THE OMAHA DAILY BEE: FRIDAY, OCTOBER 25, 1901.

the move eastward to be unwise. It would

not hav been wise to uncover Santiago."

Verde."

each of the ships."

great to take."

forgotten it.

Plattsmouth.

garding the disobedience of orders.

would relieve him of this charge.

At this point the court adjourned

SAVINGS BANKS SEEK CASH

Bring Suit to Foreclose Mortgage of

the Plattemonth Electric

Lighting Plant.

In the United States circuit court the

SCHLEY IS ON THE STAND be impossible for you to be otherwise than

Admiral is Called to Testify Befere the Court of Inquiry.

BEGINS FULL NARPATIVE OF CAMPAIGN

July Demonstration is When the Witness Repeats the Piedge He Gave Sampson of Being Always

Loyal.

WASHINGTON, Oct. 24 .--- Admiral Schley took the stand in his own behalf at the court of inquiry which is investigating his conduct as commander-in-chief of the flying equadroa during the Santiago campaign. He was summoned a few minutes after the court convened at 2 o'clock for the after-

noon session and when the court adjourned at 4 o'clock he apparently had only gotten well under way in his testimony. Captain Charles E. Clark of Oregon had just concluded his statement when Mr. Rayner, rising from his seat, said: 11 should like to have Rear Admiral Schley | o'clock on the morning of the 19th he sailed

called. It was a turn in the proceedings for which, apparently, neither the members of West. the court, its officers, nor the spectators were prepared, and a murmur of surprise was beard on all sides.

It had been expected that the admiral's name would be reached toward the close of the afternoon session. There were still two witnesses on his list who had not been heard and it was understood to be his purpose not to take the stand until the entire list had been exhausted. He, however, responded immediately to the call and before the audience was well aware of the fact, he had begun his narrative of the campaign which terminated in the destruction of Cervera's flect.

His Introduction.

Mr. Rayner introduced the testimony of his distinguished witness by saying: Will you give the court your name and rank ?'

"Winfield Scott Schley, rear admiral, United States navy, retired; at present on service in this court of inquiry."

The admiral then in answer to a question from his counsel proceeded to give a careful and detailed narrative of all the events of the campaign up to the battle of Santiago. He had not reached the state of his testimony where he will tell of the battle when the court adjourned for the

The audience which listened to his recital it arrived on the night of May 31. was by far the largest which has yet gathered in the gunners' workshop where the court sits. All the reserved seats were occupied, as were the seals set apart for the public at large. In the rear of the room stood probably as many people as found seats. scores of men and women standing upon tables, chairs and in the windows. the officer on deck spoke of it. in fact, anywhere from where they could see the court. fleet had steamed in and looked into the

There was no appearance of demonstraharbor, but it had been impossible to see t on of any kind during the admiral's recital. On the contrary, the silence was almost unbroken except for the sound of the witness' own voice. Only once was there a stir in the room which indicated any feeling on the part of the listeners. That was when the admiral, detailing nis conversation with Admiral Sampson in the cabin of the ship New York at Key West, told how he had assured the commander-in-chief of fealty to him. When the court adjourned for the day many of spectators pressed forward and shook the admiral's hand.

Admiral Schley is Called.

Admiral Schley was called to the stand early in the afternoon session, Captain the line was three or four miles out. ing been excused after apswer-

I asked the admiral if there had been established any means of communicating with the insurgents; whether there were pilots or whether any locality was known where they were to be found. He told me that he did not know, but that when he

communicating. To risk a boat through surf, for a coast believed to be occupied by the enemy, might have repeated Captain got the situation better in hand he would MeCalla's experiment. He found the coast communicate with me and that he thought was pretty well occupied. I saw cavalry would be better for me to proceed to on the coast once or twice. They appeared the blockade of Clenfuegos as soon as possible. I said: 'Very well.' I was very glad, of course, to go anywhere. That for a moment and then got out of sight. I thought to waste ammunition on a solterminated our conversation except so far itary cavalryman was like wasting big gun on sparrows. I wanted to have all the amas it related to complimentary allusions." munition we had for use against the ene-The admiral then said that he left the my's squadron, which I knew to be someflagship New York and went on board his own flagship in order to hasten the operawhere in the vicinity, I did not think that it tion of coaling. Later Algonquin came was possible during the time we were there out with an order from the secretary of to maintain a blockade as contemplated

them, though I asked the question, the

withdrawal of the squadron of Captain Me-

the navy to Commodore Remey directing Did All the Coaling He Could. he witness to proceed to Havena. "I did all the coaling that was practica-Admiral Schley said he signaled Admiral ble or possible. With the later experience Sampson and the latter said that be unof the war, after we got hold of colliers

derstood that his (Sampson's) coming to Key West modified his (Schley's) orders that were very much better fitted to resist a shock, as well as to deliver this coal rapand instructing him to carry out the plans agreed upon. The admiral then described the coaling of his squadron, which, he said, idly-with that experience I might have coaled on days of worse weather. We had was a more tedious task than it became great many accidents about which no later. He told of the amount of coal his mention has been made, because they came after the period of time. One of the colships had and said that between 7 and 8 liers had to go to New York absolutely for Cienfucgos. The admiral then read the smashed in. Merrimac had several boles order on which he had sailed from Key punched through it and my impression now In this order Admiral Sampson had is a portion of the upper works of Sterling told Commodore Schley that he should eswas injured in some way, but we managed tablish a lockade at Cienfuegos with the with more experience to do a little better least possible delay and had said that after than we did at first. There was always at he had the information more in hand he Cienfuegos a rolling swell and vessels with would write the commodore. projecting sponsors or projecting guns were

"Under the direction of this order my always in danger. I recollect in one case squadron got under way." he said. Then one of the six-pounder guns on Brooklyn this accident rendered coaling out of the he related the details of the cruise to was bent at an angle of thirty degrees by Cienfuegos. That same night he had fallen coming in collision with one of the colliers. in with McCalla and his squadron. Mc-"In other words the problem presented Calls had sent Eagle to intercept him and to me at Cientuegos was one that had troubled the navies of the world throughhad himself asked permission to pass on. He had sent Scorpion to meet Eagle and out all time." the former vessel had reported, as was re-He then spoke of the arrival of Captain corded in its log. "That," he said, "is all the information it gave us. After this McCalla May 24, bringing information con-

cerning the shore signals from the Cuban insurgents. He said: "When the captain Eagle came within hall, telling us there was no news. I feel very positive this was came aboard he asked. 'Have you seen the case. It seems burned into my mind, any signals?' I said: 'What do you mean?' but from what I have heard I begin to He then asked if I had seen three lights at think I may possibly be mistaken. night and three horses in the daytime. I Relating the particulars of his meeting said I had seen the lights, and he said: with Captain Chester of the boat Cincin-'They are trying to communicate with you.' nati, he said that the captain was anxious

expressed surprise and asked who had to join the flying squadron. The admiral made the arrangements. McCalla replied that he had done so. I asked why they said that was not feasible. The captain had suggested one or two banks on the had not been communicated to me, but Cuban coast at which he thought coaling that he did not know. I then told him would be possible. He said it was probto make a search of the shore, which he lematical, as it would depend upon the did, reporting that the Spanish fleet was weather and the sea. After Chester left, not there.' the admiral said, the squadron had contin-

This information, the witness said, had ued its voyage toward Cienfuegos, where been received about 4 p. m., May 24, and toward 12 o'clock the squadron formed column and steamed toward Santiago. He said that the signals made by the fleet "Toward sundown that evening I was standing on the bridge. When we were were not made until the fleet was fourteen thirty or forty miles out I heard six or miles from Cienfuegos and could not have seven guns fired with the cadence of a been seen. He then retold the details of salute. The report was so distinct that the voyage.

"It was a dirty night," he said, " lowering sky. I remember that when I looked out at the porthole, twenty feet above, the spray came in freely. Of course in. I never saw any smokestacks there and this was not serious for big vessels, but was a very close watcher from 7 or 5 it was for the smaller ones."

Defends His Waiting Course.

o'clock in the morning until 12 to 1 at night. Very few circumstances escaped me. He defended his course in keeping the Toward 9 o'clock of the 22d Dupont brought essels together, holding the faster vesto me the now celebrated 'Dear Schley' sels for the slower. "We proceeded as a letter." In obedience to this dispatch he unit," he said, "and I hold that to do otherhad sent Scorpion east to communicate with wise would be unmilitary and unwise in Plattamouth and others, to foreclose a mort- as a motive power for projecting a sphere the scout boats about the Spanlards, "as changing base with a fleet. I hold that gage upon the plant of that company at made of steel and thick glass through I was very doubtful of their being at Sanuseful auxiliaries and supplies should never be abandoned, except under the greatest He recalled the arrival of lows, but he necessity.

did not recollect that it brought anything Taking up the coaling question, he said to him in the way of dispatches. He did that it was absolutely impossible to coal recall, however, that he had gotten letters, on May 25. "I watched the situation among others, one from his wife. Speakclosely," he said, "and feit that I was more capable than any other man of judg-ing the situation in that respect. On the Sath to secure the payment of bonds in the amount of \$30,000. In 1896 the city ing of the blockade at Clenfuegos, he said

the general principle upon which I acted NEW BOOKS AND MAGAZINES in this matter. I did not call any council Calla and the failure of Lieutenant of war. The information which these peo-

Southerland to give me that information pie gave led me to infer that the telewas directly responsible for the delay in graphic information was a ruse similar to Heliday Eenson Erings a Great Flood that which was telegraphed from Cadiz that the squadron had returned to Cape of Fiction.

> Continuing, the admiral said: "If any of us at any time made any mistakes dur- SCME EOOKS OF MORE SOLID CHARACTER ing the campaign of Santiago, or elsewhere,

it was in supposing that the Spaniards would ever do right at the right time." Publishers Bring Out Vast Number of At this point Admiral Schley described Most Excellent Juvenile Works of the movements of the squadron about San-All Kinds - Gift Books tiago, saying that he had concluded

Begin to Arrive.

He said that their movements every moment of the day were known in Havana. "The Secret Orchard." by Agnes and "Just as we approached Santiago, on the Egerton Castle, is a romance with a very 26th, the collier Merrimac, which had been dramatic plot. The scene is laid in a giving us a good deal of trouble, broke chatcau, a short distance from Paris, and down. I determined that an unmanageable the leading character is the Duc de Cluny. collier was not a very preferable thing to a descendant of the royal Stuarts. His have with the squadron if we met the wife, Helen, is an American girl of an arisenemy, so I first determined to send it to tocratic southern family. These two char-Key West with Yale. It then occurred to acters, with Joy, a young girl whom the me that if I sent it to Key West and it duchess wishes to adopt and whose life has was taken we would be out a collier and been strangely interwoven with theirs, are the Spanish, if they were outside, would be the center of this engrossing story. The in so much coal. So I determined on this story has unusual merit in that the intermovement to the westward, in the meanest in the plot increases steadily until the time inquiring as to the coal supply of very end. It attracted widespread interest when it was published in the Cosmopolitan Dilemma of Merrimac. Magazine and is unquestionably one of the

Continuing his discussion of the coalbest works by the authors of "The Pride of ing situation, Admiral Schley said that a Jennico." Frederck A. Stokes company. supply was necessary. The enemy would New York

not come toward the Americans, but would go in the other direction. Speaking of the Mary Devereux, author of "From Kingcollier Merrimac's breaking down he said dom to Colony," has written a new book. "Up and Down the Sands of Gold." a story question. "I don't believe any prudent of the present time, whose events occur i commander would have attempted to send an American seashore towns. It has strong a ship alongside an unmovable collier to local color and much of the life typical of take coal. The risk would be too great. the old sailors on the New England coast The responsibility was mine and it was too Captain Jack, a quaint little boy, and Uncle Billy are sure to be favorites. The With reference to the arrival of Harvard popularity of "From Kingdom to Colony" on the 27th and his conference with Capwill naturally enough win favor for the tain (now Admiral) Cotton, Admiral Schley new work, which will be found fully as ensaid that he had never received the distertaining and in some respects superior to patch reporting in positive terms the preserce of the enemy at Santiago. the former work. The admirers of Mary "I never saw it," he said, with intense earnestness. "I never saw it and I am Deveroux will be interested in knowing that

she was born in Marblohead, Mass., where her people have lived since 1638. At an sure that Cotton never delivered it to me. It he had done so it would be among my early age the family moved to Tennessee and the author is now a resident of Clevepopers and it would have burned itself into my memory, so that I never could have land. O. Little, Brown & Co., Boston.

Admiral Schley also referred again to Contrary to expectations, Dr. S. his conversation with Captain McCalla, Keightley has, in his latest story, "A Man saying that McCalls did not testify to the of Millions," left the field of historical ficwhole conversation, and then discussed tion and given us a bit of modern romance. his dispatch to the Navy department re-He tells the story of a young Englishman He who is forced to flee from his country, but sold that as translated this message was who, after wandering in foreign lands for essentially different from the dispatch as, many years and acquiring great wealth, rehe framed it. He contended that there had turns to his old home with but one desire been no disobeyance; that he had complied in life-to repay in kind the man who had

with orders in returning to Santiago and wrecked his life. The outcome of the that the proper construction of his dispatch story is most unexpected and thrilling in the extreme. Dodd, Mead & Co., New York.

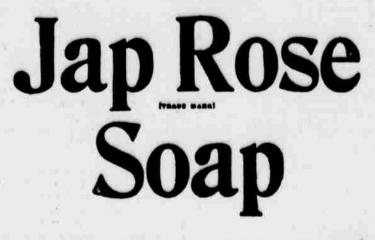
> H. G. Wells' wild flights of imagination. based on plausible scientific basis, are always well told and entertaining. His latest work, "First Men in the Moon," will remind the reader of the "War of the Worlds," which made such a stir a few

years ago. In his latest story he invents New Hampshire Savings bank and the New a substance that is "opaque to all forms Hampshire Savings Bank company have of radiant energy." which cuts off the gravbrought suit against the Plattsmouth Gas itational attraction of the sun and of the and Electric Light company, the city of earth. This marvelous substance is used

space. Two men equip this wonderful According to the allegations of the petimachine and fly away to the moon. tion, the gas and electric light company is | Wells has a most ingenious fancy and dethe holder of a franchise granted by the scribes the strange inhabitants of that city of Plattsmouth to the Ballou Electric planet and their peculiar life. It 18. Light company, under the terms of which withal, a very amusing and very entertain-

Era," by Rev. George P. Fisher of Yale university; "The French War and the Revolution," by Prof. William M. Sloan of columbia university; "The

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hould and should not be done. Many ex- Burgess has the happy faculty of clothing amples are given of the right and wrong facts in language that makes a very readway as illustrated by selections from cur- able story. Charles Scribner's Sons, New rent newspapers. It is a book that every York.

Houghton, Mifflin & Co, are sending out a very elaborate holiday bulletin, containing a full description of many of their most notable holiday books.

complishment, rather, for as yet it has bardly got beyond the social circle. Miss Mary White has prepared a little manual as a guide to those who wish to take up the work either as a pastime or as a means of occupation. She gives in detail a de-scription of the various implements and materials necessary, and then tells how to weave, first the simpler forms, next the more difficult patterns, and finally the complicated and beautiful work for which the Indians were once famous, but which is now rapidly becoming a lost art. The text ' fully illustrated. Published by Double-day, Page & Co., New York. Price \$1.00. Charles Scribner's Sons sometime since planned a 'very comprehensive series of proks to be known as "The American His-tory Series." Among the works to be in-

The above books are for sale by the Megeath Stationery Co., 1308 Farnam St.

John J., Valentine Seriously 111.

tory Series." Among the works to be in-

Literary Notes.

cluded in this series were "The Colonial

OAKLAND, Cal., Oct. 24.-John J. Valen-tine, president of the Wells Fargo express, is lying dangerously ill at his residence in East Oakland. Ever since last July he has been suffering from acute heart irouble, but not until a month ago was his condition considered serious. A short trip to the springs at Paso Robles did not do the capi-talist any good, and on October 14 he re-turned to his home and has been confined to his bed ever since.

young newspaper reporter ought to study carefully. A. Wessels Co., New York.

A new industry has arisen of late, or ac-

complishment, rather, for as yet it has

ing a few unimportant questions. There was a flutter of excitement when the name of the rear admiral was called. When he took the stand and after giving his name and rank he was requested by Mr. Rayner to relate his conduct of the campaign in narrative form.

He began by relating the particulars of his taking command of the flying squadron at Hampton Roads, where, he said, "the general plan of campaign was threshed out." He said that the captains of his squadron had diversified views and he resolved to take the helm himself. The question of torpedoes in the fleet was early discussed and he decided the manner in which they should be cared for. Continuing, he said:

"I put the squadron immediately upon a war footing and established the matter of pickets and patrols and also the masking of lights, which were under inspection on several occasions, to ascertain how effective and complete it was. At first there was some fault found; later I am glad to and I have a good memory, though I am say the masking was absolutely complete, glad to say very little imagination. Lieuso that it was impossible, when the ships battle, to distinguish anyone at more than was pitiable. Not from fear, but from the ordinary distance from it."

He had, he said, explained it would be impossible to arrange a general plan of manders that in a general way it was his idea "to attack the head and leading ship me an injustice when he spoke of my speakof the enemy attacking us and concentrate the fire upon it." "My reason for this." he continued, "was two-fold, the first being the moral effect upon the enemy and the sec-ond the confusion it would create. The do not recall one word of conversation older plans for naval attack were to attack the center or rear of an enemy's fleet, which would result in the escape of some of the enomy's vessels. I felt that if we got the head we would get the whole. I think this dispatch No. 8. This is the dispatch plan was indicated by the result of the from Admiral Sampson which had brought battle some six weeks or two months later." he said, concerning this point. He then related the details of the cruise to Key West and his meeting there with Admiral Sampson.

Sampson Much Worn.

"The admiral was very much worn," he said, "and necessarily so because his responsibility had been great. He showed me a number of orders, one of which was for a division of the two squadrons, one to take the north and the other the south coast of Cuba, and he to have the preference. I asked which he preferred and he government report that if he had any verexpressed a preference for the Havana command. He told me confidentially that whichever command I should take, I must remember not to attack heavily fortified places on the shore until the Spanish ships were disposed of, that we must not risk the ships until the Spanish fleet was out of

the way. We discussed Cervera's probable desti-He said that his information was nation. that the orders of the Spanish squadron to reach Havana or some point within railroad communication were imperative he believed Cienfuegos to be the and point, as that came under the acceptation of the orders more directly. He looked over maps and I must say that I agreed with I could not imagine that auyone who had studied the military situation of the island at all could have supposed Santiago would have fulfilled any of the conditions of his instructions. We had quite a talk I told him that I had been ordered to report for duty to Admiral Romey, which I naturally imagined meant himself, and that I wanted to assure him at the outset that I should be loyal, absolutely and unreservedly, to the cause that we were both representing. Captain Chadwick, who was present, said: 10' course, commedore, anyone who has known

"It was closer at night than in the day kept ready for an emergency and was never land had neither protested against leavabandoned. During the day we feigned a ing nor insisted that he could coal. those people out. We knew there would was impracticable for him to coal. was of great draught, as were most of the other ships. The channel was very crooked took it on." and our only wish was that they might come out. The movements of the squadron

Incident at Clenfuegos

"The next day, in the early morning, the

tiago, as I think the admiral was."

were rather an invitation for them to do so. That was what I felt during all the period of this blockade.

Always Loyal to Sampson.

"Lieutenant Wood has testified to a conversation which he said he had had with me in relation to the receipt of dispatches, which for the life of me I cannot recall, tenant Wood when he came on board was dispatch boats St. Paul, Minnespolis and were under way, in the column or line of almost prostrated. His condition to me Yale. He said at the time there was a exhaustion of torpedo boat service, and I Cook saying to him on the passage over told him when he came over the side that that he had never seen more motion on if I were king I would promote every tor- Brooklyn and that some of the youngsters battle, tut he had explained to his com- pedo officer five grades if I could. He were seasick.

handed me the dispatch. I think he did ing disrespectfully of Admiral Sampson I used no such terms. There was no reason why I should have done so. I invariably spoke of him as Admiral Sampson and I which he recites; not a word, and I recollect a good many things very well."

The admiral then told of the arrival of Hawk on the morning of May 23, bringing the information that the Spanish fleet was probably at Santiago and in which Commodore Schley had been told that "if satisfied they are not at Cienfuegos, proceed with all dispatch to Santiago." In this dispatch were enclosed the McCalla memoranda saying that a good landing place could be se-

Clenfuegos.

With regard to Commander Hood's teettmony concerning the delivery of these dis- sels seen them. Yale or Minneapolis?" patches the admiral said he did not remember, "and," he went on, "I think I can show you by a memorandum in the official bal orders he forgot to report them. This memoranda had run to the effect that Hood of these men would misstate the fact. They had said, "There are a good many officers did not communicate verbally with me, but here who do not believe the Spaniards are there.

Hood's Memory Erratic.

"That." said the admiral, "goes to show that Hood was not very certain or that if he had the information he did not deliver it to the commander-in-chief, which was an indiscretion. He seems to have remembered a good deal that was said by me, but to have forgotten a good deal that he should have done."

The witness also told of the arrival of the British ship Adula and of his baving that vessel boarded and his allowing it to proceed inside. He also told of the report which Adula brought to the effect that the Spanish fleet had arrived and later had left Santiago, which, he said, lent color to his own bellef at that time. service.

The witness stated that he had seen the signals on shore and explained his experience in this respect. He said the surf was dangerous there in the daytme. Continuing. Admiral Schley said: "Not knowing whether or not there were any insurgents to the west of this place; not having movement, but I was never willing under communicated to me any idea that there any circumstances to be a participant in your character would know that it would was a system of signals arranged with glories that I would not divide. That was

time." he said, "and that was the rule al- 26th the weather was still rough, especially ways, both at Cienfuegos and Santiago. I in the morning." He told also of sending believed at that time, from the sound of the Commander Southerland away with Eagle Bring and the conversation I had had with and said that it was done because South-Admiral Sampson, that that squadron was in erland had signaled that he was danger-Cienfuegos. . The line of formation was ously short of coal. He said that Souther-"He little disords .. in hopes that we might coax regretted the necessity as I did, but it He be difficulty in getting in, as the flagship might have taken on a little coal in boats, but he would have burnt it as fast as he

> Referring to his course in leaving Clenfuegos, he said it was laid so as to give him the widest position. "My course projected," he said, "would have carried me to China if there had been no islands in the way." He spoke of the necessity in the way." He spoke of the necessity Plattamouth be required to pay the plain-of acting upon his own responsibility-of tiffs the sum of \$11,333.33%, the sum which

> having to act without having any private has been paid as rent to the owners of the information from Havana. "Therefore." plant and that the city be required to pay he said. "I had to do a good deal from as damages a certain sum, to be deterguess work. Sometimes I was right and sometimes wrong." Admiral Schley then told of meeting the

heavy sea on. He remembered Captain . Sigsbee's Erring Memory.

"Captain Sigsbee came on board and I think my recollection is almost vivid enough to describe his dress. I recollect distinctly that he had on rubber boots and an old blockading cap, which we all wore more or less, with a heavy blouse suit. I met him at the gangway. I was very glad to see him, as he was of course to see me. The first thing I asked Sigabee when he came over the side-and I want to say before I make this statement that I do not belleve Captain Sigsbee would mistake any-

that he is capable of stating what is not true. I think in this instance his recoilection is at fault, and not his veracity-I said to him, 'Captain, have you got the Done in here? He said: No, they are not cured thirteen and a half miles west of in here. I have been in very close; they are not here; they are only reported here." I said to him: 'Have any of the other ves-He said, 'No, they have not; they have assured me so,' and that was the assurance to which I referred when I spoke of the assurance of such men as Wise. Jewell and Sigsbee. Now, I do not believe that any

> assume from the conversation with Sigsbee that he was bearing to me the assurance of all of them. At the same time Nunes was aboard and he and I had a conversation in Spanish. Among other M.8888' School Shoesthings, I said: 'Nunez, what do you think

of the report that these people are not here?' He said: 'I do not believe that they are here at all, because the channel is very narrow; the buoys have also all been removed. We have to make the turns very quickly and the channel is very crooked. If they had a tug or most favorable day, perfectly smooth weather. I do not say that they might not get in, but I do not believe they are there now.' He said he had been piloting sixteen or eighteen years. We subsequently found he was a very expert pilot and rendered us valuable

Always Shoulders Responsibility. "My habit of life, not only in principal ommand of a squadron, but also in command of a ship, was to assume the responsibility and the danger of censure of any

of Plattamouth leased the business from

the company, agreeing to pay annually the sum of \$2,800 to the owners thereof and the further sum of \$1,800, interest on the bonds, reserving the right to purchase the plant at the end of four years by assuming the indebtedness represented by the bonds. The plaintiffs ask that the \$2,800 annually paid to the owners of the plant be declared a trust fund for the redemption o the bonds and ask personal judgment love-making and quarreling, or it wouldn't against the owners for the amount of be true to life in such a community. money paid by the city. They also ask author is one of the new strong figures in

that it be decreed that Plattsmouth has elected to purchase the plant and that it has assumed the payment of the bonds: that, if this latter contention cannot be en-Boston. forced, it be decreed that the city of

Some very clever writing has been done by Onoto Watanna, the young Japanese author. A great many of her short stories plant and that the city be required to pay have appeared in the different American magazines, and she has published at least mined, to make repairs upon the plant one novel previous to "A Japanese Nightnecessary to restore it to the condition in ingale," which has just come from the which it was at the time it came into the

The plaintiffs ask for a receiver pending the decision of the suit.

To the Public.

Allow me to say a few words in praise of volume is daintily bound and illustrated in Chamberlain's Cough Remedy. I can recomcolor by a Japanese artist. Harper & Bros., mend it with the utmost confidence. It New York. has done good work for me and will de

the same for others. I had a very severe cough and cold and feared I would get pneumonia, but after taking the second dose of this medicine I felt better, three bottles of it cured my cold and the pains in my chest disappeared entirely. I am, most respectfully yours for health, Ralph S. Meyers. 64 Thirty-seventh St., Wheeling, W. Va. For sale by all druggists.

Great Criminals

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> and there is no more fascinating chapter in all history than the one which tells of them and their ambitions. Mesars. Barrie, then, have done well in publishing this book. There are some subjects which never loss their interest and among them are stories of great crimes and criminals .- The New York Herald.

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