

**DON ALTERED HIS TACTICS**

**Spanish Grandee Had Sudden Change of Heart When Heiress Decided to Give Money Away.**

An heiress was engaged to a Spanish grandee. "Don Guzman," the girl said, thoughtfully, one morning as they were walking in the Row, "Don Guzman, society declares that you are marrying me solely for my money." "They lie, my love," the young grandee answered, fixing a fresh cigarette in his long amber tube. "Nevertheless," said the girl, "their senser hurts me. I won't have them say such nasty things about you." "But how will you stop them?" he asked. "By giving my entire fortune to the missionaries," she replied. "I shall make my fortune over to the missionaries at once." The grandee settled his shining hat more firmly on the back of his head, and set off at a great pace in the direction of Hyde Park corner. "But, Don Guzman," cried the girl, "where are you going?" "I am going," he called back, "to see about becoming a missionary."—London Opinion.

**Puzzle for the Expert.**  
A case concerning motor driving was on hand, when the chauffeur declared that when driving at 40 miles an hour he could, if necessary, pull up in ten or twelve feet. "Um!" said the judge. An expert was the next occupant of the box. Said his lordship: "If a motor car were traveling at 40 miles an hour, and the brakes could be put on in such a manner as to stop it within ten or twelve feet, where would the driver go?" "Depends very much on the sort of life he'd been living," said the expert.

**He Was Literary.**  
"Colonel Brown seems to be very literary," remarked a visitor to the Brown household to the negro maid, glancing at a pile of magazines lying on the floor. "Yas, ma'am," replied the ebony-faced girl, "yas, ma'am, he sholey am literary. He jes' nat'ally littahs things all over dis yere house."—Woman's Home Companion.

**Up in the Air.**  
Aviator—How do you like this ideal way of traveling?  
Scared Passenger—I don't like high ideals in traveling. I'd rather take low ground.

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**BRITISH SHIP BRINGS BODY**

**Late Ambassador to England Receives High Honors.**

Portsmouth, England—The British armored cruiser Natal sailed out of Portsmouth harbor Saturday afternoon with the body of Ambassador Reid on board, amid a salute of 19 guns. Full naval honors were paid to the body of Ambassador Reid on its arrival at this port from London. Admiral Sir Hedworth Meux, the commander of the port, and all the high naval officers stationed here were present at the station when the train drew in. As it halted at the platform Nelson's flagship, the Victory, fired a salute of 19 guns. The coffin was borne across the jetty on the shoulders of eight petty officers of the British navy and taken on board the armored cruiser Natal, from the mainmast of which vessel the United States ensign was immediately broken. All the ships in the harbor and at Spithead raised the Stars and Stripes to their mastsheads as the coffin was taken on board the Natal and then lowered them to half mast. The jetty was carpeted with purple, while guards of honor of marines and blue-jackets stood with reversed arms on each side as the casket was taken through.

The petty officers bearing the casket walked slowly to the mortuary chapel, lined with purple, which had been erected on the weather deck of the Natal, and as they deposited it on the catafalque, the ship's bugler sounded the "Last Post," while the crews of the warships lined the rails. The wreaths sent by President Taft and members of the royal family completely filled the little mortuary chapel, which was so placed that it could be lowered in case of heavy weather.

By a coincidence, the hospital ship Maine, presented to England by American women, was moored just outside the cruiser Natal. There was no service on board the Natal, which left port immediately on schedule time, passing through the lines of the other vessels, which all had their flags at half mast, and their crews standing at the salute.

**SPEED WOULD BE ECONOMY**

**Engineer Recommends Rapid Work Done On Celilo Canal.**

Washington, D. C.—How \$100,000 in cash and more than a year in time can be saved on the construction of the Celilo canal is fully set forth in a report by Captain H. H. Roberts, of the Army Engineer corps, recently transmitted to congress. It remains to be seen whether congress will be willing to direct this economy by increasing the appropriations for the canal, so the work can be completed by January 1, 1915. The report of Captain Roberts, heretofore reviewed briefly, summarizes the appropriation to date, showing a total of \$3,150,000, and adds:

"The amount required to be appropriated for completion of the existing project is \$1,808,392.64.

"The delay incurred since January 1, 1912, as compared with what would have been the rate of progress had ample funds been available, is estimated as at least six months, there having been necessary reservation made of a portion of the then available funds to provide for the possibility of no funds becoming available by the last river and harbor act. This delay was made up of reduction of force and partial suspension of work for several months, total suspension of work for about two months, together with additional delays incident to delivery of materials, collection of force, etc., necessarily incurred in starting the work again. "After careful consideration of present conditions, it is believed that in view of the above-mentioned delays already incurred, the canal cannot be completed to best advantage before January 1, 1915, even with ample funds available for the work. The canal can, however, with funds available, be completed by that date, which is one year and six months in advance of June 25, 1916, the time originally proposed in the river and harbor act of June 25, 1910.

**Beggar Proves Slugger.**

Kansas City—When a young man met E. W. Andrews on the street here and asked for something to eat, he was surprised at Andrews' willingness to comply. "Yes, I will buy you something to eat," Andrews said, as he led the way to a restaurant. Then Andrews summoned an officer. Andrews had recognized him as one of two men who slugged and robbed him a few nights before. "I hope I have secured free board for you for a long time," Andrews said as he gave him over to the policeman.

**Death May Free Suspect.**

New Westminster, B. C.—On January 7 next Charles Dean, the only Bank of Montreal robbery suspect now held in this city, may regain his freedom. The prisoner's solicitor was granted an order calling upon the attorney general to show cause why the prisoner should not be discharged. Since the preliminary trial one of the principal witnesses, who claims to have seen the accused in the automobile with four other men, has died.

**Destroyer Balch Launched.**

Philadelphia—The torpedo boat destroyer Balch was launched Saturday from the Cramp shipyard. Miss Grace Balch, of Washington, a descendant of Commodore Balch, christened the vessel. The destroyer is a sister ship to the Aylwin, launched from Cramps' a month ago. The vessel is 300 feet long and has 37 feet beam.

**MORGAN DEPOSITS HIGH IN MILLIONS**

**Financier Confirms Figures of Government Prosecutors.**

**Investigating Committee Goes Deep Into Secrets of Big Banking Institutions of World.**

Washington, D. C.—J. Pierpont Morgan occupied the center of the stage Thursday before the so-called money trust investigating committee of the house of representatives. The noted financier reached Washington in response to a subpoena from the committee, but it was not until 2:40 in the afternoon that the way was cleared for his testimony to begin. Meantime Mr. Morgan sat for nearly an hour listening to the mass of statistics which Mr. Untermeyer and the committee were piling up concerning the colossal financial operations of leading New York, Chicago and Boston institutions, through so-called interlocking directorates.

Mr. Morgan heard his own name and that of his firm referred to many times as tables were presented showing the affiliations of that concern with many banks, trust companies, transportation and industrial corporations. He appeared unmoved throughout it all.

Mr. Morgan's testimony lasted barely 20 minutes and was largely preliminary. The chief point made was that he favored allowing interstate corporations to deposit their funds in the hands of private bankers without restricting them to institutions under government supervision. He said this was a matter to be left to the discretion of the board of directors of the corporations in question.

Mr. Morgan confirmed data prepared by members of the Morgan house showing that 66 accounts with the Morgan firm in January last had deposits of \$68,113,000 and that 78 accounts on November 1 had deposits of \$81,968,000. The total capital, surplus and funded debt of these depositors, Mr. Untermeyer said, was \$9,765,000,000. Mr. Morgan agreed to this.

Prior to Mr. Morgan's examination the committee heard testimony bearing upon the so-called concentration of money and credits. This was presented in the form of charts prepared by Philip J. Scudder, which were placed in the records. This explanation showed that the charts dealt with the affiliation of 180 directors in 18 banks and trust companies in New York, Chicago and Boston. It showed that "these 180 men held directorships in 134 banks and trust companies, transportation and industrial corporations having total resources or capitalization of \$25,325,000,000."

**AIRMEN FOUND OCEAN GRAVE**

**Biplane Seen to Lurch and Disappear—Wreckage Identified.**

Los Angeles—A section of a biplane, a life preserver and a gauntlet, further evidence of the fate of the aviator, Horace Kearney and his passenger, Chester Lawrence, were found on the beach about nine miles south of Redondo. Two boys discovered the articles entangled in a heavy mass of kelp, part of which had been cast on the rocks.

That Kearney's hydroaeroplane plunged into the ocean soon after it had passed out of sight beyond Point Firmin was indicated by the discovery of the wreckage, and this theory was strengthened by the story of R. J. Kinney, a ranch hand on the Palos Verdes ranch near Point Vicente, who may have seen the fatal fall of the two men. Kinney reported that he was working some distance from the ocean Saturday afternoon and caught sight of the aeroplane as it rounded the point. He saw the machine suddenly lurch as if caught in a changing current of wind and then drop down behind a high bluff which intervened.

**Elk Will Cross Oregon.**

Washington, D. C.—Representative Raker recently secured permission from the department of the interior for the transfer of 50 elk from the Yellowstone national park to the Shasta forest reserve, at the request of the Redding Game association. Raker was notified that the game warden of Oregon would not permit the transportation of the animals through that state. Raker protested to the United States biological survey, which has telegraphed the Oregon authorities to permit the passage of the elk.

**Gule Denied By Russia.**

St. Petersburg—"There is no ground for suspecting Russia of selfish designs in the Balkans," was the statement of Premier Kokovosoff in the Duma in the course of a speech on the policy of the Russian government. He said that as the great Slavonic and orthodox power, Russia could not be indifferent as to "whether the Balkan peoples obtain better conditions of existence and thus avert dangerous complications in the future."

**Cananea Miners Strike.**

Cananea, Sonora, Mex.—One thousand Mexican miners have struck for more pay and shorter hours at the mines of the Cananea and Democrata companies. They demand a 25-cent increase in daily wages and an eight-hour day.

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