

SCOTSMAN COMFORT IN COACHMAN'S ARMS

American Girl Who Married Japanese Count and Is Deserted by Him.

NOW SHE'S MRS. BROGAN

Agnes Brewer, Who Became Countess Miyoshi, Deprived of Children, Returns to Bury Father and Wed Humbly.

ANN ARBOR, Mich., Feb. 6.—(Special.)—Agnes Brewer Miyoshi, daughter of a college professor, first married to a Japanese nobleman, the son of General Miyoshi, commander-in-chief of the Japanese army, the woman who has been the center of Japanese court intrigues, whose son by her Japanese husband will in 1912 come into the estate of his grandfather and the title "Shinkuro" in position but four degrees less than the Emperor; banished by intrigue from her Japanese home with her Japanese husband, banished for political reasons and divorced by Japanese laws, has married an Ann Arbor coachman named Edward Brogan.

Agnes Brewer was the daughter of Dr. Brewer, of the University of Michigan medical department. Count Taro Miyoshi came to the university and eventually married the professor's daughter against her father's wishes. Two children were born, both in this country. The Count Miyoshi was summoned to Japan and there began a series of court intrigues.

When Japanese children of noble birth reach a certain age they take residence in their grandfather's house. The mother, being foreign-born, could see them but rarely after that. Saddened as she was, she learned that her husband had taken a second wife. Then, as a crowning grief, came a message from her father that he was dying.

Following the advice of American missionaries, who told her of the court intrigues, she came to Ann Arbor. After her father's death, she found the ports of Japan closed to her, and she returned to her native home.

FLEET STARTS FOR HOME

Naval men who witnessed the proceedings critically from land and sea. Admiral Sperry directed the whole operation from the center bridge of the Connecticut.

At 3:30 o'clock the signal to unmoor was given and the great chains holding the ships to the buoys were loosened one by one until the vessels were held to their anchorages by but a single strand.

Georgia Leads Off.

At 3:55 a stream of multi-colored signal flags on the flagship gave the order to get under way to the Georgia, the Nebraska, the New Jersey, the Rhode Island and the Virginia, lying at the rear of the fleet. As the fleet came fluttering down five minutes later the designated battleships cast off their last lines and, like freed Leviathans seeking escape, they slowly swung their noses in the direction of the beaches in Hampton Roads on Virginia and turning to the clanking of engine gears, they crept out the Georgia leading the way with Lieutenant-Commander George W. Bixby in command.

Once outside, Rear-Admiral Wainwright's division fell into formation and waited for the second and third groups. The first group consisted of the Vermont, proudly flying the "battle ensign" trophy at her fore; the Minnesota, Ohio and Kearsgear; and the third group, the Iowa, Wisconsin, Kansas, Louisiana, Missouri and Illinois.

The three groups waited outside, and at 10:30 the Connecticut brought up the rear. Although it is not customary to fire parting salutes, the Devonshire, the flagship of Rear-Admiral Goodrich, R. N., which had taken up a position at the entrance of the harbor, hoisted and saluted the flag as the ships passed out. The band on the quarterdeck of the Connecticut played the British anthem, while the musicians on the foreign warships played "The Star-Spangled Banner" as the respective ensigns were dipped. Admiral Goodrich, "Admiral Litchin," the Russian Navy, signalled "Good-bye; pleasant voyage." Admiral Sperry replied laconically, "Thanks."

Connecticut Heads Column.

Thus the Connecticut steamed majestically along the line of the waiting American vessels, took its place at the head of the column and the Georgia, "five of clubs." The 15 other vessels wheeled gracefully in behind the Connecticut and with the black speed cones run up to the yardarm, the waiting procession, which was over three miles long, moved to the south.

The alignment of the ships was perfect and the sight was so impressive that the spectators crowding the terraces of the Alameda and the Europa Point could not restrain exclamations of delight, while the American passengers on the two liners anchored close into shore burst into involuntary cheers.

For a distance of 12 miles the fleet stood to the south. Then, being clear of Cape Serrat, the fleet cleared the point and with nothing but the broad Atlantic between them and home, the flagship headed abruptly to the westward and, in a twinkling, the splendid fleet left the ancient Pillars of Hercules behind and steamed through the straits and out to sea.

Looking from the Rock of Gibraltar, the water separating the ships seemed gradually to be obliterated as the distance increased until the 16 hulls resumed a long white line surmounted by a trailing plume of smoke.

Assume Double Column.

Suddenly, off Cape Serrat, the line widened and broke in small parts. Then a few minutes later there were two parallel lines instead of one, showing that the fleet had assumed its regular double column formation. The westward trip of the warships was obtained at 1:37 this afternoon from the signal station on top of Gibraltar, 1300 feet high. The signal was a white flag with a black cross in the center. Further west a black flag with a white cross in the center was hoisted, which they intend to follow.

The fleet left the coast of Yankton in 500 miles south of the fleet and 100 miles ahead of the supply ship Cuirao, which left here February 4. The collier Ajax will follow tomorrow to clear up odds and ends.

The officers and men left here with feelings of regret. When the fleet reaches Hampton Roads it will have traveled about 45,000 miles and traveled about 400 degrees of latitude and as many degrees of longitude.

Trip Closely Watched.

The trip has been watched with the greatest interest by all foreign powers, and wherever the vessels called, South America, Australia, Japan, China, Ceylon, Egypt and the ports of the Mediterranean, the officers and men have been given hearty official and private welcomes.

The fleet left Hampton Roads under Admiral Hobbey D. Evans, who conducted it as far as San Francisco. Rear-Admiral Charles M. Thomas then took command, but he was succeeded May 15 by Rear-Admiral Sperry, who brought the vessels home.

SAYS FLEET "FOUND ITSELF"

Admiral Sperry Summarizes Results of Long World-Voyage.

GIBRALTAR, Feb. 6.—Rear-Admiral Sperry, prior to the departure of the battleships for Hampton Roads, expressed the greatest satisfaction with the results of the around-the-world cruise. He made the following statement: "This cruise, which took place in our naval annals, for the fleet has 'found itself,' been welded into a unity. An aggregation of battleships irrespectively of their power and efficiency of the units is not a fleet in the highest sense of the term until by long, faithful and harmonious work on the part of the personnel, the spirit of the fleet has developed. That now has been accomplished. The American people have come to appreciate what it means to have a fleet like this.

"The lessons of the cruise have been many, and it is no exaggeration to say that the condition of the ships is better today than when they sailed from Hampton Roads in December of 1907. During these 14 months the fleet has been practically self-sustaining in the matter of repairs. The officers and men responsible for the repairs have not every least, and the result proves that the ships have been better cared for than when they depended upon the navy-yards.

JAPAN MAY BREAK DIPLOMATIC BOND

Possible Effect of Hostile Laws Feared by Roosevelt to Be Serious.

NO DEMAND FROM JAPAN

Relies on America to Show Good Faith—Pacific Fleet to Be Reinforced—Influx of Brown Men From Mexico.

Other foreign nationality in the United States or a very good and sufficient reason why not, is the demand of the Japanese in America, according to Takeo Sagara, secretary of the Japanese Association of Colorado.

"We consider ourselves superior as a race to the Chinese, Koreans, and other Asiatics, and we do not want to be classed with them and sell demand our rights granted by the Japanese by treaty and under the Constitution of the United States to be treated on equal terms with the French, German or any other nation," said the secretary. "The Asiatic scare of the Pacific Coast amounts to little," he continued. "The number of Japanese in the United States is decreasing and will probably continue to do so. There are about 400 Japanese in Colorado and 500 in Denver."

The statement that there are only 500 Japanese in Denver is denied by Chief of Police Armstrong, who says that a conservative estimate shows between 3000 and 4000 in this city.

NOT CONCERNED WITH JAPS

Lauck Says Militia Coast Defense Companies Are Old Plan.

SACRAMENTO, Feb. 6.—Adjutant-General Lauck was emphatic in making the statement today that the renewed activities in his department asked for by the assembly of the anti-Japanese school bill. General Lauck declared that neither the Governor nor himself had any part in the matter, and that when it was decided to accede, if possible, to the request of the Federal officials and establish an adequate coast defense.

General Lauck submitted recently to Controller Nye his estimate of \$225,000 for the expenses of the National Guard during the next two years, which would be cut down by \$27,450, which sum, the Adjutant-General states, included \$38,000 for the maintenance of the 15 additional companies asked for by the National Government. Unless the finance and ways and means committees of the Senate and Assembly, respectively, disregard the Controller's recommendations and put back the \$35,000 deemed necessary, said General Lauck, it would be useless to attempt to accede to the War Department's request.

According to the General, there are available not more than one-fourth of the number of men required to man the guns protecting San Francisco harbor.

GILLETT WANTS TELEGRAM

Would Like to Know What Roosevelt Wired Stanton.

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His one announcement of interest was the statement that Speaker Philip A. Stanton, of the Assembly, was in the city, the contents of which the Governor did not know, but which Speaker Stanton had been given permission to make public if he saw fit.

"Are you aware of any information of a disturbing character that would cause for official action thus far taken?" he asked.

"I am not," replied the Governor, who added: "I have made up my mind that the President and the members of his Cabinet are not taking this stand unless there are splendid reasons for their doing so."

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The members of the "College Inn" school of politics, in which the woman said she had originated, were clamorous in denying that they were connected with the affair, and insisted that to clear their skirts and to set all the participants right, Mr. Browne should ask for an investigation by a House committee. In case he fails to make such a request, John J. McLaughlin, recognized leader of the Sullivan men in the minority, threatens to present resolutions to that effect himself.

The "College Inn" crowd is that the "mysterious woman in blue" made the attack of her own volition, and that, after pacifying her, Mr. Browne sought to turn the affair to his own advantage and to bring confusion upon his enemies by getting the woman to say that she had been incited to her act by foes of the minority leader. Otherwise, they declare, no "frame-up" existed.

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STRIPPED LED TO WIFE

Stricken With Remorse in Mid-Air.

STORY OF 15-FLOOR FALL

Man Tells Sensation Felt in Fall From Skyscraper in Kansas City—Life From Boyhood Was Reviewed.

KANSAS CITY, Mo., Feb. 6.—(Special.)—L. E. Trout, who, with Charles Pepperrine, fell from the fifteenth floor of the Bank of Commerce building, and whose escape is considered to be miraculous, thus describes his sensations while falling to what he believed must be instant death.

"When the scaffold broke in the middle I realized I was too far from the ropes which descended at either end to seize one. I resigned myself to fate. I took about two and one-half seconds to descend 84 feet, or half way down. My first thought was: 'Will my wife forgive me for working in a dangerous place and telling her I was working inside?' I wondered if the news of my death would kill my wife.

"Then I wondered why I did not strike the bottom. It seemed that I had been in the air an hour and I longed to reach the bottom to end my suspense. I knew that my companion was ahead of me in the descent through space and I wondered how he was getting on.

"Every un-aided word I had ever uttered to my wife in little quarrels stood before me as if painted in flaming lines on a billboard. 'You cut me to the quick, and I thought how differently I should have acted if I had known what a terrible death and abrupt parting was coming.

"I wished that instead of an instantaneous death I might have a moment to comfort her, but I knew there was no hope for that. And through all my thoughts there ran as a sort of undertone a feeling of wonder why I hung suspended in the air and could not get to my journey's end.

"My life from boyhood days was reviewed. I saw every act that I had done which I am ashamed of; I saw the windows passing up and I knew I was not yet halfway down. Then I felt the rope in my hands burning and cutting my flesh. The vibration of the rope which was fastened at both ends, had carried it inward 12 feet in the middle and in my lightning-like descent I had happened to make about half of my fall at the instant the rope came nearest me and I clutched it.

"I would have reached the bottom in two-thirds of a second more. I heard Pepperrine strike and scream. The pain in my hands made me want to relinquish my hold, for I thought that I would be killed anyway. But I decided to be game. Next I saw darkness illuminated with millions of sparks. I knew then that I should see my wife again. I knew that if death came it would be immediate. Then I lost consciousness."

Trout and Pepperrine were washing windows on the fifteenth floor when the incident broke. Trout caught the safety rope after he had fallen about half way, and, holding on with bare hands, broke his fall. The flesh was torn from one hand by friction on the rope. This hand is almost useless now. His hip and leg were fractured, but he suffered no internal injuries. He landed on the glass skylight on the floor.

His companion was instantly killed.

CHEN PI DISMISSED, TOO

Another Chinese Official Gets Into Serious Trouble.

PERKIN, Feb. 6.—Chen Pi, president of the Board of Communications, and three under secretaries of the board were today dismissed in disgrace.

Recent dispatches from Pekin set forth that Chen Pi had been impeached on charges of carrying on the only large domestic loan of \$27,000,000 for the purpose of paying the shareholders of the National Telegraph System, embarrassed by the government's profligacy. Chen Pi in December began negotiations with British, French, German and Japanese banks for the money. The terms imposed were described as humiliating to the central government.

Chen Pi is the second high official to be dismissed from office since the death of the Emperor and Dowager Empress of China last November. His dismissal follows that of Yuan Shi Kai, a member of the Grand Council, by about five weeks. He is a graduate of the law school, and he has held various public offices, including the Governorship of Pekin, since 1901.

The Japanese government is waging a successful war on rats by paying for every dead one brought in, giving each rat slayer a ticket to a lottery with valuable prizes.

Piles Quickly Cured at Home

Instant Relief, Permanent Cure—Trial Package Mailed Free to All in Plain Wrapper.

Piles is a fearful disease, but easy to cure if you go to it right.

An operation with the knife is dangerous, cruel, humiliating and unnecessary.

There is just one other sure way to be cured—painless, safe and in the privacy of your own home—it is Pyramid Pile Cure.

We mail a trial package free to all who write.

It will give you instant relief, show you the harmless, painless nature of this great remedy and set you well on the way toward a perfect cure.

Then you can get a full-sized box from any druggist for 50 cents, and often one box cures.

WHEREVER THERE'S PAIN APPLY AN ALLCOCK'S

A Pair of Trousers \$3.50

A Good Raincoat \$20.00

A Good Overcoat \$20.00

A Suit of Clothes \$17.50

ALL MADE TO YOUR MEASURE THIS MONTH ONLY

This will show you the lengths to which we are willing to go in order to close out completely every yard of goods we have in stock before the first day of March. The trousers referred to above are 100 traveling men's samples, just trouser length, regular \$7 to \$12 values. Any one of them for half regular prices, \$3.50 to \$6.00. The other articles mentioned are worth fully double the prices we are asking. It's an opportunity that a shrewd buyer cannot afford to overlook. Why not get a Spring suit now?

FURTHERMORE

you may call at our shop, pick out any piece of goods you like, have it made to order for one-half to one-third of our regular prices

Columbia Woolen Mills Company

Corner Seventh and Stark Streets

USES PART CARGO AS FUEL

OLYMPIC HAS STRENUOUS VOYAGE DOWN COAST.

Rudder Carried Away Thrice and Ship Blown 45 Miles Off Course by Gale.

SAN FRANCISCO, Feb. 6.—The steamer Olympic, which arrived today from Bingham, Wash., reports having encountered a heavy southeastern gale on February 1, off Cape Blanco, and was forced to leave to port for 24 hours. When the gale moderated it was discovered that her rudder was gone.

The storm carried the Olympic 45 miles off her course before repairs were made for the third time on February 4. The vessel's fuel supply ran short and she was compelled to burn 30,000 feet of her cargo of lumber. Upon the steamer's arrival here today but one barrel of oil was left.

When coming through the Golden Gate the Olympic was caught in a strong tide and was helpless for an hour. The Fort

Hotel Del Monte

The Paradise of the Pacific

Par Old Monterey 125 miles south of San Francisco California

The finest winter