as to the probable developments in case he should be selected, the official would say nothing. He affirmed that the manner in which the Philippine war is now being conducted is perfectly satisfactory to the administration. Mr. Melklejohn would say nothing regarding any changes that might result in the conduct of affairs in those islands. He was reticent on the relations of Mr. Alger to the president.

SAYS HE WAS MISQUOTED.

Gen. Anderson Explains Regarding a Statement Attributed to Him.

CINCINNATI, July 22.—General T. M. Anderson, commanding the Department of the Lakes, who was quoted yesterday as saying if he had not been held back he could have finished the Filipino war with his own division, stated that he had been misquoted.

General Anderson made the following statement: "I said that my division or Lawton's could have defeated the organic forces, but no one could tell how long predatory warfare would last. I said that a division commander whose business was to fight did not take the same view as a governor general restrained by political and diplomatic considerations. The term politics was not used in a party sense."

Pensions for Western Veterans.

WASHINGTON, July 22.—The following pensions have been granted: Issue of July 8, 1899: Nebraska—Original—Ferdinand Hoffman, Ragan, 59; Thomas H. Goodwin, Central City, 59; Adam Kunkle, dead, Shelton, 112; John Jackson, Grand Lake, 46.

Soldiers' Effects Arrive.

PLATTSBURGH, N.Y., July 22.—The box containing the effects of H. Guy Livingston, who was killed at Manila while engaged with the Thuroston Rife in battle, was received by express yesterday, billed to his mother, with charges amounting to about \$50.

WHEN ADMIRAL DEWEY ARRIVES.

Then It Is Proposed to Give Him a Grand Reception at Washington.

WASHINGTON, July 22.—Admiral Dewey, having cabled approval of the plans for his reception at the national capital, the committee in charge are free to proceed at once with the necessary preparations. Some time ago the District commissioners appointed a committee of 100 to take official cognizance of the admiral's return to the national capital, which committee organized and subdivided. The executive committee sketched a program, which was approved by President McKimley, Secretary Long and the committee of 100.

The program provides for an escort from New York to Washington. Probably on the afternoon of his arrival the admiral will be conducted to the east front of the capital, where Secretary Long will present the sword of honor which was voted by congress. A capacious platform, suitably decorated, will be erected for the accommodation of the president, his cabinet, the members of the diplomatic corps and other distinguished personages.

In the evening there will be a military, naval and civic parade, in which every organized body in the District of Columbia is expected to participate. The feature is to be of the torchlight variety and is to be accompanied by general illumination, the most elaborate efforts being along the line of march. The parade will be reviewed by the president, Admiral Dewey and many of the prominent naval officials. Following the parade will be band concerts in various sections of the city.

Admiral Dewey has been communicated with as to the reception and presentation, both by letter and by cable. A synopsis of the letter was cabled, and in reply thereto the following message has been received through the secretary of the navy: "Proposed arrangements reception and presentation Washington approved by president and secretary are entirely agreeable to me. DEWEY."

NO SLUMP IN TRADE.

Dunn & Co. Detect No Cloud on the Commercial Horizon.

NEW YORK, July 22.—R. G. Dunn & Co., in their weekly review of trade, say:

Optimism is always popular, but more than half that time dangerous. Seven years' of halting reaction historically follow three of rapid progress. But three of progress have not yet passed, and the most cautious search discloses no sign of halting. Foreign inactivities have been real, but seem to be passing, and Europe has begun paying liberally for more food without expectation that securities can be sent in settlement. The extensive labor strikes have vanished, and the local do not affect national business. Fears of new and powerful corporations lessen, as it is found that they are controlled by the same laws which govern the small companies.

Above all, the general evidences of prosperity continue convincing, failures are the smallest ever known for the season, railroad earnings are largest and solvent payments through clearing houses in July have been larger than last year, an 62.4 per cent larger than in 1892, the best of previous years.

Official returns of the most wonderful year in the nation's commerce show a decrease of \$85,900,000 in value of the great staples exported, largely owing to prices, but an increase of about \$90,000,000 in other exports, mostly manufactures.

Reports of deficient crops have been buried under western receipts from farms, amounting to 13,861,046 bushels of wheat, for the month thus far, against 3,773,118 last year, and 15,298,655 bushels of corn, against 6,612,315 last year. Exports of wheat, Atlantic and Pacific, have been 7,709,193 bushels during the month thus far, against 7,399,259 last year, and of corn, 9,093,041, against 5,097,847 last year. Prices declined sharply, with assurance of ample supplies, wheat 3 cents and corn 2 1/2, which is the more significant in view of the previous heavy exports of both. Cotton also is gaining abroad largely, though the price remains 6.19 cents.

INDIANS MUST ATTEND SCHOOL.

The Musquakies in Iowa Want Matters Their Own Way.

WASHINGTON, July 22.—It is quite probable that the Indian office will adopt heroic measures to compel the Musquakie Indians, located near Toledo, Ia., to send their children to the school erected on the Sacs-Fox agency. Special Agent Jenkins, who was recently detailed to proceed to Iowa and make an investigation with a view to suggesting a remedy for the difficulty with the Musquakies, has returned to Washington. He says that the faction opposed to sending their children to school are still in an obstinate frame of mind. Mr. Jenkins had a conference with the district attorney, in which the latter expressed an opinion that the Indian commissioner had a right to compel the reds to support the school.

Trained Nurses for Manila.

NEW YORK, July 22.—The 6 o'clock through train on the New York Central last night for San Francisco carried nine more trained nurses for the Philippines sent out under the auspices of auxiliary No. 3 for the maintenance of trained nurses.

Saratoga at Southampton.

SOUTHAMPTON, July 21.—The United States training ship Saratoga has arrived here.

Death of an Editor.

SPRINGFIELD, Mo., July 22.—George Geddes, managing editor of the Republican, died yesterday of poisoning from eating crawfish. The body will be sent to Mansfield, O., for interment. Several other persons who ate crawfish with Mr. Geddes were made sick and are still ill.

Grosgan Too Commemorative.

PARIS, July 22.—The court of cassation has suspended M. Grosgan, the Versailles judge, for two months for communicating to the newspapers a document concerning the Dreyfus case.

SAID BY A RAILROAD MAN.

George H. Daniels, general passenger agent of New York Central and Hudson River Railroad, recently delivered an address before the New York Press Association. Among other notable things, he said:

Four years ago I predicted that active efforts toward the extension of American commerce by commercial bodies, supported by a liberal and broad-minded policy on the part of our government, would undoubtedly secure to the United States the blessings that come from a great and varied commerce, and I said that the New York Press Association, and similar associations all over the country, could stimulate a public spirit that would insure the important results outlined.

At that time we had no idea that a war between one of the old nations of the earth and our young republic would be fought; at that time we had no idea that American manufacturers would be furnishing locomotives to the English railroads, as well as Japanese, and no one thought four years ago that American bridge builders would go into the open market and successfully compete for the building of a great steel bridge in Egypt; nor that in so brief a time American engineers would be building railroads into the interior of China from the most important seaports and furnishing locomotives by the score to nearly every country on the globe. In a letter from a friend in Tokio, Japan, written only a short time ago there was this significant sentence: "You will be interested in knowing that I have hanging on the wall of my office a framed picture of your 'Empire State Express,' and we expect in the near future to be hauling a Japanese 'Empire Express,' with an American locomotive." They have now in Japan nearly 100 locomotives that were built in the United States. In Russia they have over 400 of our locomotives, and nearly every railroad in Great Britain has ordered locomotives from this country since the beginning of the war with Spain.

In this connection it will be interesting to note in passing that the second American locomotive was built at the West Point Foundry, near Cold Spring, on the Hudson river, and was called the "Best Friend," and from that day to this the locomotive has been one of the best friends of all our people. But it is not alone our locomotives that have attracted the attention of foreigners who have visited our shores, our railway equipment generally has commanded admiration and is now receiving the highest compliment, namely, imitation by many of our sister nations. Prince Michel Hilkoft, Imperial Minister of Railways of Russia, has since his visit to the United States a few years ago, constructed a train on much the same lines as the New York Central's Lake Shore Limited. Only a short time ago, at the request of one of our Imperial Commissioners of Germany, the New York Central sent to Berlin photographs of the interior and exterior of our finest cars and other data in relation to the operation of American railways. Several other countries have asked for similar information and there is a general waking up of foreign nations on the subject of transportation, brought about mainly by the wonderful achievements of American railways.

The admiration of foreign nations for us is not by any means confined to railways. One incident that startled the entire world, and riveted the attention of thinking people everywhere to American achievements in machinery, was that of the United States battleship "Oregon," built at the Union Iron Works in San Francisco, and which steamed a distance of more than half round the globe, without loosening a bolt or starting a rivet, and arrived at her post off the island of Cuba prepared to perform any service required of her; and then having given a most satisfactory account of herself on that memorable 3d of July, 1898, off Santiago, she steamed back to the Pacific, and without unnecessary delay crossed that great ocean to join Admiral Dewey's fleet at Manila. On her arrival there the Secretary of the Navy received one of those condensed messages, for which the admiral—who has shed undying luster upon the name of the American navy—is so noted, which read as follows: "Manila, March 18, 1899.—The Oregon and Iris arrived here today. The Oregon is in fit condition for any duty. Dewey."

These demonstrations of what American shipbuilders can accomplish, created a desire on the part of every naval power in the world for ships of the character of the Oregon, and the logical conclusion of thinking people was that if we could build ships like the Oregon, anything else that we built

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must be of a superior quality, and the demand for American manufacturers began to increase and is increasing with each day, until hundreds of our factories are now running night and day, and business in the United States was never in a more prosperous condition than it is on the 21st day of June, 1899.

It has been said by a great American writer that "trade follows the flag." Our war with Spain has placed our flag upon the islands of the Pacific, directly in the natural track between the Pacific coast of the United States and Japan and China, and as we contemplate our growing commerce with these old nations we are reminded of the prophetic statement made at the completion of the first continuous line of railroad between the Atlantic and Pacific oceans, by the joining of the Union and Central Pacific railroads, more than thirty years ago, by that prophet of his time, Thomas H. Benton, who, standing on the summit of the Rocky Mountains and pointing toward the Pacific ocean, said: "There is the East; there is India." Mr. President, since the meeting at Lake George, four years ago, the fortunes of war have placed the United States in the front rank among the powers of the world, and we can no more shirk the responsibility which these events have brought on us as a nation, than we can shirk our responsibility as private citizens.

There are some who seem to think that we might get along without trade with China, and that it is a new fangled notion that Chinese trade can especially benefit the United States.

Commerce with China is much older than many suppose, for it began 115 years ago, the first vessel sailing from New York on Washington's birthday, in the year 1774. This vessel returned to New York May 11, 1775. The success of the venture was such as to warrant its repetition, and from that day to this, trade between the United States and China has continued without material interruption, until it is now greater in importance and value than that of any other nation trading with China, with the single exception of Great Britain. If we are to continue as one of the great nations of the world, we can hardly afford to ignore a country that comprises one-fourth of the land area and nearly one-fourth of the population of the globe.

The influence of the press, particularly in this country, is immense, and it is growing year by year, and with reasonable co-operation and reciprocity between the press, the transportation companies and the commercial and industrial interests of the country, there can be no doubt about our supremacy.

At times there have been periods of legislation adverse to the great transportation interests of the country, almost invariably the result of a misunderstanding of the real situation, and the hasty legislation of such times has usually been repealed upon the sober second thought of the people, for in the language of our great Lincoln: "You can fool all the people some of the time, but you can't fool all the people all the time." There are still some people who fear that consolidations, especially of transportation companies, will result disastrously to the general interests of the country. There is one example to which I wish to call your attention, and which, I think, each of you will appreciate. Forty-seven years ago, there was issued an annual pass over the Central Line of Railroads, between Buffalo and Boston, and by the People's Line of Steamboats to New York; this pass bearing the following signatures on the back thereof: Ezekiel C. McIntosh, President, Albany and Schenectady R. R. Co.; Erastus Corning, President, Utica and Schenectady R. R. Co.; John Wilkinson, President, Syracuse and Utica R. R. Co.; Henry B. Gibson, President, Rochester and Syracuse R. R. Co.; Joseph Field, President, Buffalo and Rochester R. R. Co.; William H. Swift, President, Western R. R. Co.; Isaac Newton, People's Line Steamboats; Job Collamer, Watertown & Rome R. R. Co.

Mr. E. D. Worcester, Secretary of the New York Central, says he rode on a ticket of this kind from Albany to Boston in the summer of 1852, and he remembers distinctly the signature of each of these Presidents. What would you think if in preparing to attend your annual meeting you had to write to eight different persons to secure transportation from New York to Niagara Falls? I am sure you appreciate the fact that it does not require eight letters to secure such transportation, nor does it require seven changes of cars to make the journey as it did in 1852.

She Dared. "Your teacher whipped you?" roared Gayboy. "How dared she?" "Well," blubbered the boy, "she said she also licked you when you were in her class, and she guessed she'd risk it."

Continuous. Mrs. Sentimental (watching her sleeping child)—How true it is that "heaven lies about us in our infancy!" Her Cold-Blooded Husband—Yes, and somebody else keeps it up afterward.

Few Know It.

Ella Wheeler Wilcox is a recognized authority on the subject of love. Speaking of it she says: "Very few people really love. I dare say not one-third of the human family ever experienced the passion in its height, depth, length and breadth. Scores, yes, hundreds of people go to their graves believing that they have known love, when they have only encountered its pale shadow—a warm friendship, or a tender affection, or a good comradeship."