

## Not Officially Reported

By EDGAR WELTON COOLEY  
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"A number of years ago, while tracing the movement of a registered package that had been lost in the mails," said the old secret service man, "I missed train connections and was forced to lay over for several hours in one of the cities in a certain southern state. So, as the local postmaster was a personal friend of mine, I called upon him.

"While we were conversing in his private office a young man entered and the postmaster presented him to me as his chief clerk. I have reasons for not revealing his identity, even at this late date, so I will give him the incorrect name of James Bradford.

"As a matter of course I prefer, at all times, that my profession should be hidden from the public and especially from government employes, but, unthinkingly, my friend introduced me on this occasion as a member of the secret service.

"I was looking keenly into the young man's eyes and noticed him start and tremble. But he immediately regained his composure and offered me his hand, which I clasped warmly.

"I knew at once that he was a guilty conscience. A thousand thoughts flashed through my mind. I tried to, in some way, associate him with the case upon which I was working, but I could not do so since the missing package could not have passed through his hands.

"At this moment the postmaster was called from the room and I immediately determined to test the young man's nerve to the utmost. So I arose and closed the door. Then I turned to him. 'Sit down,' I said. 'I wish to talk with you.'

"I watched his face closely. I saw it grow suddenly scarlet, then pale, and I noticed that he clasped the arms of the chair so tightly that the nails were forced into the wood.

"But I was at a loss how to proceed. That he was guilty of some criminal act I felt assured from his agitation, but I had absolutely no theory upon which to work.

"Determined to unravel the mystery upon which I had so accidentally stumbled, I felt disposed to allow him to nurse the evident fear that I was in possession of certain facts regarding the crime he had committed, whatever it might be. Yet, so far as possible, I desired to disabuse his mind of any thought that I suspected his connection with it. So, drawing a chair in front of him, I laid my hand upon his knee and said, in a confidential tone:

"Mr. Bradford, it is true that I am an agent of the secret service. But I beg that you will do me the kindness to keep that fact to yourself. I am here to investigate certain irregularities in this office and, since you know my mission, you may be of vast assistance to me."

"He promised to do my bidding, but while he seemed somewhat assured it was plain to see he was ill at ease. Then I dismissed him.

"When the postmaster returned we continued our conversation. Presently I referred to the business of the office and casually expressed a desire to see the last statement of the postoffice inspector. My friend brought me a copy. It was dated but ten days previously and the accounts of the office were certified to as being apparently correct.

"That is a good showing," said I. "Who handles the funds of the office?"

"Mr. Bradford," he replied.

"Is he married?"

"Yes. He has an estimable wife and a beautiful baby boy."

"Reliable man, I suppose?" said I.

"Perfectly. There is not a dishonorable hair in his head. He's been employed in the office six years."

"The young man's reputation certainly seemed good, but I determined to shadow him. I did so. Without arousing suspicion I watched his every movement during the remainder of the day. I learned that he was alone in the office from six o'clock in the evening until it closed at nine, and that it was he who placed all the stamps and cash in the vault before closing for the night.

"While idly inspecting the office dur-

looking through the hole. So I rented the room, making a small payment.

"That evening, from six o'clock until nine, I lay on the floor with my eye to the hole, watching Bradford.

"During the entire time he appeared nervous and excited. In moments of leisure he would stare absently at the wall or at his desk, every feature of his face marked with despair and wretchedness.

"Finally the hour for closing arrived. I saw him lock the outside door; I saw him place the stamps in the vault and return with the money box, filled with bills and coin; I saw him count the small change that was in the money drawer in the desk; I saw him make a note of the amount and enter it in a book.

"Then he glanced around the room, apprehensively, frightened, a wild look



He gazed at it in silence. In his eyes and perspiration on his brow.

"Suddenly he set his jaws together determinedly and with feverish haste filled his pockets with the bills and silver. When he had emptied the box he placed it back in the vault and closed and locked the door. Then he advanced a few steps and paused.

"What thoughts must have passed through his mind at that moment as he stood upon the threshold between honor and disgrace! Never before nor since have I seen such agony on a human face as I saw then.

"Presently he staggered to his desk and picked up a baby's photograph. For a few brief moments he gazed at it in silence. Then he pressed it to his lips and, turning, reopened the vault, took the money from his pocket, placed it back in the box and locked the door. On his face was a bright gleam as of a great happiness and up from the depths of my heart there surged a cry, 'God bless him!'

"With a smile on his face he turned out the light and I hurried from my hiding place. I met him at the door. He was startled when he recognized me, but I held out my hand.

"Bradford," said I, pressing his hand in mine, 'you couldn't do it, could you?"

"No," he said, a tremor in his voice, 'I couldn't do it; I couldn't break my wife's heart and bring everlasting disgrace upon my baby boy.'

"Now, my boy," said I, kindly, 'don't turn back. Tell me the rest—perhaps I can help you.'

"He looked me in the eye a moment. Then he said:

"I will trust you, sir. I have been too extravagant in my living and have used about \$500 of the office funds. I did not intend to steal; I expected to make it good, but I do not see how I can. I decided to run away, but I can't do it, sir; I can't do it."

"I rested my hand on his shoulder."

"Bradford," said I, 'I believe you are honest at heart. It is not too late to rectify your mistake. Go home now and go to bed. In the morning I will see what can be done.'

He looked at me with tears in his eyes. "Thank you, sir," he said.

"Well," continued the old secret service man, after a pause, "I told the postmaster everything, but secured a promise from him to give Bradford another chance. Between us we made up the deficit, taking Bradford's notes. These notes were paid long since and to-day Bradford is holding an important government position and is entirely trustworthy. As I had not been detailed upon the case, I made no report of it, but I have always been thankful that I missed my train that morning."



"Sit down," I said.

Fig the afternoon I discovered a knot-hole in the board ceiling. The second floor of the building was divided into office rooms, and I found that the particular room, the floor of which contained the knot-hole, was empty. I obtained the key under pretense of examining the room with a view to renting.

"To my delight I found that I could secure a good view of the postoffice by

Front St., Nome.

It's a little zigzag street. Every building was erected according to an independent nation as to frontage and rearage. The effect is startling, and after negotiating a few blocks of it you feel like "the crooked man who walked the crooked mile." On sunny days the entire population sallies forth and occupies the sidewalk, overflows into the street and down the little byways onto the beach, with dogs filling all the intermediate space on the ground floor.—Seattle Times.

Sunday of Different Nations.

Each day of the week is observed as Sunday by some nation. The first day of the week is our Christian Sunday; Monday is the sacred day of the Greeks; Tuesday is the holy day of the Persians; Wednesday of the Assyrians; Thursday of the Egyptians; Friday of the Turks, and Saturday of the Jews.

**PRIMATE OF ALL ENGLAND.**  
*Some Stories of the Present Archbishop of Canterbury.*

Many are the stories of the courage and wit shown by the present archbishop of Canterbury, Dr. Temple, in combating the attacks of the extreme high churchmen which followed the publication of his "Essays and Reviews." When he was nominated as bishop of Exeter, a writer in one of the Devon papers gave expression to the view that "the Tories disliked Dr. Temple's politics, and pretended that it was his religion they objected to." Mr. Gladstone and the queen were unmoved. Protests against the consecration were sent in by the bishops of Gloucester, Hereford, Lichfield and Lincoln. When the ceremony had been duly performed, in spite of the vehement opposition of high churchmen and Tories in all parts of the country, one church newspaper said in an editorial jeremiad: "And so, on that darkest day in the whole year, was perpetrated the darkest crime ever committed in the English church!" Such a sentence as this shows to what a height the animosity had run. Dr. Benson, the most intimate of all Temple's friends, thus described his bearing during that memorable incident in Westminster Abbey: "Dear Temple's face was white as ashes, and his jet-black hair and whiskers and the white and black of his robes made him look in his stillness a sad plight for a friend's eye to rest upon. His healthy bronze was quite gone, but he looked a true man." Dr. Temple's temperance agitation exposed him to criticism from another source. He enjoys telling this story: In the west of England he one afternoon spoke at an agricultural society's meeting—a kind of occasion at which he was eminently at home from his knowledge of farming. But he could not miss the opportunity of giving some temperance hints and advice. He remarked, with his accustomed grim humor, that "he himself had never been drunk in his life." On his way home he heard the boys in the street with the papers shouting "Remarkable statement of the bishop of Exeter." The headline was certainly a startling one. The bishop with some curiosity opened the paper to see what he had said, and found his phrase used as a special heading: "Never been drunk in his life!"—William Durban in London Outlook.

**SYSTEM IS STILL YOUNG.**  
*Electric Lights Were First Seen at the Centennial Exposition.*

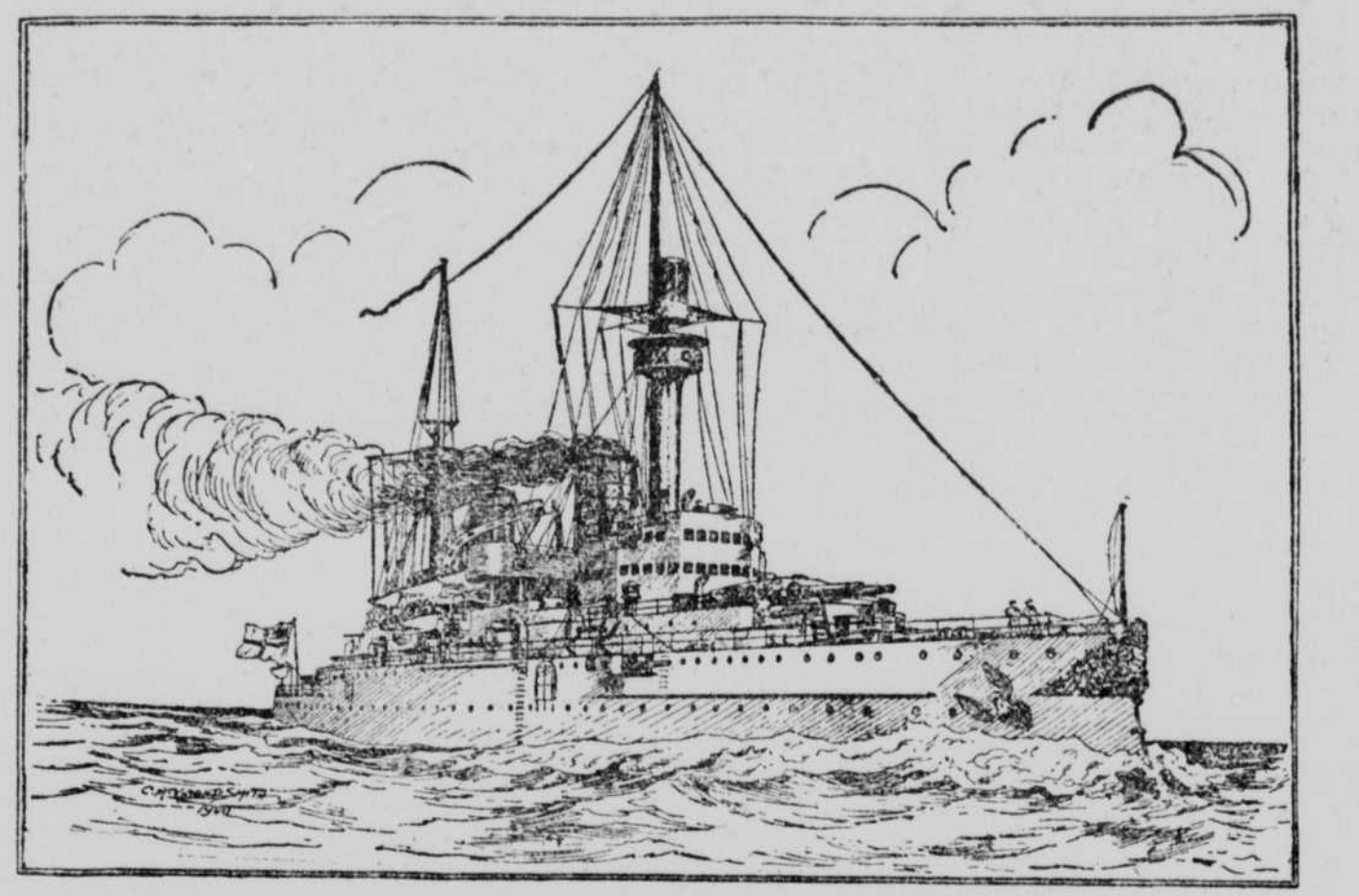
The electric light is new and yet is so old that perhaps we do not appreciate its marvelous achievement. If we will but recall the conditions before it came we shall see what a wonderful advance it has been in the field of applied science. Its use in theaters, in stores, in show windows, in street illuminations, in private as well as in public, its application for lighting in all sorts of out-of-the-way corners, its divisibility into various degrees of power, its absolute safety so long as the wires are properly guarded, its perfect sanitary qualities, the practical absence of heat and the entire absence of odor are things that make one feel that in the way of lighting we have come perhaps to the last discovery. Yet this light was shown in this country for the first time at the centennial exhibition—twenty-five years ago. And it is needless to say that those who saw it were skeptical of its practical use. Arc lighting was produced on a commercial basis in 1877, but the real beginning of electric lighting in its modern aspects was with the opening of the Pearl street station of New York by Edison in September, 1882, where the Edison incandescent lamp was used. In the nineteen years since then, according to a careful tabulation made by the Electrical Review, the investment in electric lighting plants in this country alone has reached the sum of \$700,000,000. This wonderful industry has been established in this short time and we must now remember in the face of the organized and long-established competition of gas illumination, a powerful and rich interest which until the adoption of electric light occupied the whole field for the best kind of lighting.—Indianapolis News.

To Serve an Oyster Cocktail.

Charles Ranhofer, the celebrated chef of Delmonico's, declared until the last days of his life that there was nothing, absolutely nothing, new in the culinary art; that no new dishes had been invented in fifty years; that the so-called new dishes were only old ones revived. Although the oyster cocktail was introduced in the chop houses of New York about two years before Mr. Ranhofer's death he never included it in his list of dishes, and as his book was published before oysters were served in this way, he does not mention the cocktail. Really, it is only the fact of serving the oysters in a glass which gives the name to a certain way of seasoning raw oysters known for years among oyster dealers along the Chesapeake shore and even at the stalls in the New York oyster market. This is the way to prepare an oyster cocktail: Put seven medium-sized, freshly opened oysters in a tall, slender glass. Mix in a bowl three teaspoonfuls of tomato catsup, a teaspoonful of horse radish in white vinegar, four dashes of Tabasco sauce, a tablespoonful of Worcestershire sauce and a saltspoonful of salt. When those ingredients are well stirred together pour the mixture in the glass over the oysters and serve.—New York Press.

A shipyard at Omihato, Japan, still in operation, was established 1900 years ago.

## OUR NAVY, AS COMPARED WITH THAT OF GERMANY



GERMAN FIRST-CLASS BATTLESHIP KAISER FRIEDRICH III.

Displacement, 11,130 tons; speed, 18 knots; armor belt, 11 1/4 inches; armament, four 9.4 inch rapid fires, 18 5.9-inch rapid fire, 12 3.3 inch, 20 smaller; complement, 700 men. To this class belong the Kaiser Barbarossa, Kaiser Wilhelm II, Kaiser Wilhelm der Grosse and Kaiser Karl der Grosse. The four ships of the Wittelsbach class are 700 tons larger, have the same armament, 19-knot speed, and improved armor. The new ships H and J will be of 13,000 tons, with heavier battery.

Up to the present the United States and Germany have run almost neck and neck in their race to increase their navies. Germany has a definite program, already appropriated for, providing an enormous increase in ships and men.

She has a navy league of 566,141 members, which spent last year \$223,541 in agitation for still further naval increase. It has branches in Cuba, Porto Rico, Brazil, Mexico and Chile, beside seventeen other foreign countries. It gave 3,000 lectures last year, as one of a score of methods of arousing interest. The United States has no organized navy league.

The columns given below show the two navies as fairly as they can be compared, fighting ship for ship, without long statistical arguments giving reasons for the conclusions reached. In the first-class battleships those of similar periods are fair matches for one another; but two of either first period would have had work to do to defeat one of the fourth.

Germany's ships are in magnificent condition. Not over half a dozen of her older vessels named below are

FIRST-CLASS BATTLESHIPS.		
GERMANY.	UNITED STATES.	
First Period. (In Service.)	First Period. (In Service.)	
Brandenburg	Indiana	
Kurfurst Friedrich Wilhelm	Massachusetts	
Weissenburg	Oregon	
Voerth	Iowa	
Second Period. (In Service.)	Second Period. (In Service.)	
Kaiser Friedrich III	Kearsarge	
Kaiser Wilhelm II	Kentucky	
Kaiser Wilhelm der Grosse	Alabama	
Kaiser Barbarossa (A)	Illinois	
Kaiser Karl der Grosse (B)	Wisconsin	
Third Period. (First ready, others being completed.)	Third Period. (Completing)	
Wittelsbach (C)	Maine	
Werra (D)	Missouri	
Zachringen (E)	Ohio	
Mecklenburg (F)	New Jersey	
Schwaben (G)	Georgia	
Fourth Period. (Begun.)	Virginia	
	Nebraska	
	Rhode Island	
	(Proposed.)	
	Sec. Long urges Congress to appropriate for three more.	
H. (Proposed.)		
J. (Proposed.)		
Sixteen more will be completed 1916.		
FIRST-CLASS ARMORED CRUISERS.		
Second Period. (One completed, two being completed.)	First Period. (In Service.)	
Fuerst Bismarck	New York	
Prinz Heinrich (A)	Brooklyn	
Prinz Adalbert (B)	C. (Begun.)	
	California	
	Colorado	
	Maryland	
	Pennsylvania	
	South Dakota	
	West Virginia	
	Charleston	
	Milwaukee	
	St. Louis	
	(Proposed.)	
	Two more to be completed by 1916.	

THIRD-CLASS BATTLESHIPS.		
Baden	Texas	
Batavia		
Sachsen		
Wuerttemberg		
Deutschland		
Kaiser		
Oldenburg		
Koenig Wilhelm		
COAST DEFENSE SHIPS.		
Beowulf	Amphitrite	
Prinzhof	Miantonomoh	
Hagen	Monadnock	
Heimdall	Terror	
Hildebrand	Monterey	
Siegfried	Puritan	
Agir	(Building.)	
Odin	Arkansas	
Preussen	Nevada	
Friedrich der Grosse	Florida	
	Wyoming	
FIRST-CLASS PROTECTED CRUISERS.		
Kaiserin Augusta	Columbia	
	Minneapolis	
SECOND-CLASS CRUISERS.		
Geffon	Chicago	
Irene	Newark	
Prinzess Wilhelm	Sao Francisco	
Freya	Baltimore	
Hansa	Philadelphia	
Hertha	Cincinnati	
Victoria Luise	Raleigh	
Victoria	Albany	
	New Orleans	
	Olympia	
	Denver	
	Des Moines	
	Chattanooga	
	Galveston	
	Tacoma	
	Cleveland	
	Buffalo	
	Dixie	
	Prairie	
	Yankee	
THIRD-CLASS CRUISERS.		
Eight of 15 knots	Nine of 16 knots	
Two of 23 knots	Three of 18 1/2 knots	
Seven of 21 knots	Two of 15 knots	
(Begun.)		
Three of 21 knots		
(Proposed.)		
Thirty-five will be finished by 1916.		

There is no law to prevent a woman kissing a pug dog—but just the same it's a mean advantage to take of the dog.

## Innovation in Railroad Traffic

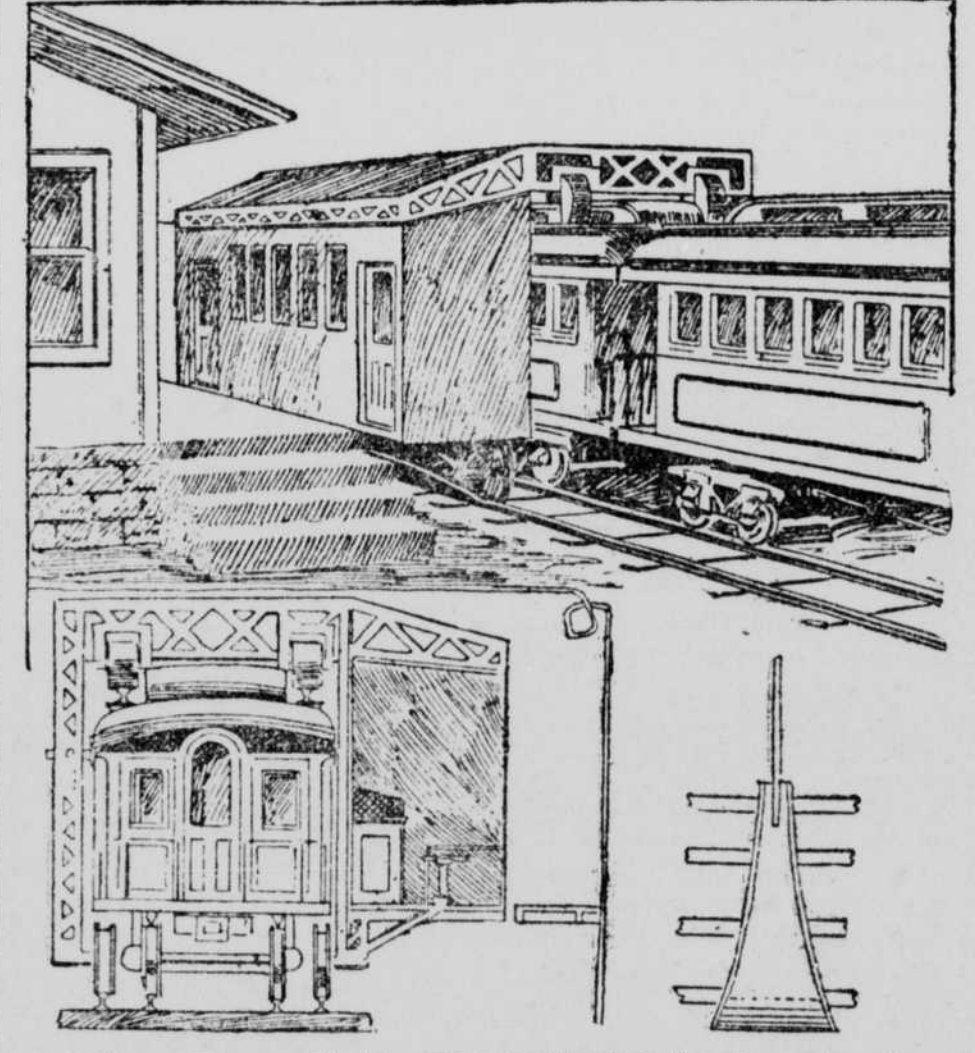
If the plans of a New York inventor are carried out, as forecasted in the Scientific American, from which publication the above picture is reproduced, the fast trains in their flight across the country will take on and unload passengers without even a check in their speed, much as they do at rural stations.

The characteristic feature of the invention resides in the employment of a number of "saddle cars," which are successively taken up and dropped from the moving train and through the medium of which passengers may enter or leave a train without interrupting its movement.

The railway cars employed are of the usual construction. Each car is provided on its roof with two rails, and the cars run on standard rails commonly employed. The rails on the roof of the cars have their ends projected beyond the ends of the cars and grooved laterally, so that the continuity of the track formed on the roof of the cars will not be broken on a curve. These roof rails serve the purpose of receiving the saddle car. Alongside of the rails upon which the passenger car runs are arranged two rails which receive lower flanged wheels on the saddle car. These auxiliary track rails do not extend continuously throughout the length of the railroad track, but are located only at the stations at which it is desired to load and unload passengers. The auxiliary track rails are each provided with raised portions adjacent to the ends toward which the car is moved and the ends of these auxiliary rails are tapered.

As the illustration shows, the roof rails on the front of the car are tapered downward, so that they will readily engage under the broad-faced wheels. One of the saddle cars is to be placed at each station on the road. As the train approaches the station the tapered ends of the roof rails will run under the broad-faced upper wheels of the saddle car, and the saddle car will be lifted off the auxiliary track rails and carried away with the train. The saddle car will ride along the top of the train, and by the time it has got to the last car will have assumed the momentum of the train. The saddle car and train will be locked together, and then the passengers can pass from one to the other.

As the train approaches the next station the lower wheels of the saddle car will engage the raised part of the auxiliary rails and the saddle car will be lifted off the train, thus permitting the train to pass on and leave the saddle car at the station. When the saddle car is thus dropped the train immediately runs into a second saddle



car placed on the other end portions of the auxiliary track rails and takes the second saddle car up with its passengers. This operation is repeated at each station, one saddle car being left at each station and one saddle car being taken up. By this arrangement the train may move without stop through the length of the road. The saddle cars, of course, are provided with brakes to arrest their movement at the desired point.

There are in Boston 64,228 houses in addition to 100 hotels and 558 family hotels.