W. A. Hollenback secretary. After a few speeches from some of the prominent farmers of Sicily, they proceeded to organize. They were all anxious to sign the constitution. This club shall be known as the Van Wyck club of Lower Sicily, its object being to benefit and protect the farmers against monopolies in any form. This society will not support any man for the legislature who will not work for the interest of the farmer. We demand that the producer shall be put upon an equal footing under the law with any man or combination of men. We are opposed to all class legislation, and we are in favor of the repeal of all laws which gives one man or a combination of men the advantage over any man or class of men. We demand such legal enactments as will guarantee equity between the farmers and the railroads to the end that a railroad man shall not accumulate a princely fortune from the net profits of his road, while the farmer has to economize to make merely expenses. We fully recognize the utility of railroads, and are willing that railroad capital shall have a reasonable per cent of profit, but are not willing that it shall tyrannize over and oppress our agricultural industries. We believe in building railroads where they are needed and encouraging their construction, provided that when they are constructed they shall not be our masters and we their helpless slaves.

The State Supreme Court.

LINCOLN, Neb., April 20.—[Special Telegram.]—At the session of the state supreme court to-day the following cases were argued and submitted: State ex rel Meeker vs King, Hitte vs Omaha and Republican Valley railway company, Reid vs State, Towle vs Shelly, Hoyt vs Schuyler, Murphy vs Lyons, State ex rel Attorney General vs Barr on the part of plaintiff, Lincoln vs Holmes, Nelson vs Bevins, Cummings vs Winters, Lamb vs Sherman.

Leave to file amended petition was given in State ex rel Hopkins vs School District No. 7, of Sherman county, and the cause was continued.

Motion to dismiss in Aultman vs Stickler was overruled, and the cause continued. Court adjourned to Wednesday morning, April 21st.

Indignant Odd Fellows.

BEATRICE, Neb., April 20.—[Special Telegram.]—The Odd Fellows of Beatrice have freely expressed their indignation this evening, over the announcement that appeared in the evening papers to the effect that the rates to the celebration to be held in Omaha on Monday next, had been fixed at one and a third fare. Mr. Allen of the B. & M., it was understood, had agreed that the rates over this road should not exceed one fare for the round trip, and the Odd Fellows had worked up a large list of parties who had pledged themselves to go with this understanding. The lodge tonight adopted strong resolutions condemning the action of the roads, and also expressing their regrets to the Omaha brethren at their inability to attend.

TO THE BREACH.

The Irish National League Urged to Support Gladstone.

LINCOLN, Neb., April 20.—A circular issued to-day by the executive committee of the Irish National League of America to the officers and members of its branches, after calling attention to the near approach of success for the cause of Ireland through Gladstone's proposition, says: "These measures are now assailed by most powerful and most unscrupulous combinations, composed of men who, from hereditary prejudice and class interests, are enemies to all human progress and popular rights, and all sides admit the great importance of American opinion in influencing the settlement of the vital question. Every branch of the league should therefore, without a moment's delay, organize a citizens' meeting, composed of the most representative men, of all shades of American politics, all shades of nationalities, and by that means obtain such unequivocal expression of genuine American opinion as will strengthen the hands of Parnell and Gladstone in the coming struggle. Members of the league should also use all their influence in their various states to induce local legislatures and other representative bodies to follow the noble example of the legislatures of Iowa, Ohio, New York, Rhode Island, and Connecticut and the parliament of Quebec, in passing appropriate resolutions and sending messages of encouragement across the water. Prompt action is all important as the debates on the Irish home rule bill and land purchase bill will be resumed early in May. We therefore rely on all branches of the league to take immediate steps to carry out these suggestions.

A Fiery Celebration.

LONDON, April 21.—A dispatch from Mandalay says: To-day being the Burmese new year, fifty followers of the Myingzaing prince set fire to this city in several places at 4 o'clock this morning. Hundreds of houses have been burned. The treasury, post office and smaller buildings within the palace enclosure were destroyed. One-third of the walled city has been ruined.

Gladstone Will Not Break Down.

LONDON, April 21.—Herbert Gladstone, speaking at Bradford last evening, said that the government would hold fast to its present Irish policy and would secure victory, whether it required six months or six years.

Fire and Failure.

LONDON, April 20.—The mills of Braden & Co., corn merchants, Whites Grounds, S. E., was destroyed by fire to-day. Loss $250,000. The Land Development association, limited, failed with liabilities amounting to $500,000.

Yesterday's Base Ball Games.

The games played by the leading base ball clubs of the country yesterday resulted as follows:

At St. Louis—Browns 11, Pittsburgs 10.
At Washington—Nationals 4, Newarks 3.
At Augusta—Atlantas 9, Augustas 4.
At Savannah—Savannahs 7, Memphis 3.
At Charleston — Charlestons 11, Chattanoogas 10.
At Macon—Nashvilles 9, Macons 4.
At Baltimore — Baltimores 2, Metropolitans 10.
At Philadelphia—Athletics 7, Brooklyns 3.
At Louisville—Louisvilles 2, Cincinnatis 9.

The Whisky Pool Must Pay.

CHICAGO, April 20.—About forty-five distillery owners who have been receiving certain fixed sums of money from the western export association (whisky pool) to keep their establishments closed, held a meeting here to-day for the purpose of taking united action in regard to the alleged failure of the pool to meet its obligations to them. A resolution was adopted demanding that the pool pay at once the amount demanded by distillers. This resolution will be presented at the meeting of the western export association to-morrow.

Leather Dealers Fail.

BOSTON, April 20.—Safford & Sargeant, dealers in hides and leather, made an assignment to-day. Their liabilities are $2,000,000, and it is hoped that the assets will equal that amount. The failure is due to the dullness of trade.

Another Meeting.

The "Omaha Glee Club" held another meeting yesterday afternoon. They have engaged a room on Farnam street, and the melodious sounds showed plainly that many of the members are artists. Although they have been organized only a short time, and several new members on the roll, the meeting yesterday afternoon was a success. Several very difficult pieces were rendered in a most commendable way. The club now numbers some twenty-two members.

X-Cut.

Solution to the problem Cross Cut. The short route to Atkinson's Millinery and Hair Emporium, 16th street, near Capitol avenue.

Chicago, Rock Island & Pacific R'y. freight and ticket office removed to 1305 Farnam street. Telephone No. 782.

THEY RUSHED THEIR WORK.

The City Councilmen Dispose of a Large Amount of Business.

LEAVENWORTH STREET GRADE.

It is Finally Approved—The Gas Ordinance Fails to Pass—The Viaduct and the Cable Railway—Other Matters.

The Aldermanic Board.

The meeting of the city council last night was attended by all the members. Probably a dryer session never took place. The spread eagle eloquence of Furay and the blatherskite oratory of Leeder—both were elements of interest conspicuous by their absence. Much business was disposed of, and certain important measures were put through—as notably the ordinance repealing the franchise of the gas company.

COMMUNICATIONS.

A communication from the mayor was read approving the contract and bond between J. E. Knowles and the city for constructing and repairing sidewalks from April 1 to July 1, 1886.

A communication was read from Mrs. J. F. Allan, asking permission to plant catalpas in Jefferson square on Arbor Day, April 22. The request was granted.

Paul Nelson signified his desire to purchase a tract of land on Sixth street. The matter was referred to the mayor and city attorney.

A communication from Charles Conoyer, secretary of the board of education, was read, asking that a sidewalk on the south side of Farnam street from Twenty-eighth street, west to city limits. Referred to committee on sidewalks.

Louis Hammer called the attention of the council through a communication, to the fact that F. H. Davis intended laying out an addition to the city that does not conform to the law. Referred to the committee on grades and grading.

A communication from property holders was read, asking that Twenty second street, between Davenport and Cass, be put to the established grade, known as the Phillips grade. Referred to the committee on grades and grading.

A petition from Kreivitt & Johnson, brick manufacturers, was read, asking that they be allowed to remove the hill near Parker and James streets, to the established grade. Referred to the committee on streets and alleys, with power to act.

A petition from Charles Neber and seven others living in the vicinity of Capitol avenue, between Ninth and Tenth, was read, stating that Experience Estabrook, James McVey and John E. Edwards were maintaining a nuisance on the north side of said street, and renting their houses to women of the lowest and vilest character. That the action of said women is vulgar, offensive and profane to such an extent that property owners in the vicinity cannot rent their property to reputable persons. The petitioners asked for protection. The matter was referred to the city marshal, with power to act.

A communication was read from County Clerk Needham, stating that the county commissioners desired to do some grading on Sixteenth street, north of the city limits, and asked the council to establish a grade on said Sixteenth street from Lake street north to city limits. The petition was granted.

A communication from Chas. Kaufman, W. A. L. Gibbon and Thos. L. Creigh, the gentlemen appointed to appraise property for change of grade on Mason street, from the west curb of Tenth street to the west curb of Eleventh street, and Tenth street from the tracks of the B. & M. R. R. Co., to the north curb of Pacific street in the city of Omaha, Neb., stating that they had performed their duties. The report was accepted.

A communication from Charles Kaufman and seventeen others was read stating that an effort was being made by the cable railway company to secure a right of way over the Eleventh street viaduct for a line of cable cars. To this they objected on the ground that their property will be especially taxed for this improvement and that the bridge would be rendered unsafe for teams and pedestrians. They therefore asked that the council do not give the right of way to said company. The matter went to the committee on viaducts and railways.

An opinion from W. J. Connell, city attorney, was read, regarding the bill of Atwood & Fox for keeping a pair of mules left at their barn by a policeman. The city attorney held that the city was not liable for the past or future keeping of said mules. That the city has no power to establish a mule infirmary. The opinion was placed on file.

The question of the curbing contract came up on a motion to ratify the O'Neill-Brennan contract. This was amended so as to make the motion order the board of public works to reject all bids and readvertise for same.

"I am in favor of allowing the decision of the court to stand," said Mr. Lee, and I don't see how we can get out of it. If this Berea sandstone wasn't a fit material for curbing, why did the board put it on their list? As the matter stands now the contract ought to be let to the lowest responsible bidder. If we try to get out of it God knows how many law suits we will have on our hands."

Mr. Herman Kountze was called upon to speak, and briefly expressed himself in favor of Colorado sandstone. The amendment was then put by ayes and noes, resulting in its being carried. The ayes were Dailey, Ford, Goodman, Goodrich, Lowry, Manville, Bechel. Noes, Bailey, Cheney, Kasper, Lee, Schroder.

From the county commissioners, requesting that the grade of Eleventh street, from Lake street north to the city limits, be established, in order that the county may continue such grade beyond said limits. Granted.

From the Omaha White Lead Works, asking for a remittance of a property tax of $570, which, as alleged, was illegally assessed. Referred.

From W. J. Connell, city attorney, presenting an ordinance to raise his salary to $3,000 per year. Referred.

A large number of sewerage and other contracts were presented, together with bonds therefor. They were referred.

RESOLUTIONS.

The city engineer was instructed to resurvey Capitol avenue to Twenty-fifth street, to ascertain what change of grade, if any is necessary. The resolution was introduced by Mr. Lowrey.

By Lowry—That the council committees meet hereafter on Thursday instead of Friday evening. Adopted.

By Goodman—That the marshal be authorized to employ two special policemen for one month. That the board of public works be instructed to have the pile bridge on Eighteenth street between Sherman and Pearl repaired. Adopted.

That the city engineer be directed to make the necessary survey for the purpose of opening St. Mary's avenue from Sheridan street to Virginia avenue.

At this point Mr. Kaspar introduced a series of resolutions to the effect that the city marshal be instructed to see that all officers of the police force while on duty shall wear full regulation suits and hats uniformly, and that furthermore, he be authorized to purchase for the force one dozen dark lanterns, three dozen chain nippers and three dozen duplex police call whistles. After some discussion the resolution was referred to police committee.

That the city engineer be instructed to report an ordinance, with profile, for the establishing of the grade of Capitol avenue, between Twenty-sixth and Thirtieth streets.

Mr. Daily here introduced a resolution that the city marshal be directed to have the pile of manure standing on lot No. 3, block 15, Smith's addition, removed as soon as possible. This was adopted.

That the street commissioner be directed to put in two crossings on the north side of Decatur street, one across Pier and one across Twenty-sixth street. Referred.

That the street commissioner be directed and instructed to remove the wooden bridge now on lot 16, Pelham place. Referred.

COMMITTEE REPORTS.

Grades—That the reports of the Leavenworth street appraisers be adopted, and the city treasurer be directed to tender to the property owners the amount of damages awarded, aggregating $1,010, and that thereupon the city engineer bring in the final ordinance making said changes of grade. Approved.

From the same committee, passing favorably upon the bids of Andrew Rosewater and Joseph Aub for a strip of land in block 250½. Approved.

Streets and Alleys—That some point on the Missouri river between the water works pumps and smelting works be selected for dumping grounds for disposal of manure, garbage, etc. Recommitted.

Police—That the charges against Officer George Graham having been investigated and found to be true, that said Officer Graham be suspended and discharged from the police force. Approved.

From same committee, reporting that the mayor's appointment of John H. Moore for policeman ought not to be confirmed. Approved.

Gas and Electric Lights—Recommending that the communication of the Sun Vapor Light and Stove company, in which they offer to furnish lights to the suburbs of the city, be referred to gas inspector to make necessary investigation as to its merits and report same to council. Approved.

From same committee—That the auditor be instructed to settle the bills of the gas company according to his figures as already submitted to the council, and to tender the amount thereof to the company.

Special committee—That the ordinance providing for the compromise of the suits involving the validity of certain taxes, as brought by John I. Redick, be passed. Approved.

The special committee appointed to pass upon the ordinance giving the Cable Tramway company the right to run their cars across the Eleventh street viaduct, handed in their report. They intimated that there was considerable opposition on the part of residents south of the viaduct against allowing the company the right to cross it. However, the committee suggested that the ordinance be amended—or a new one presented—so as to overcome certain objections:

1. That the cable company bind themselves to operate their road within a certain time (some four or six months) after the completion of the viaduct.

2. That they also bind themselves to operate their road three-quarters or one mile south of the track.

3. That they do not sell or transfer their right or charter to any other party or company without the consent of the mayor and council.

4. That they give the mayor and council the right to regulate the speed of cars over the viaduct, so as not to interfere in any way with the travel. The report was adopted.

ORDINANCES.

A special ordinance providing for payment of registrars, judges and clerks of election, was passed.

An ordinance locating certain additional water hydrants in the city was passed.

The ordinance granting the right to construct and use a track over the Eleventh street viaduct to the Cable Tramway company, subject to certain conditions, was read a first and second time and referred to the committee on railroads and viaducts, and the first ward delegation, for report.

An ordinance establishing the grade of Douglas street from Twenty-fifth avenue to Twenty-ninth avenue and Twenty-sixth avenue, from Farnam to Dodge streets, was referred.

Another ordinance declaring the necessity of changing the grade of Thirteenth street, between Center and Dorcas, to Vinton street, was passed.

The ordinance creating a board for the inspection of buildings in the city of Omaha, defining the duties of said board, providing for the inspection of buildings and for the construction, alteration, repair and removal of buildings, was passed.

An ordinance regulating the erection and use of telegraph, telephone and electric poles and wires in the public streets and alleys, was referred.

The ordinance to repeal the franchise of the old gas company on the ground that it had broken its contract with the city, was then voted upon after a very brief debate. The vote was a tie, as follows: Ayes—Bailey, Dailey, Gookrich, Lowrey, Schroeder, Bechel. Noes—Cheney, Ford, Goodman, Kasper, Lee, Manville.

After some further unimportant matters were disposed of, the council adjourned.

Regarding Manufacturing Sites.

EDITOR BEE:—So much is being said pro and con regarding manufactories locating here—and I am glad that this important question is becoming a leading one, for, as expressed in my letter you so kindly printed some six weeks ago, the one thing needed to make Omaha's "election sure" is for the producing element to grow in proportion to the consuming elements. But the purpose of this note is to say something relative to the best sites for factories. The impression seems to be that a place on the Belt line is the very best location for them, inasmuch as products could be switched to any trunk line. This is true, but this switch is where the burden for factories comes in. Every man that conducts a business requiring good shipping facilities knows how he is tied up when his works are located on some one trunk line, but even then he has to pay no switching charges on goods coming in or going out on that line. But when he is located on the Belt line and no other you can readily see that no matter by what road he receives freight or ships it, the Belt Line charges will have to be paid. It will be hard work for a manufactory to live in these close competing times when it has to pay switch charges on every pound of stuff that comes in or goes out. Now outside of any personal interest the fact cannot help but commend itself to every candid mind, and a calm unbiased survey of the situation will confirm it, that nowhere in or about Omaha can there be as good sites for manufactories as where all the railroads, including the Belt Line, do, or will converge, and where there is an abundance of land to be had at nominal prices. The organizing of an association to assist manufacturers to locate here is a wise move and just what is needed. I am negotiating with a novelty iron works and foundry firm at Oskaloosa, Ia., whose business has outgrown the place. Five thousand dollars will bring these works to Omaha. They don't ask it to be donated. They want a partner to furnish that amount or loan to them at a low rate of interest. "South Omaha" stands ready with the ground and the shipping facilities. Let the "help" association do the rest. The South Omaha land syndicate was formed for the express purpose of fostering manufactories, and the land selected with that view in end. For nearly a mile a running stream of water flows midway between tracks, where switches can be connected with three trunk lines and the Belt line. All other railways, as they come into Omaha, will naturally build down this valley to the stock yards. So, throwing all prejudice or self interest aside, no honest thinking person can help but own that from the B. & M. bridge, where it crosses the Union Pacific track at the "summit," to the stock yards, are the very best sites for manufactories, and what is more, we are going to have them there—not one only, but twenty or thirty within the next ten years.

M. A. UPTON,
Manager "South Omaha."

REAL ESTATE MEN.

They Meet, Organize and a Number of Committees are Appointed.

Last evening the real estate men held a meeting at the board of trade rooms, for the purpose of aiding manufacturers who may wish to locate in Omaha. Two important committees were appointed, one to offer inducements to manufacturers to come here, and the other to compile a history of the city, to be sent to eastern papers and be published, giving eastern people something of an idea of the resources and past growth of Omaha. About thirty real estate men were present, and a very profitable meeting was held. Another meeting will be held in the board of trade rooms on Friday evening to perfect the organization and detail a plan for the work to be done. Governor Saunders presided over last evening's meeting and Mr. H. B. Ivey acted as secretary.

The following is the committee on permanent organization and to offer the inducements to would-be locators in the city: Geo. W. Ames, John T. Bell, John W. Marshall, Geo. P. Bevins and C. E. Mayne.

The committee on data is composed of the following real estate men: R. C. Patterson, L. V. Morse and John L. McCaig.

Last Night's Revival.

The meeting at the exposition building last night was quite well attended, some 600 people being present, and all seemed intent on religious purposes, not frivolous thought or chance bringing them there. The doxology was first sung and with a will by all present. Then Mr. McKaig made a few remarks, after which came Rev. Bitler's usual discourse. The audience was appreciative, and listened with all possible avidity. He spoke of the saving of souls, saying that each and every one could be saved if they so desired. As on the evening before a large number responded to the call to all who desired to be Christians, to be prayed for or had friends needing the prayers of good Christians. Ladies were prominent, although quite a number of gentlemen were present. The song service was as interesting as usual and almost all those present joined. This is a great feature of the revival, and one which all appreciate. After several prayers those present went home, many declaring that they would come again this evening, as the discourses by Mr. Bitler are highly interesting, and have a tendency at least to raise the morals of the community.

A Policeman Talks.

"I wish the BEE would make a few suggestions to the city for the benefit of us policemen," said "one of the finest" to a reporter yesterday, as the two were walking down the street together. "There are a number of things that we ought to have," he continued. "For instance, the council ought to define some sort of light summer uniform that we could all wear. As it is now, half the men are dressed one way and half another, without any reference to uniformity. Another thing we ought to have is a new set of police whistles—of the steamboat pattern. The way things are now one can't tell a policeman's whistle from those which are used by half the fast women in town. And in the last place, to complete our equipment, the council ought to furnish us with dark lanterns and hand-cuffs. In all these respects the force is poorly equipped, and it is to be hoped that the council will recognize that fact."

Interesting Cases.

Justice Berka has the past two days been trying some quite interesting cases. One is that of two prostitutes, a replevin suit for a trunk. Viola Basha claims that she does not owe a certain proprietress of a house of ill fame any money, but this claim is held by the respondent to be false. Her trunk contains a large number of articles of female apparel, and the said proprietress has held it for money she claims Viola owes her. Viola says she doesn't owe a cent; hence the suit.

Another is between two families, over two shawls, one a large black one with fringes, and the other a small red one with no fringes. They are real angry about the matter, and seem bound that the judge shall use all his legal talent in deciding the case.

The last is a horse case. It seems that a man took a span of horses to a blacksmith shop to be shod, and failing to pay the charges, the owner of the place kept them as security. The horse man now replevins, on the ground that the man cannot keep his property on such a small bill.

A Colored Excitement.

Quite a row was started by a colored gent yesterday on Jackson street. He got full and went to a house of prostitution and asked the woman who keeps it for money, and when she would not give him any he commenced firing the furniture, etc., around. After breaking all the windows in the place he pulled a knife and threatened the woman's life. She ran out of doors and escaped, yelling "Murder! Police! Fire," and raising a big row. Two police officers went in search of him, but their efforts were fruitless, he having skipped.

Runaway.

Last evening a negro expressman took a load of furniture from one of the sporting houses on Ninth street, and started his horses to take it to the destination. The team seemed to be disobedient, however, and ran away, in their flight throwing the driver from the wagon and mutilating the harness quite a good deal. The driver's head was cut considerably and he will probably be laid up several weeks in consequence. The team was stopped at the corner of Douglas and Tenth streets.

Communication.

The following letter was received at the BEE office yesterday:

I arrived in this town last night en route for San Francisco. I will open up a campaign in the M. E. church, beginning this evening. My love to all my inquiring friends. Yours truly,

BEN HOGAN.

Mr. F. Korbel, of the Humboldt Lumber Mill company in California, was in the city yesterday, returning from a business trip through Michigan, Wisconsin, Illinois and other eastern states. The company that Mr. Korbel represents owns extensive forests and many mills in California, and Mr Korbel is introducing the celebrated California redwood of his own manufacture in Omaha and eastern markets. The characteristics of the redwood (sequioa) are its beautiful grain, clearness and lightness; it never warps nor rots, and is entirely free of pitch, making it the most desirable material for finishing, and especially for brewers' tanks. It can be furnished about at the same prices as the much inferior pine.

THE OLD MAID CAPTAIN.

The Little Romance Which the Stewardess Told.

How the Skipper's Black Beard Was Dropped, the Lost Child Found and a Love Story Begun.

New York Times: "I have been going to sea these twenty-five years," said the stewardess of an American coastwise steamer, one afternoon recently, as she sat sewing in the cozy ladies' cabin of the vessel to which she belonged, "and yet I was never wrecked, nor has a ship I have been on lost so much as a spar while I was aboard. Yes, my life has been a very commonplace one. There has been no romance in any way connected with it—stop, though, I did play a very small part in a romance once. That happened full twenty years ago, and now it seems like a dream; I sometimes wonder if it wasn't after all a dream. It seems stranger to me now than it did even then." The worthy stewardess paused and a far-away look in her eyes showed that she was indulging in retrospection.

"When I was young I went on sailing vessels instead of steamboats," continued the stewardess. "About twenty years ago—that was when I was young—I visited some friends in the country after a voyage, and then I came to New York to find a ship. The agent that I went to told me that I could go as stewardess on a ship bound to Australia. 'The skipper,' said he, is a 'good man, but he is a regular old maid. I said that I didn't mind old maids, and so it was settled that I was to go with the 'old maid captain.' The next day I went aboard and reported to my new captain, who was called Harris. The captain was short and rather slightly built, with mild gray eyes, but with a full, heavy black beard. He seemed about 35 years old. His hands were small and delicate, and his voice was high and just a trifle shrill, and he walked up and down the deck with a mincing sort of gait. Thinks I, 'Capt. Harris, if you wasn't a skipper you'd have made a first rate single woman; I regularly dispised him until the first storm came on. Then he went on deck and handled the ship in such a way that I could not but admit that he was the best navigator I had ever sailed under. Then I began to think better of the old maid captain. I never saw a captain so considerate of his men. If one of them was the least bit sick, the captain would go into the forecastle and attend to him as tenderly as a nurse. And when the weather was bad he would not allow the mates to make the men do any work that wasn't really necessary. The mates used to make fun of the captain behind his back for being so considerate of his men, but somehow I thought it was a good trait in him. I began to watch the captain closely, and I soon made up my mind that there was some mystery about that man. Once on a pleasant evening I came on deck and saw the captain looking at the red sunset with tears in his eyes. At another time, when I thought he was on deck, I went into the after cabin for something. I found him there. What do you think he was doing? Why, he was sewing and crying into the bargain. "They are right in calling you the old maid captain,' thinks I.

"The mate, Mr. Wood, was a tall fine-looking down-easter about 35 years old. The captain seemed to like him, but I thought how he must envy him his size and strength. The captain, though, was much the smaller man of the two. The mate, somehow, seemed to take a fancy to me—for as I said I was young in those days. He was always running into the cabin on some pretext to talk to me. But I never encouraged him. You see I was engaged to be the mate of another mate, and that mate, poor fellow, was lost at sea a few years afterward. Although the captain didn't seem to care much about me, he didn't fancy the mate's taking a liking to me. That used to puzzle me. One pleasant evening when I went on deck I saw the captain, who stood aft, looking admiringly at the mate, who was sitting at the starboard gangway. When the captain saw me come on deck he gave me a sort of suspicious look, and when the mate came up to me and began to make himself agreeable, although, as I said before, I had not given him any encouragement. I glanced again at the captain and there was an angry snap in his eyes. He did not like to see the man and me together. That was plain. But why should he object to it as long as he didn't seem to care for me himself? I tried to hit on some reason for this, but I soon gave the whole thing up as a mystery too deep for me to attempt to solve.

"One morning when we were in the South Pacific some one cried out that there was a small boat with several people in it in sight on the lee bow. We bore away for the boat, which in a short time was alongside the ship. Five men and a little boy climbed up from the boat to our deck and we gave them a warm welcome. The little boy couldn't have been a day over 8 years old. He was a bright-looking little fellow, with long curly hair. Capt. Harris took to him at once. He carried the little fellow into the after cabin and put him in his own berth, and took him something to eat, while the rescued men were telling us how they came to be in the open boat. They belonged to a bark which was bound to New York, but had sprung a leak and had foundered the day before. The crew left the vessel in two boats just before the vessel went down, but when she did go under she swamped one of the boats, and the captain and seven men were thrown into the water and drowned. The other boat, with the mate in charge, managed to keep afloat until we came up with it.

"The mate of the wrecked vessel, Mr. Bradley, was a gray-haired, rough-looking man, but he seemed to have a kind heart. Early in the evening, when he was sitting in the forward cabin with the second mate and myself, he told us that the little boy, who was still in the after cabin with Capt. Harris, had been shipwrecked twice before. The little fellow was the son of a sea captain, and had been going to sea with his father and mother ever since he was born. About four years ago, when the ship on which this sea-going family were, was nearing the English channel, a heavy fog set in. The second mate was in charge of the deck, and the captain, with his wife and boy and the mate, were at the dinner table. The captain's wife happened to think of something in the gallery that she wanted and she went forward for it. Just then a big steamer loomed up suddenly in the fog, and without any warning, struck the ship aft and smashed in the cabin. The poor captain was crushed to death, but the mate and the little boy were only imprisoned by the broken timbers. The mate cried out a number of times, but received no answer. He could hear occasional whistles from the steamer for about half an hour. Finally he made a struggle and succeeded in tearing away enough broken timber to liberate himself. He took the little boy with him, and going on deck found that the wreck was sinking. The vessel had been deserted by the others, who had probably climbed on board the steamer. The wreck was now nearly even with the water, and the mate made a little raft and launched it. He took the boy and sprang on to the raft, where he lashed himself and the little fellow. Soon afterward the wreck sank. Next morning it was clear, and the mate and the boy were picked up by a small iron bark bound to Japan. The bark, however, got out of her course, and was driven ashore on a small island, not far from the Philippines. The island was inhabited by friendly natives, who took care of the stranded crew, but nearly three years elapsed before any vessel came to the island. They were finally taken off by a man-of-war, which landed them at Bombay. Here the mate was taken sick and sent to the hospital, where he was visited by Mr. Bradley. The latter, who had once been befriended by the boy's father, said the bark he was on was about to sail for New Nork, and he undertook to deliver the little fellow to his friends. But now the poor boy was again on his way to the other side of the wo rld

"While Mr. Bradley was finishing his account of how he came by the boy, Captain Harris came in from the after cabin and said that the little fellow was sleeping nicely. Mr. Bradley began to tell the captain about how the boy was wrecked the first time. Then the captain rose up, pale and trembling, and asked the name of the ship. When Mr. Bradley gave the name of the ship that was run down and said that the boy's father was Captain Wilson, the skipper staggered back and then rushed into the after cabin as if he had gone mad. We couldn't make out what was the matter with him. An hour later I went into the after cabin for something, and I saw the captain leaning over the boy, who was fast asleep. The captain looked up, and I noticed that his eyes were red, as if he had been crying hard. Thinks I, 'Well, well, you are an old maid of a captain, indeed.'

"The next morning we were becalmed. Near by us lay a big clipper ship, which toward noon sent a boat to us. The officer in charge of the clipper's boat said that they were bound for New York, but were short-handed, and told Mr Bradley that he and the other men from the lost bark were welcome to come on board and work their passage to the United States. Mr. Bradley jumped at the chance, and, the men being all ready to leave our ship, he looked around for the boy. We found the little fellow in the cabin, where he was being petted by Capt. Harris. The captain made a great outcry when Mr. Bradley said that the boy would have to go with him. Our skipper begged hard for the youngster, but Mr. Bradley said that he would have to take him to his friends. Mr. Bradley was about to lead the youngster out of the cabin, when Capt. Harris fell on his knees and put his arms around the boy. Then he looked up to Mr. Bradley and said:

"'You must not take him. I am his father!'

"'His father!' replied Mr. Bradley. 'What do you mean? Why, I knew Capt. Wilson myself. He was at least ten years older than you, and was a large man in the bargain. Come, let me have the boy!'

"'No, no,' cried Capt. Harris, pressing the little fellow closer to him. 'I may not be his father, but I am his—'

"'Don't say you are his mothhr,' sneered Mr. Bradley.

"'Yes, I am his mother!' was the reply.

"And with that Capt. Harris pulled aside the heavy black beard I mentioned. There was no doubt about it. The captain had a woman's face, and not a bad looking one either. Mr. Bradley started back in astonishment and cried:

"'You don't mean to say you are Capt. Wilson's widow?'

"'That's exactly what I am,' said our skipper, rising to her feet and putting her beard back into place. 'After my husband's ship had been struck by the steamer I was lifted on board the latter by two of the men. My husband and child were given up for lost, although I begged the people to return and search the wreck for them. They would have done this, but the steamer could not find the wreck in the fog, and it was supposed that she had foundered immediately after we left her. I went home to my friends. My husband had left very little money, and I found that I would have to work for a living. I didn't care to hire out as housekeeper or do any other drudgery of that kind. I had learned navigation thoroughly from my husband and was well fitted to take charge of a ship. I went to an old ship owner who was a friend of my husband, and told him just how things stood. He thought under the circumstances I couldn't do better than dress up as a man and go to sea as a captain. He found me a ship and I've been a skipper ever since. And now no one is going to take my boy away from me."

"'That they ain't,'" said the good hearted Mr. Bradley, who then kissed the boy and shook hands with us all. In five minutes he and his men were on their way to the big clipper, and our skipper, with her arms around the boy, was leaning against the taffrail waving her hand t them.

"Now, I understood the captain's liking for Mr. Wood, our mate. She was in love with him, and of course she was a little jealous of me. The whole mystery about Capt. Harris, as she called herself, was accounted for.

"One evening some weeks afterward when we were in the Indian ocean I glanced through the after cabin door, and what do you think I saw. There sat our mate, Mr. Wood, by the side of our skipper. She had her beard off, and I noticed then that she had let her hair grow. In Mr. Wood's lap sat the little boy. She was looking tenderly at Mr. Wood, and he was talking to the boy as if he had made up his mind to be very good to him—for his mother's sake. Then I knew that it was all settled."

THE WOMEN OF WYOMING.

A Letter Extolling the Purifying Influence of Their Votes.

A female suffragist, writing a letter extrolling the purifying influence of women voting in Wyoming, relates this incident as happening at the last election in Cheyenne:

"It is a popular belief that a woman will vote just as her husband, father, or brothers do, but this is emphatically a mistake. If the ticket of a husband suits the wife she will vote it; if not, she will vote against him. This does not, as might be inferred, cause quarreling in the family. If a husband cannot convince his wife that she is wrong, or a wife cannot bring her husband to her way of thinking, they march or ride to the polls together and vote directly opposite tickets. In this connection I will give an amusing incident which occured at the Carbon county election. A foreman of the building department of the Union Pacific road had been laboring for a week to convert his wife to his political faith, but she remained proof to all of his argumentative darts. Finally, election day, he told her that one of their votes would simply kill the other, and said he would refrain from voting if she would. To this she assented, kissed her good by he said he would go to the shops. He had been gone but a few moments when she donned her hat and cloak, and placing a ticket which she had procured the previous day in her pocket went to the polls in a roundabout way, avoiding the shops where her husband worked. She reached the voting place, and when the crowd separated to allow her to pass through she hurried up and met her husband face to face at the window, each with a ticket in his hand. They laughed heartily at each other's treachery and bad faith, upbraided each other, and, locking arms, went home."

Special Sale of Hosiery at Falconer's all this week.

Two new upright Pianos for sale at a special bargain for cash at
EDHOLM & ERICKSON'S.

Those Who Will Build
can have lots in Ames' Place on payment of $10 down. No further payment for 6 months. Further particulars on application AMES, 1509 Farnam.

A REGULAR GAME OF SEE-SAW

Wheat Fluctuates Up and Down and Closes Steady and Firm.

CORN AND PROVISIONS LOWER.

The Cattle Market Active, With Little Nebraska Steers at a Big Premium—General Market Quotations.

CHICAGO GRAIN MARKET.

CHICAGO, April 20.—[Special Telegram.]—WHEAT—During the bulk of to-day's morning session prices remained very steadily around the opening prices, and were firm rather than otherwise. Some bullish news was received from the east at the opening, many telegrams hinting at a corner in wheat at Buffalo, and possibly another at New York, both markets being reported as largely oversold, Buffalo more so than New York. Talk of this kind set Lester Stauffer and other large operators buying quite freely. They found wheat plenty, however, and could do no better than keep prices up around the opening quotations, which were 79¼c for May. By 10 o'clock everything weakened off on dispatches saying that exporters were reselling. This changed the tone of the local operators entirely for a little while, and made an active and almost weak market, May declining to 78¾c. Subsequently it improved, as much on local trading as anything else, again touching 79¼c, but from this point reacting to 78⅛@79c. Still later it advanced to 79⅜c, and once more started its regular reacting tactics. No decided interest was displayed in the market. Local operators were governed largely by outside conditions, and saw no reason why they should go in on the tail of the month heavier than was necessary for a scalp. The morning session closed steady and about firm at opening prices.

CORN—The market was sustained by the puts, principally provisions, but as the strength oozed out of this, in sympathy with the temporary weak spots in wheat and elsewhere, corn became heavy, and dropped from 37⅞c to 37¼@37⅜c for May.

PROVISIONS—At different times the hog product presented a sufficiently interesting feature to keep the crowd in the pit, but at other times it was deserted, and the market left to take care of itself. June pork opened at its highest figure, $9.25. From this it ran down to $9.11½, and picked up to $9.15½@9.20. The close was about steady.

Chandler-Brown Co.'s Report.

The following report of Chicago's speculative markets is furnished the BEE by W. P. Peck, Omaha representative of Chandler, Brown Co., of Chicago and Milwaukee:

Wheat opened firm at 79¼ for May. The market soon weakened slightly. May selling at 78¾ from which point it advanced to 79⅜, closing steady at 79¼ @ ⅜ at 1 p. m. The visible supply showed a decrease of 1,862,000 bushels. Wheat ought to advance. Would buy on weak spots.

Corn quiet and easy. Visible supply showed decrease of over 1,000,000 bushels.

Provisions steady. 2:30 p. m, wheat higher. Shorts covering, Corn steady. Pork firm.

OPTIONS.	Opening	Highest	Lowest	Close
WHEAT—				
April	78¼	79	78	79
May	79¼	80⅛	78¾	80
June	81½	82	80½	81⅞
July	82¼	83⅜	82¼	83½
CORN—				
April	36½	36⅝	36½	36⅝
May	37⅞	37⅞	37⅝	37⅞
June	38⅛	38⅛	37⅞	38¼
July	39⅛	39⅛	38⅝	38¾
OATS—				
March	.....	.....	.....	.....
April	28¾	28¾	28¾	28¾
May	29⅞	29⅞	29¾	29⅞
June	30⅜	30⅜	30¼	30⅜
LARD—				
April	5 90	5 90	5 90	5 90
May	5 90	5 90	5 90	5 90
June	5 95	5 95	5 95	5 95
July	6 00	6 00	6 00	6 00
PORK—				
April	9 15	9 15	9 07	9 12
May	9 15	9 15	9 07	9 12
June	9 25	9 25	9 17	9 20
July	9 30	9 30	9 25	9 27
SHORT RIBS—				
May	5 22	5 25	5 25	5 25
June	5 30	5 30	5 30	5 30
July	5 35	5 35	5 35	5 35

CHICAGO LIVE STOCK.

CHICAGO, April 20.—[Special Telegram.]—CATTLE—The demand to-day was much better than is usual Tuesday, which has come to be reg