

COMMERCIAL AND FINANCIAL

Chicago. Commercial operations show more activity in response to the colder weather and urgent needs in manufactures and construction. Difficulty in getting necessary material is more evident in some lines, but the most disturbing drawback is inadequate railroad facilities for the prompt forwarding of commodities. Consumption of raw and finished materials is on a basis which quickly absorbs available supplies, and it is not surprising that the trend of cost is upward, advances being established this week which are notable in pig iron, light rails, plates and the minor metals, particularly copper.

A further rise in cotton affects the market for textiles, the leading grains have declined and provisions and live stock have turned dearer; all apparently having a natural momentum, the indications reflecting very slight speculative influences.

The distribution of general merchandise maintains unprecedented volume. Freezing temperature immediately stimulated active buying of heavy-weight apparel, footwear, household and other necessities.

The creation of new wealth foreshadowed by the government crop report this week, and the practical assurance of ample bread supplies, added to the confidence which pervades business circles, and it is now seen that there is more disposition to enter into commitments involving great outlays of money. New building plans exceed in value those of a year ago, factory extensions will provide much work, and the construction of a new passenger station to cost \$20,000,000 in the near future is an inducement to others to make an early start upon necessary extension of terminals. Iron and steel activities exhibit no diminution, and the new work included an increasing number of orders for rails, pig iron, cars and steamships. Receipts of iron ore are running ahead of those at this time last year, but the gain in surplus stocks is yet small.

Failures reported in the Chicago district numbered 22, against 25 last week and 23 a year ago.—Dun's Review of Trade.

New York. Cold weather has greatly stimulated many lines of retail trade hitherto inclined to lag, notable in this respect being heavy-weight clothing, shoes, and rubber footwear, and induced some re-order business with jobbers, who are still busy on regular trade. The coal trade also shows improvement and some advance in prices, but here car congestion, especially at the West, is a bar to fullest activity.

The railways seem to keep finding increased difficulty in handling the traffic offering, and fears of future great congestion are expressed.

The price situation as a whole is one of great strength, Oct. 1 prices being at a record level. For the week the features in speculative circles have been the slowness of dealings in grain at small net changes in price, and the sharp fluctuations of cotton, due to contradictory advices as to frost damage. The strength of the metal markets deserves mention.

Jobbing trade, though of a between seasons character, is very large for the season. Especial activity is noted here in wholesale circles in cotton fabrics, which tend upward on stronger raw material prices. Spring trade is receiving increased attention and good orders are already noted.—Bradstreet's Commercial Report.

THE MARKETS

Chicago—Cattle, common to prime, \$4.00 to \$7.25; hogs, prime heavy, \$4.00 to \$6.80; sheep, fair to choice, \$3.00 to \$5.40; wheat, No. 2, 7½ to 7½; corn, No. 2, 44c to 45c; oats standard, 32c to 33c; rye, No. 2, 64c to 65c; hay timothy, \$10.00 to \$15.50; prairie, \$6.00 to \$14.00; butter, choice creamery, 18c to 25c; eggs, fresh, 22c to 25c; potatoes, 26c to 50c.

Indianapolis—Cattle, shipping, \$3.00 to \$6.35; hogs, choice heavy, \$4.00 to \$6.70; sheep, common to prime, \$2.50 to \$5.00; wheat, No. 2, 7½ to 7½; corn, No. 2, white, 47c to 48c; oats, No. 2, white, 33c to 35c.

St. Louis—Cattle, \$4.50 to \$6.50; hogs, \$4.00 to \$6.60; sheep, \$4.00 to \$5.50; wheat, No. 2, 7½ to 7½; corn, No. 2, 44c to 45c; oats, No. 2, 32c to 34c; rye, No. 2, 59c to 60c.

Cincinnati—Cattle, \$4.00 to \$5.50; hogs, \$4.00 to \$6.77; sheep, \$2.00 to \$4.75; wheat, No. 2, 7½ to 7½; corn, No. 2 mixed, 48c to 49c; oats, No. 2 mixed, 34c to 35c; rye, No. 2, 66c to 68c.

Buffalo—Cattle, choice shipping steers, \$4.00 to \$6.00; hogs, fair to choice, \$4.00 to \$6.50; sheep, common to good mixed, \$4.00 to \$5.35; lambs, fair to choice, \$5.00 to \$8.40.

New York—Cattle, \$4.00 to \$6.25; hogs, \$4.00 to \$6.75; sheep, \$3.00 to \$5.50; wheat, No. 2 red, 7½ to 7½; corn, No. 2, 53c to 54c; oats, natural white, 38c to 40c; butter, creamery, 20c to 27c; eggs, western, 22c to 25c.

Toledo—Wheat, No. 2 mixed, 74c to 76c; corn, No. 2 mixed, 47c to 48c; oats, No. 2 mixed, 34c to 36c; rye, No. 2, 62c to 64c; clover seed, prime, \$8.17.



MEMORIES OF THE WAR

Dear Editor: It is with the greatest modesty and diffidence that I write you an account of that brilliant and magnificent charge which I led at Missionary Ridge.

I have waited over forty-five years for history to lay before an admiring world a true account of the important affair, yet she remains as dumb as an oyster on the subject, and the great task devolves on me of enlightening the world upon the question, and handing down to posterity one of the most brilliant episodes that ever occurred in the annals of war. Ah, as distinctly as if it had been yesterday, do I remember that beautiful November evening; the sun shining with such gorgeous splendor, the sky so high and blue, the faintest tinge of Indian summer mantling the distant peaks of Point Lookout and the surrounding hills and mountains; while away on the right, about Tunnel Hill, since morning there had been a continual boom of cannon and rattle of musketry. I lay on the ridge a short distance to the right of Bragg's headquarters watching those long lines of blue, perhaps a mile distant, taking their positions for a desperate charge; while the many pieces of artillery scattered along the top of the ridge were now keeping up a pretty constant roar. About three o'clock the Yankee lines emerged from the woods on the opposite side of the valley. "They are coming! They are coming!" uttered almost every man in a low distinct voice, speaking apparently to himself, instead of addressing some one else. Every piece of artillery along that ridge now became a living volcano, discharging missiles of death with the greatest rapidity. With what fascination I watched those lines of blue advance, extending as far up and down the valley as the position which I occupied would allow the range of vision to extend. Occasionally gaps were made in those lines, but on, on they came—they crossed our old breastworks in the valley. I heard the gunners call for the canister shot. Oh! how I pitted those blue devils! I knew many of them would never go back across that valley, nor come to the top of that ridge. At length they reached the base of the ridge on which we were lying.

Our artillery ceased firing, the hill being too steep. Our infantry were ordered to rise and fire. Although we had but one slender line of battle along that portion of the ridge, yet those blue coats never came to the top, nor half way up, while we stayed there; but in a very short time—by the time I could load and fire twelve shots, they were going back through that valley in the wildest confusion. I saw a Yankee general riding a white horse trying to rally his scattered troops at our old breastworks in the valley. I raised the sights of my gun to four hundred yards and fired four shots at him, but I missed, I suppose, every time. Yanks informed after that "Fighting Joe Hooker" was the man who rode the white horse and rallied the flying Federals at the old breastworks in the valley, but their information might have been incorrect.

This was the first battle I ever witnessed. I felt elated, I felt jubilant, I felt ecstatic. I felt I could have charged right up to the mouths of a hundred pieces of artillery and captured every gun. I continued to feel this way as long as my side did all the shooting and the other side did all the getting hurt. About this time General Bragg and staff came galloping along. Cheer after cheer went up. I was thinking about asking him for twelve or fourteen men with which to go over and capture Chattanooga and bring back the commander of the Yankee army a prisoner, when we were ordered to the right at a double-quick, leaving no infantry whatever along that portion of the line. It seemed such an easy matter to repulse and drive back in confusion those heavy lines of infantry that were hurled against us, that the most distant idea had not entered my mind that the ridge had been carried anywhere.

As I was double-quickening I heard something saying: "Whee, whee, whee! Zip, zip, zip!" and, looking up, heavens! what did it all mean, anyhow? On a rise or ridge, twenty rods ahead, running back toward our rear, were hundreds of Yankee. I could hardly believe my eyes, but the awful reality thrust itself upon me, for the bullets were flying as thick as hail, and men were falling on every side. The artillery ceased thundering along the ridge; some one said: "The Yanks are coming up the hill again!" No infantry there this time to drive them back. I saw the artillerymen leaving their guns. In a few moments the enemy would be in possession of our artillery. We were trying to change position so as to face those who had first carried the ridge. Our men were falling fast, the little regiment was becoming confused, and in a moment we would be assailed in rear and flank as well as in front.

All was apparently lost.

In supreme moments like this, when overwhelming catastrophe is suddenly and unexpectedly bursting over our heads, common minds become confused and give up everything as lost. Great minds grasp the situation, and with the rapidity of thought evolve success out of disaster. Such was the case on this occasion. In a moment, in the twinkling of an eye, I was seized with an irrepressible desire to lead one grand charge—to the rear—back across Chickamauga river. I know there are some would-be critics who would stifle that movement a demoralized stampede. Shame on such critics. Know they not that thousands of brave men are living to-day, both North and South, who saved their lives by just such charges as I led that memorable November evening? But nothing of the kind was ever conceived and put in execution with greater rapidity than that brilliant charge. No need of saying: "Veterans and victors, follow me!" I had only to start and they followed without telling. Down the hill we went, helter skelter, pell-mell, heels-winding, totally oblivious as to what became of the Confederacy. We had no sooner crossed the first little ridge toward Chickamauga river than some skulking aides, with drawn pistols, ordered us to halt and form. They might as well have ordered the Niagara to halt and form. I felt that my reputation as a leader was at stake and I was not to be thwarted; moreover, the great desire which had taken possession of my mind—which permeated every fiber of my being, was to put Chickamauga river between me and the horde of howling Yankees. We halted not, but kept on and on, up hill and down, through woods and over fallen trees; we deviated neither to right nor left—we had a purpose in view, which was bound to be carried out. Shortly after dark I reached the pontoon bridge across the Chickamauga, without gun or cartridge box, without knapsack or hat. I crossed over in triumph—I was safe. What became of the Yankees that night I never knew. In fact, I didn't consider that I was under any obligation to look after their welfare. I had lost all the pity that I felt for them two or three hours before—my feelings were hurt on account of their actions to us that evening, and if they wanted to come tumbling down through those woods in the dark and fall in the river and get drowned, I wasn't going to care a cent.—Corporal Flynn, Jr., in American Tribune.

Hero of Thrilling Deed. Bloomington.—The capture of two Federal generals at one time during the civil war is the remarkable record made by Captain Jesse McNeill, now a resident of Champaign County, Ill., but who commanded a band of twenty Confederate rangers during the great conflict of the '60s. Captain McNeill's father organized the band, but he fell in battle, and the son, who had been a lieutenant, was advanced to captain. He did not disappoint his superiors or his own men by lack of courage or daring. He is mentioned in the memoirs of General Phil Sheridan, and reference is made to what can be classed as one of the most remarkable and unique incidents of the war in the capture of the two generals.

General Sheridan was greatly annoyed by the work of these rangers, and was successful in capturing Captain Gilmore and a number of his men of one band, due to a clever ruse. Twenty Federal soldiers were disguised in Confederate uniforms and sent toward Gilmore's camp, apparently fleeing from a band of 300 Federal cavalry. Gilmore welcomed the pursued, but was immediately made a prisoner and escorted back to the Union lines, the return being supported by the squadron of cavalry. The capture was irritating to the Confederates, and Captain McNeill determined to execute a bold coup in return.

At the head of his command of twenty he made his way to the Union lines and captured General Crook and General Kelly, both prominent commanders in the Army of the Cumberland. At that period Cumberland, Md., was thoroughly invested with Federal troops, and no danger to any one was anticipated. The surprise, therefore, was complete, and before the startled negro watchman was able to give the alarm the hand was far away.

After a hot chase down the valley the captors got safely away and stopped at a hotel for refreshments and to change horses. At that hotel General Crook met the innkeeper's daughter. It was a case of love at first sight, and a few months later, when hostilities were ended, he went back and claimed her for his bride. General Crook afterward became famous as an Indian fighter. He often referred to his chagrin concerning his capture, but always added that it was, after all, the happiest incident of the war, as it brought to him a wife whom he idolized. She yet survives, although he is dead.—Chicago Record-Herald.

Worth Reading. Carrots are good for those having a tendency to gout.

The juice of grapes is laxative, but the skin and seeds are likely to cause constipation.

Better to limp upon the right way than to ride upon the wrong.—From the German.

Sir John Herschell estimates that the very largest comets, with tails often millions of miles in length, do not weigh more than a few ounces.

Almost half of all railway travel in Germany is third-class. More passengers use fourth-class than second, and less than one in twenty rides first-class.



- 1428—Siege of Orleans begun.
- 1642—First commencement held at Harvard college.
- 1702—Battle of Vigo.
- 1760—City of Berlin taken by combined Russian and Austrian forces.
- 1777—Kingston, N. Y., burned by the British.
- 1781—Americans attacked Yorktown.
- 1797—Battle of Camperdown.
- 1800—Attempted assassination of Bonaparte.
- 1806—Battle of Saalfeld, Saxony; Prussians defeated by French.
- 1815—Napoleon Bonaparte landed at St. Helena to begin his exile.
- 1822—Brazil proclaimed independence.
- 1831—Anderson, an English vocalist, driven from the stage of the Park theater, New York, for disrespectful remarks concerning the United States.
- 1848—Martial law proclaimed in Cape Town.
- 1861—Confederate steamer Theodore escaped from Charleston, S. C., with Mason and Slidell on board.
- 1862—Confederate cavalry under Gen. Stuart entered Chambersburg, Pa.
- 1863—Wheeler's famous Confederate cavalry met with defeat at Farmington, Tenn.
- 1868—Beginning of Cuban struggle for independence.
- 1871—President Grant summoned Klux-Klan of South Carolina to disband....The great Chicago fire continued to rage and destroy.
- 1872—William H. Seward, American statesman, died....Archbishop Bailey installed as Primate of the Catholic church in the United States.
- 1873—Ex-Senator Pomeroy shot by ex-Congressman Conway in Washington.
- 1881—Arrest of Charles Stewart Parnell.
- 1884—Adoption of the Meridian of Greenwich....Parliament building in Quebec wrecked by dynamite.
- 1893—Dean Richmond foundered in Lake Erie; 18 lives lost.
- 1894—Wiju captured by the Japanese.
- 1898—Emperor of Germany started on trip to the Holy Land....Powers refused to permit Turkey to maintain garrisons in Crete.
- 1899—Transvaal war began....Public reception in Boston in honor of Admiral Dewey.
- 1902—President Roosevelt appointed a commission to settle anthracite coal strike.
- 1904—Frederick Augustus III. ascended the throne of Saxony....United States battleship Georgia launched at Bath.
- 1905—President Roosevelt conferred with leaders in college athletics with a view to improving standards....Sir Henry Irving died.

A Self-Governing School. An experiment in pupil self-government has been in progress in a village school in Macon county, Mo. In the main room, where the older pupils assemble, the self-governing class gathered about the table and elected its own officers, and the principal used a phonograph to dictate problems, so that the pupils should be relieved entirely of the supervision of the teacher. As the machine was set in motion the pupils copied the problems and discussed or worked out the answers, which were then tabulated by the teacher and turned over to the principal. Not one pupil was returned to the regular classes from failure to keep up with the studies. This year the experiment is to be extended to a number of other districts.

New York Hotel for Boys. Under the management of Miss Mary Laidlaw Proudfoot, niece of the late Mrs. Laidlaw, who devoted much money to the helping of poor boys, the first real hotel for homeless boys has just been opened at 25 West Twenty-seventh street, New York City. At the outset there were eight patrons, self-supporting office boys or messengers, and for the remaining six vacancies many applications were on file. The establishment is not to be regarded as a charity. Each boy pays according to his means, and this entitles him to a room of his own. The public, however, is invited to contribute toward the expense fund and larger quarters will probably be secured.

An Eleven-Year-Old Freshman. Norbert Weiner, at the age of 11, has entered the freshman class of Tuft college, and is said to be the youngest collegian in the country. He is the son of Leo Weiner, assistant professor of Slavonic languages at Harvard. The boy knew how to read at 3 and was reading Darwin and Huxley at 8.

Medical Inspection for Students. According to the School Journal it is estimated that the expense of operating the new inspection law in Massachusetts public schools is about \$25 per 1,000 inhabitants, in the larger cities, but that in smaller places where the doctor comes only when sent for the expense is \$11 per 1,000. The law authorized the school board of each city or town to appoint a school physician or physicians, and that the sight and hearing shall be tested annually by the teachers. The expense is to be borne by a local appropriation.

COLDEST OCTOBER IN YEARS.

Middle West Suffers from Premature Winter Weather.

Wednesday was the coldest October day known in Chicago for many years the mercury reaching a minimum of 32 degrees, a drop of 13 degrees from the registration of Tuesday, which was itself cold enough to suit most people. Besides, there were snow flurries, the earliest the Chicago weather bureau ever recorded. The high temperature mark of Wednesday for the entire country was Los Angeles, Cal., where the registration was 78 degrees. Low temperatures were general throughout the United States.

Snow to the depth of two inches fell in Cleveland, while heavy snow storms were reported from Painesville, Ohio, and Bluefield, W. Va. South Bend, Ind., reported four inches of snow, a veritable winter storm and the snowfall was heavy and general all over northern Indiana, in some places attaining almost the proportions of a blizzard. Michigan City recorded two and a half inches, and the oldest inhabitant said he had never known such October weather since 1842. Pittsburg experienced the earliest snow storm since 1880, and many Western Pennsylvania towns reported such a heavy snowfall that the snow plows had to be called into requisition.

A remarkable feature of the heavy fall of snow in many localities is there has not yet been a trace of frost. Apples are on the trees and corn is unharmed, the farmers having been caught napping. The sudden advent of cold weather has seriously interfered with traffic on the lakes. The railroads are also hampered and grain is not moving from the Northwest as rapidly as it should.

Prof. Deutsch Defends Jews.

Prof. Gotthard Deutsch of the Hebrew union college of Cincinnati makes answer in the New York Hebrew Standard to the charge recently made by Prof. Goldwin Smith, that the persecutions of the Jew have not been prompted by religious fanaticism, but because the Jews "are a parasitic race." Prof. Deutsch says that, even if the occupations of the Jews were exclusively those of an intermediary, that would not make them a parasitic race, but he denies that the Jew is exclusively a middleman, referring to the hundreds of thousands of sweatshops and tailor-shop workers. He tells how the Jew was excluded from manual trades and prohibited from holding lands, but to-day, all over Russia, Jewish workers are found in the mills and tanneries. He denies that tribal spirit prevents the Jews from assimilating with other nationalities, and concludes that "snobbery, bigotry and that mental inertia, which is responsible for the survival of many antiquated ideas, account for the hostility to the Jews."



In response to a letter sent to the State Minnesota railway and warehouse commission by Gov. Johnson, the commission sent notices to all railroads operating in the State directing them to show cause why rates on coal and farm products should not be reduced.

The Ohio Attorney General rendered an opinion to the State railway commission to the effect that railroads have no right to charge the usual ten-cent excess fare when cash fare is tendered, even where the company refunds upon presentation of the conductor's receipt.

A new convenience for women travelers on sleeping cars has been introduced on the Northern Pacific railway. It consists of a large bag made of tough paper, with strings at the top for closing it. Into this receptacle the traveler may put her hat, gloves, veils, light jackets and similar articles of apparel which are not in use in the car. Then the bag is hung up out of the way and its contents are kept free from dust and cinders throughout the trip.

On and after Oct. 1 the Pennsylvania lines west of Pittsburg will charge only 2 cents a mile within the State of Ohio. Travelers from that State, upon crossing the line, will be charged with a higher rate, and tickets from points out of Ohio will be figured at the 2-cent rate only at the Ohio line. The Baltimore and Ohio and the Western Maryland announce that they will issue 1,000-mile transferable tickets for \$20, good for any number of persons.

The persistent public demand for lower fares on steam railroads that has prevailed for several years has at last been acceded to by the management of the Erie Railroad Company, and commencing Nov. 1, the maximum rate per mile will be two and one-half cents. The action of the Erie in this voluntarily reducing its fares is a commendable one. The assertion here may not be amiss that passenger fares in this country, accommodations considered, are already cheaper than in any other country in the world. Italy has perhaps the cheapest steam railroad fares of any of the foreign countries. The State of New York has an average per square mile population of 133, Pennsylvania 137, whereas in Ohio, where a two-cent rate law has recently been enacted, the average per square mile population is only 93, compared with Italy's legal rate of 3.47 cents and an average per square mile population of 293.

The Great Northern Railway Company was convicted in the United States Court for the western district of Wisconsin at La Crosse, of violation of the statute requiring safety appliances on cars. The Goulds have decided to reduce the time for completing their new Western Pacific line from Salt Lake City to San Francisco, so that it will be in operation by Jan. 1, 1909, with through passenger and freight trains from San Francisco to Baltimore. Work is now in progress in Nevada and California, and forty-seven miles of track has been laid west of Salt Lake City.



WASHINGTON GOSSIP

The Isthmian Canal Commission has decided to call for bids to build the Panama Canal by contract. The successful bidder will be required to take over all the work of construction, including any contracts that may have been made for the employment of Chinese labor. The commission's principal reason for this change of plan is the labor problem, as it is believed that the private contractor will be less hampered by government red tape in solving it. Nevertheless the commissioners insist that the government will not relinquish the responsibility for the construction work. The contract will be made with one individual or corporation, which, however, may be composed of several subcontractors, each of whom will be expert in some particular branch of the work. The companies bidding must have a capitalization of \$5,000,000 over all debts and incumbencies, and the successful bidder must furnish a bond of \$3,000,000. The compensation to the contractor will be on the percentage plan, and to the lowest bidder the contract will be awarded, the total cost of the job being estimated by a board of engineers, two of whom will be appointed by the bidder and three by the government. The competition is not limited to American bidders. Chairman Shonts says that it would take many years for the government to get an adequate force of competent engineers and experts, because these men are now controlled by the leading contractors of the United States. Consequently it is a short cut to utilize the trained forces of the best construction companies.

The lemon postcard is the latest. Hundreds of thousands of the cards bearing the picture of a wrinkled old lemon have been sold already. The picture postcard craze is now at its worst. The summer's crop is in. From every quarter of the civilized globe they have been flying all summer in millions. The business has grown to staggering proportions. New York is the seat of the trade, and dealers estimate that one person in every eight buys a picture postal every day. There are 80,000 stores in the United States handling them at present where three years ago there were not a hundred. It has frequently been remarked during recent years that the art and practice of letter writing have passed away, and the picture postal has helped on this tendency. People write less than they ever did, and yet they keep their friends at home posted as to their itinerary during a long trip better than they ever did before. The picture postal tells a story. That is why it is so popular.

An interesting bulletin recently issued by the Department of Agriculture is designed to show how the cost of producing a crop may be accurately recorded. The report is based upon experiments made in Minnesota, where a large number of farmers co-operated by making daily record of every cent spent for implements, seeds, materials, labor, etc. Thus the figures represent the work of practical, everyday farmers in the act of producing crops for profit. Taking barley as an example, the cost of production is itemized under the heads seed value, cleaning seed, plowing, dragging, seeding, cutting, twine, shocking, stacking and threshing, depreciation of machinery and land rental. The figures represent the average of all farms in the group, the final figure being the cost per acre. The bulletin shows how these statistics may aid in preparing for a system of crop rotation.

The Commissioner of Internal Revenue has issued regulations controlling the manufacture of denatured alcohol and its uses, pursuant to an act of Congress which goes into effect June 1, 1907. The Commissioner says there will be two classes of alcohol, first, that which is completely denatured, which will pass into general use and be purchased without limitation, as against private consumers; and, secondly, specially denatured alcohol, in which the material demanded by the needs of manufacturing interests will be regarded. Denatured alcohol will supplant a large consumption of wood alcohol, and the price, it is believed, will not be more than 25 cents per gallon. The denaturing process will have to be accomplished on the premises where the distilling is done, in specially designated bonded warehouses.

Acting Secretary Newberry of the navy has approved the verdict of acquittal in the case of Capt. Conly and Lieut. Pressy, who were tried on charges growing out of the collision between their ships, the Alabama and the Illinois.

After a conference with Secretary of Interior Hancock, Monday, President Roosevelt decided that there should be no further delay in the withdrawal from settlement of all public lands classed as coal lands. By early action he hopes to prevent speculators and monopolistic corporations from getting further hold upon the nation's coal supply.

Petroleum is the fuel of all locomotives in Asia.