

has postal notices that no more men are wanted at San Francisco at the coast division headquarters, a blacklist containing the names of about forty leading strikers has been posted. The other strikers will be taken back, it is said.

At San Jose, where considerable violence was done, none of the strikers were taken back. In Oakland and Sacramento questions pertaining to work is not yet under discussion.

DEBS FLAG OF TRUCE

Text of the Proposition that Was Rejected by the General Managers Association. CHICAGO, July 14.—Following is the text of the proposition made by President Debs to the railway managers:

The Railway Managers—Gentlemen: The existing trouble growing out of the Pullman strike having assumed continental dimensions and there being no indication of relief from the widespread business demoralization, I respectfully make the following proposition on a basis of settlement:

They agree to return to work in a body at once providing they shall be restored to their former positions without prejudice, except in cases where they have been convicted of crime.

This proposition looking to an immediate settlement of the existing strike in all lines of railways is inspired by a purpose equally as important in every direction as to secure the peace, the peace, security and prosperity of our common country.

It has extended far beyond the limits of interests originally involved, and has laid the hands of a vast number of industries and enterprises in no wise responsible for the trouble.

Widespread demoralization and a loss of confidence in the ability of the public peace and tranquility are in peril. Grave apprehensions of future disturbances are being kindled.

This being true, and the statement will not be controverted, we conceive it to be our duty and every appropriate and extraordinary efforts to end the existing strike and avert a catastrophe which shadows are even now upon us.

If ended now the contest, however serious in its consequences, will not have been in vain. Sacrifices have been made, but they will have their compensations.

Indeed, if it seems shall be brought to a close, the troubles now so widely deplored will prove a bitter-sweet experience of value in the months and years to come.

The difference that led up to the present complications has arisen from a misunderstanding of duty and patriotism demands that a remedy for existing troubles be found and applied.

The employees propose to do their part by their return to work on a half pay. Let it be stated that they do not impose any condition of settlement except that they be restored to their former positions. They do not ask the recognition of their organization or of any organization.

Believing this proposition to be fair, reasonable and just, I respectfully submit with the belief that its acceptance will result in the prompt resumption of the work on all lines of railways, the restoration of peace and order. Respectfully,
EUGENE V. DEBS, President,
GEORGE W. HOWARD, Vice President,
SWITCHMEN'S ASSOCIATION,
AMERICAN RAILWAY UNION.

Freight Cars Burned at Cincinnati.

CINCINNATI, July 14.—Two freight cars were burned by incendiaries before daylight, one in the Chesapeake and Ohio and one in the Pennsylvania yards. There is no clew, but strikers whom the roads refused to take back are suspected.

SUNDAY, JULY 15.

MUSIC COUPON.

Cut this out for a copy of POPULAR MELODIES.

25 cents and a coupon will secure it.

BY MAIL—30 cents.

Music Department, OMAHA BEE.

SERIES B.

The Book of the Builders

HISTORY OF THE WORLD'S FAIR.

BY D. H. BURNHAM, Chief of Construction, AND F. D. MILLET, Director of Decoration.

BRING 6 coupons with 25 cents, or, sent by mail, 5 cents extra, in coin (stamps not accepted). Address, Memorial Department, OMAHA BEE.

SERIES NO. 21.

SUNDAY, JULY 15.

THE AMERICAN ENCYCLOPEDIA

DICTIONARY.

4 200 Pages. 250,000 Words

INSTRUCTIVE AND USEFUL

A Mine of Knowledge and a Mist of Usefulness.

There are more things instructive, useful and entertaining in that great book, "The American Encyclopedia," than in any other similar publication ever issued.

Send orders to The Encyclopedia Company, 110 N. 3rd St., Chicago, Ill. Enclose 10 cents for postage and handling charges. Send orders to The Encyclopedia Company, 110 N. 3rd St., Chicago, Ill. Enclose 10 cents for postage and handling charges.

DICTIONARY DEPARTMENT.

NUMBER 19.

THE CENTURY WAR BOOK

Send or bring FOUR coupons and ten cents in coin to this office and receive the 19th issue of this superb work, the story of the war, told by the leading generals on both sides.

MAGNIFICENTLY ILLUSTRATED.

Address, War Book Dept., Omaha Bee.

Debs Says the Fight is Not Over Yet by a Long Way.

Mr. Debs tonight from Chief Arthur of the engineers in reply to one sent him this afternoon.

"CLEVELAND, July 14.—E. V. Debs: My advice to the strikers is to hold out. I have no doubt that the strikers will win in the end. I have no doubt that the strikers will win in the end. I have no doubt that the strikers will win in the end.

TROOPS GETTING READY TO GO HOME

Promised Developments for the Day Fall to Materialize and Surface Indications Are that the Strike Is Hopelessly Lost.

CHICAGO, July 14.—Chicago is very rapidly resuming its normal condition. The action of the conference of the strikers yesterday afternoon, supplemented by a meeting of the Building and Trades assembly last night, at which it was resolved to call off the strike and resume work at once, is accepted universally as the death blow of the Pullman boycott.

Debs and Sovereign still say that it is not over and that they are going to fight to the bitter end. Debs goes so far as to say that he will tie up every railroad in the United States, but he also says, or did say in a speech last night to 500 of the strikers:

"The only thing that you boys back at your work. We made a proposal to the railway managers today regarding this. We did not ask the managers to return to work. We simply made the proposition to them that we would call the strike off if they would promise not to be prejudiced against you boys. I have no doubt that they will do so. I have no doubt that they will do so. I have no doubt that they will do so."

Debs' statement, however, is not to be taken as a sign of weakness. He is simply making a statement of fact. He is simply making a statement of fact. He is simply making a statement of fact.

LAUDED THE SWITCHMEN. "My heart goes forth in these times to the switchmen as the bravest and most loyal of our countrymen. They have more than once gone out to help the firemen, engineers or conductors. They have more than once gone out to help the firemen, engineers or conductors. They have more than once gone out to help the firemen, engineers or conductors."

Debs' statement, however, is not to be taken as a sign of weakness. He is simply making a statement of fact. He is simply making a statement of fact. He is simply making a statement of fact.

Debs' statement, however, is not to be taken as a sign of weakness. He is simply making a statement of fact. He is simply making a statement of fact. He is simply making a statement of fact.

Debs' statement, however, is not to be taken as a sign of weakness. He is simply making a statement of fact. He is simply making a statement of fact. He is simply making a statement of fact.

Debs' statement, however, is not to be taken as a sign of weakness. He is simply making a statement of fact. He is simply making a statement of fact. He is simply making a statement of fact.

Debs' statement, however, is not to be taken as a sign of weakness. He is simply making a statement of fact. He is simply making a statement of fact. He is simply making a statement of fact.

Debs' statement, however, is not to be taken as a sign of weakness. He is simply making a statement of fact. He is simply making a statement of fact. He is simply making a statement of fact.

Debs' statement, however, is not to be taken as a sign of weakness. He is simply making a statement of fact. He is simply making a statement of fact. He is simply making a statement of fact.

Debs' statement, however, is not to be taken as a sign of weakness. He is simply making a statement of fact. He is simply making a statement of fact. He is simply making a statement of fact.

Debs' statement, however, is not to be taken as a sign of weakness. He is simply making a statement of fact. He is simply making a statement of fact. He is simply making a statement of fact.

Debs' statement, however, is not to be taken as a sign of weakness. He is simply making a statement of fact. He is simply making a statement of fact. He is simply making a statement of fact.

Debs' statement, however, is not to be taken as a sign of weakness. He is simply making a statement of fact. He is simply making a statement of fact. He is simply making a statement of fact.

Debs' statement, however, is not to be taken as a sign of weakness. He is simply making a statement of fact. He is simply making a statement of fact. He is simply making a statement of fact.

Debs' statement, however, is not to be taken as a sign of weakness. He is simply making a statement of fact. He is simply making a statement of fact. He is simply making a statement of fact.

Debs' statement, however, is not to be taken as a sign of weakness. He is simply making a statement of fact. He is simply making a statement of fact. He is simply making a statement of fact.

Debs' statement, however, is not to be taken as a sign of weakness. He is simply making a statement of fact. He is simply making a statement of fact. He is simply making a statement of fact.

Debs' statement, however, is not to be taken as a sign of weakness. He is simply making a statement of fact. He is simply making a statement of fact. He is simply making a statement of fact.

Debs' statement, however, is not to be taken as a sign of weakness. He is simply making a statement of fact. He is simply making a statement of fact. He is simply making a statement of fact.

Debs' statement, however, is not to be taken as a sign of weakness. He is simply making a statement of fact. He is simply making a statement of fact. He is simply making a statement of fact.

Debs' statement, however, is not to be taken as a sign of weakness. He is simply making a statement of fact. He is simply making a statement of fact. He is simply making a statement of fact.

Debs' statement, however, is not to be taken as a sign of weakness. He is simply making a statement of fact. He is simply making a statement of fact. He is simply making a statement of fact.

ARTHUR ASKED TO EXPLAIN.

Accused by the A. R. U. of Recommending Sea Engineers for Positions. CHICAGO, July 14.—The following was sent to Grand Chief Arthur of the engineers brotherhood this afternoon:

"CHICAGO, July 14.—Chief Arthur, Grand Chief Brotherhood of Locomotive Engineers, Cleveland, O. The newspapers quote you as having issued an official statement to your members requiring them to work for the Pullman strike. I am sorry to hear of this. I am sorry to hear of this. I am sorry to hear of this."

MANAGERS MADE A MISTAKE. Mayor Hopkins of Chicago Thinks They Should Have Accepted Debs' Offer. CHICAGO, July 14.—President Gompers, when asked about the refusal of the railway managers to entertain Mr. Debs' proposition, said today that he regretted it very much. It was today for the railways, bad for the men and bad for the public interest.

He will have, however, no effect on the action taken by the federation in declining to order a general strike.

At his arrival at his office today Mayor Hopkins received the letter from the General Managers association regarding the proposition for a settlement of the strike as made by Debs, Sovereign and Howard, with the information that it would not be considered. The mayor forwarded the communication to President Debs: "I regret that the answer is such," said the mayor.

"I think the railroad companies should have taken advantage of the offer in the interest of peace, law and order. Of course they know their business better than I do."

HOPKINS SAYS IT WASN'T SO. "The strike is far from beginning to end. I should ask General Miles for the justice of denying it," said Mayor Hopkins, referring to a report from Cincinnati to the effect that General Miles, before the state militia was called out, called on Mayor Hopkins and asked if he intended doing his duty and would call out the state militia.

He said that he had no objection to his own militia, but that he should not mix up in the matter, whereupon General Miles pulled out his watch and said he would give Mayor Hopkins just thirty minutes to make up his mind. He said that he would call out the state militia, and that if he (Mayor Hopkins) refused to obey he would declare the law under martial law and arrest the mayor for conspiracy.

"I have had but one interview with General Miles," said Mayor Hopkins, "and he accepted his defeat and is now engaged in an effort to undo the work he has been doing. Prior to this morning he had no communication in any way with any federal official."

THE TRUE STORY. "General Miles called on me at the request of Mayor Hopkins and I told him the story of the strike. He said that he would call out the state militia, and that if he (Mayor Hopkins) refused to obey he would declare the law under martial law and arrest the mayor for conspiracy."

General Miles called on me at the request of Mayor Hopkins and I told him the story of the strike. He said that he would call out the state militia, and that if he (Mayor Hopkins) refused to obey he would declare the law under martial law and arrest the mayor for conspiracy.

General Miles called on me at the request of Mayor Hopkins and I told him the story of the strike. He said that he would call out the state militia, and that if he (Mayor Hopkins) refused to obey he would declare the law under martial law and arrest the mayor for conspiracy.

General Miles called on me at the request of Mayor Hopkins and I told him the story of the strike. He said that he would call out the state militia, and that if he (Mayor Hopkins) refused to obey he would declare the law under martial law and arrest the mayor for conspiracy.

General Miles called on me at the request of Mayor Hopkins and I told him the story of the strike. He said that he would call out the state militia, and that if he (Mayor Hopkins) refused to obey he would declare the law under martial law and arrest the mayor for conspiracy.

General Miles called on me at the request of Mayor Hopkins and I told him the story of the strike. He said that he would call out the state militia, and that if he (Mayor Hopkins) refused to obey he would declare the law under martial law and arrest the mayor for conspiracy.

General Miles called on me at the request of Mayor Hopkins and I told him the story of the strike. He said that he would call out the state militia, and that if he (Mayor Hopkins) refused to obey he would declare the law under martial law and arrest the mayor for conspiracy.

General Miles called on me at the request of Mayor Hopkins and I told him the story of the strike. He said that he would call out the state militia, and that if he (Mayor Hopkins) refused to obey he would declare the law under martial law and arrest the mayor for conspiracy.

General Miles called on me at the request of Mayor Hopkins and I told him the story of the strike. He said that he would call out the state militia, and that if he (Mayor Hopkins) refused to obey he would declare the law under martial law and arrest the mayor for conspiracy.

General Miles called on me at the request of Mayor Hopkins and I told him the story of the strike. He said that he would call out the state militia, and that if he (Mayor Hopkins) refused to obey he would declare the law under martial law and arrest the mayor for conspiracy.

General Miles called on me at the request of Mayor Hopkins and I told him the story of the strike. He said that he would call out the state militia, and that if he (Mayor Hopkins) refused to obey he would declare the law under martial law and arrest the mayor for conspiracy.

General Miles called on me at the request of Mayor Hopkins and I told him the story of the strike. He said that he would call out the state militia, and that if he (Mayor Hopkins) refused to obey he would declare the law under martial law and arrest the mayor for conspiracy.

General Miles called on me at the request of Mayor Hopkins and I told him the story of the strike. He said that he would call out the state militia, and that if he (Mayor Hopkins) refused to obey he would declare the law under martial law and arrest the mayor for conspiracy.

General Miles called on me at the request of Mayor Hopkins and I told him the story of the strike. He said that he would call out the state militia, and that if he (Mayor Hopkins) refused to obey he would declare the law under martial law and arrest the mayor for conspiracy.

General Miles called on me at the request of Mayor Hopkins and I told him the story of the strike. He said that he would call out the state militia, and that if he (Mayor Hopkins) refused to obey he would declare the law under martial law and arrest the mayor for conspiracy.

General Miles called on me at the request of Mayor Hopkins and I told him the story of the strike. He said that he would call out the state militia, and that if he (Mayor Hopkins) refused to obey he would declare the law under martial law and arrest the mayor for conspiracy.

General Miles called on me at the request of Mayor Hopkins and I told him the story of the strike. He said that he would call out the state militia, and that if he (Mayor Hopkins) refused to obey he would declare the law under martial law and arrest the mayor for conspiracy.

General Miles called on me at the request of Mayor Hopkins and I told him the story of the strike. He said that he would call out the state militia, and that if he (Mayor Hopkins) refused to obey he would declare the law under martial law and arrest the mayor for conspiracy.

General Miles called on me at the request of Mayor Hopkins and I told him the story of the strike. He said that he would call out the state militia, and that if he (Mayor Hopkins) refused to obey he would declare the law under martial law and arrest the mayor for conspiracy.

NEW CRUISER MINNEAPOLIS BEATS THE RECORD OF HER SISTER SHIP.

At One Point in the Run She Made 25.42 Miles per Hour—Earned Her Holders a Premium of \$100,000—Can Overhaul Any Armored Vessel Afloat.

BOSTON, July 14.—The cruiser Minneapolis made her official trip today. The course is the same over which the Columbia made her famous run last November, from Cape Ann to a similar buoy anchored off Cape Porpoise. To enable the ship to steer a perfectly straight course six other buoys are anchored at intervals on a straight line between the end buoys and a United States vessel will be anchored in close proximity to each buoy.

The total length of the course is 43.96 knots. While the course is probably as good a one as can be secured on this coast, it lacks a great deal of being satisfactory for the speed trial of a draught horse.

The Minneapolis anchored off Boston light at 4:30 o'clock this afternoon, the proud holder of the world's record for speed of a warship. The ship was started by the crew of the fastest warship in the world landed in Boston.

The requirements of the contract were she should make twenty-one nautical miles per hour, and for each quarter of a knot above that figure the firm of Cramp & Sons, builders, were to receive the sum of \$50,000. Hence, when the five members of the Cramp family who were present on the trip saw the ship make a run of 25.42 miles per hour of the trial they had the satisfaction of knowing they were \$100,000 richer than when a few hours before they had embarked on the trial.

At 8 o'clock the new cruiser started for Cape Ann, where she was to begin her run for fame and money, and the long journey was blown soon after the twin lights of Cape Ann were seen in view, and the flag of the secretary of the navy, which had up to this time flaunted defiance to its conservative character.

The ship was started at 8:30 o'clock, and every piece of bunting, ropes, flagstaffs and everything which in any way would retard the ship was removed. The lighthouse at 8:31, and soon after the forced draught was put on, and the ship speeded to the starting point as though urged by a hot wind.

At 8:31 o'clock the ship was started for Cape Ann, where she was to begin her run for fame and money, and the long journey was blown soon after the twin lights of Cape Ann were seen in view, and the flag of the secretary of the navy, which had up to this time flaunted defiance to its conservative character.

The ship was started at 8:30 o'clock, and every piece of bunting, ropes, flagstaffs and everything which in any way would retard the ship was removed. The lighthouse at 8:31, and soon after the forced draught was put on, and the ship speeded to the starting point as though urged by a hot wind.

At 8:31 o'clock the ship was started for Cape Ann, where she was to begin her run for fame and money, and the long journey was blown soon after the twin lights of Cape Ann were seen in view, and the flag of the secretary of the navy, which had up to this time flaunted defiance to its conservative character.

The ship was started at 8:30 o'clock, and every piece of bunting, ropes, flagstaffs and everything which in any way would retard the ship was removed. The lighthouse at 8:31, and soon after the forced draught was put on, and the ship speeded to the starting point as though urged by a hot wind.

At 8:31 o'clock the ship was started for Cape Ann, where she was to begin her run for fame and money, and the long journey was blown soon after the twin lights of Cape Ann were seen in view, and the flag of the secretary of the navy, which had up to this time flaunted defiance to its conservative character.

The ship was started at 8:30 o'clock, and every piece of bunting, ropes, flagstaffs and everything which in any way would retard the ship was removed. The lighthouse at 8:31, and soon after the forced draught was put on, and the ship speeded to the starting point as though urged by a hot wind.

At 8:31 o'clock the ship was started for Cape Ann, where she was to begin her run for fame and money, and the long journey was blown soon after the twin lights of Cape Ann were seen in view, and the flag of the secretary of the navy, which had up to this time flaunted defiance to its conservative character.

The ship was started at 8:30 o'clock, and every piece of bunting, ropes, flagstaffs and everything which in any way would retard the ship was removed. The lighthouse at 8:31, and soon after the forced draught was put on, and the ship speeded to the starting point as though urged by a hot wind.

At 8:31 o'clock the ship was started for Cape Ann, where she was to begin her run for fame and money, and the long journey was blown soon after the twin lights of Cape Ann were seen in view, and the flag of the secretary of the navy, which had up to this time flaunted defiance to its conservative character.

The ship was started at 8:30 o'clock, and every piece of bunting, ropes, flagstaffs and everything which in any way would retard the ship was removed. The lighthouse at 8:31, and soon after the forced draught was put on, and the ship speeded to the starting point as though urged by a hot wind.

At 8:31 o'clock the ship was started for Cape Ann, where she was to begin her run for fame and money, and the long journey was blown soon after the twin lights of Cape Ann were seen in view, and the flag of the secretary of the navy, which had up to this time flaunted defiance to its conservative character.

The ship was started at 8:30 o'clock, and every piece of bunting, ropes, flagstaffs and everything which in any way would retard the ship was removed. The lighthouse at 8:31, and soon after the forced draught was put on, and the ship speeded to the starting point as though urged by a hot wind.

At 8:31 o'clock the ship was started for Cape Ann, where she was to begin her run for fame and money, and the long journey was blown soon after the twin lights of Cape Ann were seen in view, and the flag of the secretary of the navy, which had up to this time flaunted defiance to its conservative character.

The ship was started at 8:30 o'clock, and every piece of bunting, ropes, flagstaffs and everything which in any way would retard the ship was removed. The lighthouse at 8:31, and soon after the forced draught was put on, and the ship speeded to the starting point as though urged by a hot wind.

At 8:31 o'clock the ship was started for Cape Ann, where she was to begin her run for fame and money, and the long journey was blown soon after the twin lights of Cape Ann were seen in view, and the flag of the secretary of the navy, which had up to this time flaunted defiance to its conservative character.

The ship was started at 8:30 o'clock, and every piece of bunting, ropes, flagstaffs and everything which in any way would retard the ship was removed. The lighthouse at 8:31, and soon after the forced draught was put on, and the ship speeded to the starting point as though urged by a hot wind.

At 8:31 o'clock the ship was started for Cape Ann, where she was to begin her run for fame and money, and the long journey was blown soon after the twin lights of Cape Ann were seen in view, and the flag of the secretary of the navy, which had up to this time flaunted defiance to its conservative character.

The ship was started at 8:30 o'clock, and every piece of bunting, ropes, flagstaffs and everything which in any way would retard the ship was removed. The lighthouse at 8:31, and soon after the forced draught was put on, and the ship speeded to the starting point as though urged by a hot wind.

At 8:31 o'clock the ship was started for Cape Ann, where she was to begin her run for fame and money, and the long journey was blown soon after the twin lights of Cape Ann were seen in view, and the flag of the secretary of the navy, which had up to this time flaunted defiance to its conservative character.

The ship was started at 8:30 o'clock, and every piece of bunting, ropes, flagstaffs and everything which in any way would retard the ship was removed. The lighthouse at 8:31, and soon after the forced draught was put on, and the ship speeded to the starting point as though urged by a hot wind.

TRAFFIC RESUMED AT ST. LOUIS.

Old Employees Asking for Reinstatement—ST. LOUIS, July 14.—All railroad trains at this point are now arriving and departing on time, freights being moved without any inconvenience. A large number of applications from old employes to be reinstated are being made, and many accepted. This evening the general superintendents of St. Louis will discuss a general rule in regard to the reinstatement of old employes.

People of Rawlins Refuse to Sell Them Any Provision. CHEYENNE, Wyo., July 14.—(Special to The Bee.)—The Union Pacific hotel management closed the bars in all its hotels along the line at the beginning of the strike. Several train loads of cattle have come east over the Wyoming division yesterday and today and other ships have been ordered cars. O. H. Haley of Laramie shipped ton of sheep from Laramie to the Chicago market today and J. B. Hunter will ship thirty cars from Rawlins tomorrow.

Trouble Expected at McKeesport. McKESPORT, Pa., July 14.—The largest mass meeting of the dissenting employes of the National Tube works held since the closing of the present trouble here occurred this afternoon in White's opera house. By a vote of 733 to 315 it was decided to continue the strike until the company shall accede to the demands of the men. An attempt will be made to resume work on the tube works Monday, and fears are entertained that such a effort will result in another riot.

Trouble Expected at the Tube Works. At Rawlins the people of the town are strongly in sympathy with the strikers and many aversion to the deputy marshal on duty there is shown by every one. They are expected to be very active. They cannot purchase a single article in any of the stores of the town.

READY FOR THE TRIAL. At 8 o'clock the new cruiser started for Cape Ann, where she was to begin her run for fame and money, and the long journey was blown soon after the twin lights of Cape Ann were seen in view, and the flag of the secretary of the navy, which had up to this time flaunted defiance to its conservative character.

The ship was started at 8:30 o'clock, and every piece of bunting, ropes, flagstaffs and everything which in any way would retard the ship was removed. The lighthouse at 8:31, and soon after the forced draught was put on, and the ship speeded to the starting point as though urged by a hot wind.

At 8:31 o'clock the ship was started for Cape Ann, where she was to begin her run for fame and money, and the long journey was blown soon after the twin lights of Cape Ann were seen in view, and the flag of the secretary of the navy, which had up to this time flaunted defiance to its conservative character.

The ship was started at 8:30 o'clock, and every piece of bunting, ropes, flagstaffs and everything which in any way would retard the ship was removed. The lighthouse at 8:31, and soon after the forced draught was put on, and the ship speeded to the starting point as though urged by a hot wind.

At 8:31 o'clock the ship was started for Cape Ann, where she was to begin her run for fame and money, and the long journey was blown soon after the twin lights of Cape Ann were seen in view, and the flag of the secretary of the navy, which had up to this time flaunted defiance to its conservative character.

The ship was started at 8:30 o'clock, and every piece of bunting, ropes, flagstaffs and everything which in any way would retard the ship was removed. The lighthouse at 8:31, and soon after the forced draught was put on, and the ship speeded to the starting point as though urged by a hot wind.

At 8:31 o'clock the ship was started for Cape Ann, where she was to begin her run for fame and money, and the long journey was blown soon after the twin lights of Cape Ann were seen in view, and the flag of the secretary of the navy, which had up to this time flaunted defiance to its conservative character.

The ship was started at 8:30 o'clock, and every piece of bunting, ropes, flagstaffs and everything which in any way would retard the ship was removed. The lighthouse at 8:31, and soon after the forced draught was put on, and the ship speeded to the starting point as though urged by a hot wind.

At 8:31 o'clock the ship was started for Cape Ann, where she was to begin her run for fame and money, and the long journey was blown soon after the twin lights of Cape Ann were seen in view, and the flag of the secretary of the navy, which had up to this time flaunted defiance to its conservative character.

The ship was started at 8:30 o'clock, and every piece of bunting, ropes, flagstaffs and everything which in any way would retard the ship was removed. The lighthouse at 8:31, and soon after the forced draught was put on, and the ship speeded to the starting point as though urged by a hot wind.

At 8:31 o'clock the ship was started for Cape Ann, where she was to begin her run for fame and money, and the long journey was blown soon after the twin lights of Cape Ann were seen in view, and the flag of the secretary of the navy, which had up to this time flaunted defiance to its conservative character.

The ship was started at 8:30 o'clock, and every piece of bunting, ropes, flagstaffs and everything which in any way would retard the ship was removed. The lighthouse at 8:31, and soon after the forced draught was put on, and the ship speeded to the starting point as though urged by a hot wind.

At 8:31 o'clock the ship was started for Cape Ann, where she was to begin her run for fame and money, and the long journey was blown soon after the twin lights of Cape Ann were seen in view, and the flag of the secretary of the navy, which had up to this time flaunted defiance to its conservative character.

The ship was started at 8: