POSSIBLE REUNION OF A SEVERED COUPLE

Their First Marriage and Elopement Was Preceded and Followed by a Series of Bloody Encounters.

A recent dispatch from New York announcing the formation of a syndicate for the purchase of a large tract of land in Bolivia now owned by Baron Henri Arnous de Riviere recalls to the St. Louis Globe-Democrat one of the most romantic episodes of southern society life which occurred prior to the war, and rehabilitates a figure that had long since passed from the recollection of all except a few of Mobile and New Orleans

It was in 1856 that Henri Arnous de la Riviere, captain of zonaves of the corps d'Afrique, French army, first made his appearance in this country. He came to Mobile loaded with letters of introduction to the heads of French and creole families, and being fresh from the theater of war in the Crimea and Africa, young and singularly handsome, being the reputed heir of the barony of de Riviere and immense wealth, he was received everywhere with open arms. Riviere was at that time a man of 27 or 28 years of age, possessing a handsome face bronzed by exposare, a tall museu-lar frame, a military carriage, with a lithe swing which suggested the zonave dare-devil; he was a superb horsemanin fact, a man to capture the hearts of a people like the southerners of those days and to play havee with the women.

He was not in Mebile long before he found an introduction into the family of Frederick Blount-a lawyer of high standing and some wealth-which consisted at that time of Mrs. Blount, a wellpreserved and handsome woman of 40 and her daughter, Emily, a young girl of 15, just budding into womanhood, but whose beauty, amiability and accom-plishments had already made her much sought after by the young men of Mo-bile. Among the suitors of Miss Blount at that time, and one who it was thought would be successful in his suit, was Captain (afterwards colonel) Harry Maury, a Virginian and a cousin of Commander Maury of the United States navy, and of General Dadney Maury. Captain Maury was quite as handsome and dash-ing a man as De Riviere, but though he had gained military fame as a soldier with Lopez in Cuba and Walker in Nicaragua he was for the time quite eclipsed the gallant zouave in the good graces of Miss Blount and her mother, and as a consequence felt sore toward De

Challenge and Duet. Two or three little episodes occurred between the men, but Maury's determination to draw De Riviere into a quarrel, which meant a duel in those days, were for a time frustrated by the cool-ness of De Riviere and the influence brought to bear upon him by Miss Blount. One night, however, Maury and De Rivlere met in a public coffee house in Mobile, and Maury took the occasion to fasten upon De Riviere an insult which brooked no delay in the latter's sending him a challenge. Matters were quickly arranged, a cotton merchant of Mobile, Ned McDenald by name, acting as Maury's friend and the French consul acting for De Riviere. The terms of the fight were: "Colt's navy pistols, twelve paces, to fire at the word, and if neither wounded to advance and fire till one shall fall"-a "business affair" from the start and rendered more serious by the fact that both men were known to be excellent pistel shots, Maury's skill being well known and that of De Riviere depending upon the report of those with whom he was intimate, who declared that he could cut a tape line at twelve

paces every time. The fight occurred at the Mississippi state line, some miles west of Mobile, and the party, coming and going, had to pass in front of Blount's residence, on the Spring Hill road, now Spring Hill avenue. On arriving at the grounds no time was lost in preliminaries. The men were placed, and on toss for the word it was won by McDonald. At the word "ene," after fire, both pistols cracked. Maury stood perfectly still, cocked pistel in hand, but De Riviere lurched heavily forward and fell about midway of the fighting distance, and there from the ground fired at Maury. The latter, still unscathed, again fired and put a ball into De Riviere's head, which ended the fight. On examination by the surgeons, Maury's ball was found to have entered the left jaw and imbedded itself in the hard palate, whence it was subsequently cut. The first shot, that which caused him to fall, had struck a coin in a pocket directly over the heart, and had knocked him down by sheer concussion. It was reported, and for a long time currently believed in Mobile and New Orleans, that De Riviere wore a shirt of mail under his other clothing, but this is not true. The writer has been assured both by the surgeons and by Colonel Maury that De Riviere acted most honorably throughout the affair. It would, however, be hard to convince most old Mobilians of the fact. De Riviere was removed to town, but when the cavalcade reached the front of the Blount mansion it was halted by orders of Mrs. Blount, and De Riviere was taken into the house to be nursed back to health by the fair madame and Miss Blount.

Elopement of the Lovers.

Some weeks passed and Captain Riviere was reported as convalescing finely, when one morning all Mobile was thrown into the wildest excitement by the report that De Riviere, Mrs. Blount and Miss Blount were missing. Blount was beside himself, and as soon as he learned the facts, which were that the party had taken carriages and gone overland to a point on Mississippi sound, where they intercepted a sound steamer from Mobile to New Orleans, he went to New Orleans in search of the clopers, but arrived there just in time to learn that they had departed for Havana in an outgoing steamer. Blount followed and arrived just in time to prevent the wed-ding of De Riviere and Miss Emily, but in some way they managed to elude him and left for New York. Again he fol-lowed, and in New York, finding that the infatuation of his wife for Riviere frustrated all his attempts to get possession of his daughter, he resorted to the courts, where after a long legal fight, he finally succeeded and returned to Mobile with his family.

Riviere returned to France shortly

afterwards and the Blounts lived down the scandal. Years passed by and finally the war came. One day, along in 1862 or 1863, a letter came from France addressed to Colonel Blount. It contained a statement from De Riviere that he was willing and anxious to repair all the injury he had done; that he still loved Miss Blount, and that, his father having died, his mother and sisters would gladly receive her into the family as his wife. and winding up with the proposition that Mr. Blount, his wife and daughter should run the blockade and come to France, where the past should all be rectified. It is said that the letter con-

tained exchange for a large sum (50,000 francs), to defray the expenses of the trip. Colonel Blount at once settled up his affairs and, with his family, went aboard a blockade runner and in due time landed in Havana, where they embarked on a Spanish steamer for Gibraltar. There they were met by the mother and sister of De Riviere, and subsequently the nuptials of the count de Riviere (for such he is) and Miss Blount were celebrated in Paris with great eclat.

Back to the Old Home.

From time to time during several years there came back to Mobile rumors of unhappiness in the Riviere household. Children had been born to couple thus romantically married, and Mr. and Mrs. Blount had gone the way of all flesh. One day, some ten years ago, the quiet neighborhood in which the Blounts had formerly lived was surprised to see the old mansion once more inhabited, and the few surviving old friends were delighted to receive visits from Mme de la Riviere, re turned alone to her old home to live out the balance of her days. What her source of grievance against her husband, what the indignity that caused her to abandon the life of luxury in Paris, her home and children, need not be told here, but she deemed it sufficient. So she took up her abode in her childhood's home, and has lived there quietly and unostentatiously, a most exemplary life, for several years, beloved and esteemed by all who came in contact with her. From time to time she was visited by her son, a stalwart young man, much like his father at his age, and her daughters, beautiful and talented young ladies, but all of whom clung to the father. A few months ago Baron de la Riviere himself arrived, and now again it looks as though the sunset of Emily Blount's life might be gilded by wealth and happiness.

The career of Baron de la Riviere has in the meantime of itself been a romance that other pens can write. He has made and lest vast fortunes in South American ventures and is again, if we may believe the direct reports of those who know, on the point of realizing millions. He recently sold a piece of mining property in South America for a very large sum in

To finish this sketch without some reference to the subsequent careers of the other men engaged in the De Riviere-Maury affair would be to leave out the most romantic portion of it. On the day of the duel words passed between Maury and his second, McDonald. It is believed, and probably on sufficient grounds, that the difference arose concerning a point of etiquette on the ground, but whether this be so or not the men left Mo bile the next day, and the day after wards fought a duel on the old New Orleans dueling ground, in which both were wounded, one in the arm and the other in the leg. While McDonald was laid up with his wound his mistcess, the beautiful but frail Jennie Stuart, left him and went to New York with an other man. He followed as soon as possible, and, after searching for the woman everywhere around the city, found her at Taylor's restaurant, on Broadway, and shot her dead. He was apprehended and committed suicide in the

Captain Maury never married. He served as colonel of cavalry during the war on the confederate side. After the surrender he went into business in Mobile, but his health soon failed and he died many years ago.

GENTLE THEODORE'S FATE.

He Was a Model Convict and Thoughtful to the Last.

The gloomy interior of the Tomb would give a country sheriff the "creeps." Out in the west they have a homelike way of doing business that makes the giving up of one's life a pleasure as well as a duty. The sheriff is likely to grow sympathetic. and nis good wife takes upon herself the religious training of the convict, says the

New York Times. There is a story (with no affidavit as to its truthfulness) of one case where a prisoner was made a member of the family. The jail was a rickety old affair and fears were entertained for the health of the prisoner if he should be compelled to occupy it alone. There were no other prisoners and he was taken to board, occupying a seat at the

family table.

He was a mild-mannered lad, and how he ever worked himself up to kill anybody was more than people could make out. It appeared that he had shot a playmate with an old gun, and there was evidence to show that the crime was cold-blooded. The jury felt obliged to convict him, and Theodore—that was his name-was not the boy to question what had been decided on. He seemed to feel that all had been done for him that was possible, and, besides, he felt that he owed it to the sheriff to hold himself ready for the ordea 1.

Theodore was one of the least bloodthirsty boys imaginable. His worst vice was that he was unduly fond of the game of croquet. He liked this game very much, and played nearly every evening with the wife of the sheriff, but was always in bed at an early hour, so that no anxiety was felt for his safety.

So in went on until the fatal day arrived for the hanging. The youthful murderer slept well the night before. He was up early, his face and hands as clean as could be, and his hair nicely brushed. He ate a good breakfast and then went out with the sheriff to help him put up the gibbet. This work out of the way they returned to the house to await the arrival of the witnesses.

By 10 o'clock the twelve good men and true arrived, and then began the final arrangements. None present had ever taken part in such a strange event, and, consulting, they decided that it would be the safest way to go through with a rehearsal. They formed a line in the jail, arranged the knot in the rope and talked over all that was to be said and done. They stood in the corridor of the jail and talked for a time, all feeling horribly depressed with the work in hand.

At last the fatal hour struck and the sheriff with a sigh picked up the rope. Then he looked around, and an expres sion of surprise overspread his face. He turned to the witnesses, looked at his wife inquiringly, and then said: 'Why, where is Theodore?"

Then everybody in turn asked the same question. They looked around for a minute in alarm, and the sheriff had a painful expression on his face, as much as to ask his wife:

"Is it possible that we have been de-At last, however, Theodore came in, and bowed politely to all present. Asked to explain his absence, he said he hap-pened to think that he had left his evoquet mallet out the night before, and he went to replace it; besides, he felt that if he stayed he would only be in the way while they were arranging matters. The excuse was considered satisfactory, and Theodore was once more restored to the confidence of his friends. Everything once more being regular, and the time having arrived, they took Theedore out and hanged him to the best of their

Found—the reason for the great popularity of Hood's Sarsaparilla—simply this: Hood's CURES. Be sure to get Hood's.

PET NAMES FOR RAILROADS

Some of the Odd Designations That Distinguish the Various Lines.

ORIGINATING GENERALLY WITH TRAINMEN

Many of Them Have Proved a Good Adver tisement-Circomstances of the Christening-An Interest. ing Collection.

A fact not generally known is that the railroads of the country have nicknames by which the high officials know them, and that railroad employes, those in the ranks, have entirely different synonyms. The information appears that the high officials nickname the road for convenience sake, while the trainmen do it to express some phase of personal experi-ence thereon. If the latter christening is a good one it generally sticks, and as their experience has generally been a vivid one an original and worthy nickname generally crops out, says the Chi-cago Herald. To illustrate this point, the Columbia & Port Deposit railroad, running from Columbia, Pa., to Port Deposit, Me., can be aptly cited. The railroad men call this road the "One Chance." It runs along the river shore almost its entire length, and is as crooked as any in the country. Train dispatchers at Columbia frequently find it difficult to secure seasoned trainmen to work on this read, en account of num-erous accidents. If not on account of the roadbed, then the cars will be found at fault. For this reason they have no doubt given it the significant christening, as to go out on the run over the road and come back alive the trainman has taken the advantage of one chance in 100.

Newspaper readers will recall the great railroad coup in which Senator Brice was interested some ten years back, by which the New York, Chicago & St. Louis road was built and the New York Central paralleled from New York city to Buffalo. The road was built in a day, comparatively speaking, and the buying of it by William H. Vanderbilt resulted in a great profit for the selling syndicate and the christening of the road, the name of which has stuck to it to this day. Vanderbilt was grumbling at the price he had to pay, and re-marked, "Why, if the infernal road was nickel plated it couldn't cost more," and the road has been known as the Nickel Plate" ever since.

Fort Wayne's Peculiar Name.

The reporter of the Washington Star recently accosted a prominent railroad official in this city as to how many railroad nicknames there were. He replied: 'Just as many as you have a mind to make. I have heard the Pittsburg, Fort Wayne & Chicago road called 'Paddy Finnigan's Wife and Children, but where the name came from is more than I can tell. Here are a few of the roads with nicknames that I can now recall without referring to books: The Minneapolis, St. Paul & Sault Ste. Marie is called the 'Soo' and is an abbreviation of the pronunciation of the last name. The 'Big Four' is taken from the consolidation of four big roads-the Cincinnati, Indianapolis, St. Louis, & Chicago, the Columbus, Cleveland, Cincinnati & Indianapolis, the Indianapolis & St. Louis, and the Cairo, Vincennes & Chicago. This consolidation took place many years ago; the nickname was given and it has stuck to it ever since. Many railroaders claim that the words 'Big Four' are taken from the four big cities touched by the road, viz.. Cincinnati, Chicago, St. Louis and Indianapolis, but I think the right origin is the one I have given.

"The Chicago, St. Paul & Kansas City road is called the 'Maple Leaf.' By drawing a line around the cities after which this road is named on a map it will be found to form a perfect leaf of the maple tree. The Pittsburg, Cin-cinnati & St. Louis road is called the Panhandle' for the same reason, a line drawn through these cities making a good counterfeit of the panhandle. The Clover Leaf' is given to the Toledo, St. Louis & Kansas City road for the same cause, inasmuch as it doesn't come near resembling a clover leaf under the same circumstances. Possible the read gets its nom de plume on account of the exceedingly fine grass land through which it passes. The euphonious name, 'Queen and Crescent,' is given to the Cincinnati, New Orleans & Texas Pacific road. The nickname comes from New Orleans, the crescent city, and Cincinnati, the queen city, An old railroader who worked on that road some years ago told me that the part of it was the name. He said the trainmen called it the 'Chills and Fever' road, as it took the best part of their salaries to buy quinine with which to keep off this demoralizing but fashionable malady. It certainly runs through a bad country for people whose livers are likely to be troublesome.

Stand and Deliver Line.

"The Louisville, New Albany & Chi-cago road is called the 'Monon' from the act that the main junction on the road is so called. The unique name 'Nypano' is given to the New York, Pennsylvania & Ohio read, and is simply an abbreviation and consolidation of the first letters of each state. The St. Louis, Ar-kancas & Texas road is called the Cotton Beit' and, of course, derives its name from the great product of that region. Among the trainmen it is nicknamed the 'Stand and Deliver' line, no doubt from the fact that of late years many daring train robberies have occurred on this line. It runs through a country sparsely settled, which affords the highwaymen every opportunity to escape after their assault upon the train. 'Blue Grass,' a pretty name for a railroad, is given to the Kentucky Central on account of the exceptionally rich grass country through which it passes. Tom Scott's great road, the South-ern Pacific, is called 'The Sunset.' I have never learned the origin of this name, but, perhaps, its connection with the Pacific, the home of the setting sun, brought about the christening. The New York, New Haven & Hartford is nicknamed the 'Consolidated.' The Missouri, Kansas & Texas line sails under the pretty sobriquet of 'Katie,' no doubt taken from an imaginary blending of the words Kansas and Texas. The road with the elongated name, Elizabeth, Lexington & Big Sandy, has the last words of the corporation title, Sandy, chopped off and goes by that name, not a bad plan to follow in that For short the New York Central &

Hudson River road is called the 'Central;' the New York, Lake Erie & Western, the 'Eric;' the Delaware, Lacka-wanna & Western, the 'Lackawanna;' the Atchison, Topeka & Santa Fe, the Santa Fe, and the St. Louis & San Francisco, the 'Frisco.' The Delaware, Lackawanna & Western, by the way, is also known to its suburban patrons as the Dusty, Long & Winding. humorous nieknames are the ones given to the Buffalo & Southwestern and the Buffalo & Jamestown railroads. The former was first called the B. & S. W.', but of late goes under the name of 'Brandy & Soda.' The latter road, on count of its connection with James-

town, is known all through the railread world as the 'Jimtown' road.

Oll as a Speed Producer. "Have you ever known of a road being christened through a specially exciting incident?" inquired the reporter.

"When the Eric road was first built, which now runs from Harrisburg to

Canadiagua, N. Y., it was nicknamed the 'Davy Crockett,' and for a good many

years the name stick. It was brought

about in this way: One dark night when the conductor was taking three passenger cars through to Sanbury he noticed the headlight of a locomotive in his rear. He informed the engineer of the fact and both began speculating what it meant. The train was running at a high rate of speed, but the headlight in the rear was gaining steadily on them. As there were no lights in the rear of the headlight they concluded it must be an empty engine. That road twists in and out among the moun-tains and skirts the banks of the Susquehanna in such a way as to permit any one looking back to ob-serve what is going on in the rear for a considerable distance. The conductor ordered the engineer to put on more steam and the latter pulled the throttle wide open. Then followed a wild, weird chase through the night. Persuer and pursued tore along at the highest speed. Everybody on the cars believed that the engineer of the pursuing engine was either drunk or crazy. At last a bright idea struck the engineer. He recalled the fact that a locomotive can make little progress on greasy rails. The contents of two huge cans of lard oil were poured on the track from the rear of the last passenger coach. The idea was a great one and proved highly successful. the headlight of the pursuing engine grew dim in the distance. When it was

backed up to solve the mystery. A very funny sight was revealed. "One of the finest engines on the road, called the Davy Crockett-they gave locomotives names in those days instead of numbers-had broken away from a hos-tler up at Williamsport and started down the track on a voyage of destruction. The oil poured on the track had baffled all the destructive abilities that ceemotive possessed. There stood the Davy Creekett, puffing and snorting and pawing like a wild Texas steer, the driving wheels buzzing around on the greased track like a fly wheel in a machine shop, but not moving an inch. Not a sign of an engineer was found and the fireman of the pursued train mounted the engine and shut her off. They towed her into Sunbury and there found a dis-patch ordering them on to a side track out of the way of the runaway, but the oil had saved them. A large excursion train was returning from Niagara Falls that night and the escape from destruction was really brought about by the oiled rails. The Davy Crockett made many trips after that, but the road went under the nickname for a long time, owing to the peculiar way the lives of many people had been saved."

safe to do so the train was stopped and

CHICAGO GRAIN MARKET.

Feaures of Saturday's Business on the Board of Trade.

CHICAGO, Ill., May 13 .- The wheat market today struggled with two opposing force. The foreign news was buillish and put to e price up temporarily; the mancial disturbance at home had a decidedly bearish effect and pulled it down. In the end the nearby influence proved the stronger and closed the market at from %c to %c decline from yesterday's closing quotations. The more remote deliveries of corn were easier in sympathy with wheat, but for May it was firm, owing to the good demand for spot stuff. Provisions were subjected to a mild raid and closed 224c lower for pork, 27%e for lard and 15e for ribs.

Extreme drouth was reported in many large and important areas in England and the quotations from there were higher and 'gave the color of truth to the dismal reports. In the country there was no improvement noted in the winter wheat and Prime telegraphed that in some of the most important states it had retrograded during the week. Under these conditions the market was strong and a shade higher at the opening and for a snort time thereafter. But traders were not disposed to do much as it was a half holiday and outside business was lighter than for some days. Then there came a report of some small failures in New York and stocks began to break. A Milwaukee dispatch said that a run had begun on the Plankinton bank there and all this cause

waukee dispatch said that a run had begun on the Plankinton bank there and all this caused operators to lose confidence. There was a wild rush to get rid of long wheat and it did not take long to cause considerable demoralization and carry prices off. There was a slight reaction, but the market continued nervous and inclined to weakess.

At the opening prices were advanced from \$4c to \$6c\$, but later became weak and there was a serious decline, with some fluctuations of 14c for July and 14c for September futures, then railied slightly and the closing was \$4c to wer for July and 14c lower for September than yesterday.

In corn there was more doing than on yesterday. The feeling at the start was quite firm, being a continuation of the sentiment prevalent at the close of yesterday's session and first trades were at about the same prices. Small receipts and a good cash demand, together with unfavorable news from abroad were the strengthening factors. The market held steady for awhile until wheat began to break and then acted in sympathy, selling of \$4c\$, the financial situation having a good deal to do with the easier feeling. Prices afterward railied from \$4c\$ to \$6c\$, and at the close had lost but from \$4c\$ to \$6c\$, and at the close had lost but from \$4c\$ to \$6c\$, and at the close had lost but from \$4c\$ to \$6c\$, and at the financial situation having a good deal to do with the easier feeling. Opening prices were at about the top and closing at the bottom and showed a net loss of from \$4c\$ to \$6c\$. The weakness in wheat and the other unsettling influences were the chief causes for the decline.

The provision trade again suffered at the hands of the Cudahy-Wright-Fairbank combination. There was enough raiding to cause selling on stoploss orders. On the break there was good buying of lards by brokers acting for the conbination and there was a partial rally at the close.

at the close.

Estimated receipts for Monday: Wheat, 165 cars; corn, 195 cars; oats, 205 cars; hogs, 64,000 head.

The leading futures ranged as follows: ARTICLES. | OPEN. | HIGH. | LOW. | CLOSE. THURS

| Wheat No 2 | | | | | |
|-------------|------------|----------|--------------|---|-------------|
| May | 74 | 7454 | 7314 | 734664 | 7314 |
| July | 7734 (m/M | 2754 | 7696 | 7694 (634 | 74144445 |
| Sept | 807546 | 80% | 7954 | 70346636 | 79345614 |
| Corn No. 7- | | | 1550 | | SS-CM HP/CM |
| May | 4274-08-43 | 4234 643 | 4254 | 42366143 | 43624314 |
| June | 43 | 4.5 | 42 4 | 4234 | |
| July | 4334 | 4176 | 4194 | 48 91656 | 43364644 |
| Sept | 4436 | 116416 | 4414 | 44149594 | 4416 |
| Oats No. 2- | | 114 | | 1000 | 1000 |
| Mny | 30% | 3016 | 3016 | 3014 | 3014 |
| June | 80% | 30% | 3034 | 8014 | 3036 |
| July | 2934 | 2974 | 2014 | 2059 | 21366636 |
| Bept | 2734 | 1/19734 | 2614637 | 2614627 | 2734 |
| Mess Pork | 323 | # I W | ALC: DISEASE | 100000000000000000000000000000000000000 | |
| July | 20°76 | 29 35 | 20.25 | 20 35 | 20.35 |
| >ept | 20 (0 | 20 50 | 20 40 | 20 47% | 2) 75 |
| Lard- | | 10.00 | | | 20 75 |
| May | 10 42% | 10 4234 | 10 40 | 10.40 | 100.10 |
| July | 10 75 | 11 (0) | 10 60 | 10 65 | 11 1214 |
| Sept | 11 05 | 11:05 | 10 8236 | 16 90 | 11 1214 |
| Short Ribs | | 1.8.64 | | WINGER ! | |
| May | 10.00 | 19.00 | 9 95 | 9 95 | |
| | | 10 45 | 10.0234 | 16 0750 | 10 30 |
| July | 10 15 | | 10 0714 | | |

3.25; bakers, \$2.25\(\pi_{\infty}\)50 WHEAT—No. 2 spring, 73\(\pi_{\infty}\); No. 3 spring, f. o. b., 72\(\infty\); No. 2 fcd, 73\(\pi_{\infty}\); No. 3 spring, f. o. b., 72\(\infty\); No. 2 fcd, 73\(\pi_{\infty}\); No. 3 white, f.o. b., 35\(\pi_{\infty}\)60 ATS—No. 2, 30\(\pi_{\infty}\); No. 2 white, f.o. b., 33\(\pi_{\infty}\)36c.

RYS—No. 2, 60c. 1.1

HARLEY—No. 2, 62\(\infty\); No. 3, f. o. b., 48\(\infty\)51c; No. 4, f. o. b., 40\(\infty\)40 A10.

FLAX SEED—No. 1, \$1.06\(\pi_{\infty}\)40.107.

TIMOTHY SEED—Prime, \$3.90.

PORE—Mess, per bbl., \$20.25\(\infty\)20.35; lard, per 106 lbs., \$10.40\(\infty\)10.45; short rlb sides loosed, \$10.07\(\pi_{\infty}\)10.10\(\infty\) atted shoulders (boxed), \$10.07\(\pi_{\infty}\)10.10\(\infty\)5; short clear sides (boxed, \$10.00\(\infty\)5; short clear sides (boxed, \$10.05\(\infty\)6. Whisky—Distillers' finished goods, per gal.

WHISKY-Distillers' finished goods, per gal. \$1.13. SUGARS—Unchanged; cut loaf, 5c; granulated 5.45c; standard "A," 54c. The following were the receipts and ship-ments for today:

Receipts Shipments Articles. 15,000 61,160 91,000 265,000 6,000 9,000 9,000 74,000 294,000 484,000 6,000 13,000 On the Produce exchange today the butter market was weak; creamery, 202231;c; dairy, 20222c. Eggs, dull, strictly fresh, 14c.

St. Louis Markets. St. Louis, Mo., May 13.—Flour-Dull, steady, with no demand; patents, \$3.45@3.55;

extra fancy, \$8.15@3.25; fancy, \$2.75@2.85; choice, \$2.30&2.40; family, \$2.05@2.15.

Whist Options showed some very violent fluctuations, finally closing Nic below yesterday; No. 2 red, cash, steady; 70%; May 70%; July, 73%@74c; September, 70%; Conc. Options weakened by crop news closed to below yesterday; No. 2 mixed, cash, steady; 30%@30%c; May, 30%c; July, 40%@40%c.

steady: 304@304e; May, 304e; July, 404@404e.

Oats Fairly strong, dull; No. 2 cash, 314e; May, 32e; July, 284e.

Provisions Quiet, in light demand; pork, \$20.75; lard, \$10.25; dry salt meats, toose shoulders, \$10. longs and ribs, \$10.40; shorts, \$10.55; boxed, 15e nore: Bacon, packed shoulders, \$10.50; tongs and ribs, \$11.25; shorts, \$11.624; hams, sugar cured, 13@14c.

RECEIPTS Flour, 5,000 bbls; wheat, 9,000 bu.; corn, 44,000 bu.; oats, 54,000 bu. SHIPMENTS Flour, 4,000 bls; wheat, 2,000 bu.; corn, 42,000 bu.; oats, 3,000 bu.; rye, 1,000 bu.; barley, 1,000 bu.

Cotton Market. Cotton Market.

New Orleans, La., May 13.—Quiet and steady; good middlings, 7–13-16e; middling, 7–16c; low middling, 7-16c; good ordinary, 6–15-16e. Not receipts, 757 bales; gross, 871 bales; exports to Great Britain, 3,100 bales; to the continent, 1,465 bales; constwise, 3,110 bales; sales, 150 bales; stock, 162,028 bales. Futures quiet and steady; sales, 20,500 bales; May, 87,29 bid; June, 87,31@7,32; July, 87,37; August, 87,4367,744; September, 87,4567,746; October, 87,5147,752; November, 87,5545,756; December, 87,60@7,61.

OMAHA LIVE STOCK MARKETS.

Cattle Trade Not Satisfactory Nor Prom-Ising-Hogs Active with Fair Outlook.

change. Sales were at from \$3 to \$4.50 for fair to good stock. Bulls and stags were in moderate supply and demand and steady at from \$2.50 to \$3.75.

As is usually the case on Saturday business was dull in the stocker and feeder line. Regular dealers report a very poor country demand even at prices 15c and 25c lower than the first of the week. Fresh offerings were scarce. Some 1,059-lb, westerns sold for \$4.10. Hoos—There has been plenty of activity in the hog market. Prices advanced sharply on Monday and Tuesday fully 25c, but since then with liberal supplies and weakness in the provision trade there has been a rapid and steady decline of fully that much, the week's closing prices being substantially the same as for the preceding week. The quality of the offerings is improving right along, and from present indications fair supplies seem to be available for some time to come, although there is no prospect of materially enlarged marketing in the near future; in fact, judging from reports coming in from various parts of the country, the fatality among pigs during the late cold, wet spring will be seriously felt in the summer and fall supply of marketable hogs. The stringency in the money market will also have a tendency to restrict operations of packers for some time.

The trade today was a good deal like that of Friday. Recelpts were not heavy, just about enough to give all buyers a chance to get a few. Buyers were all after quality, paying little attention to weight. The popular price for fair to good hogs of all weights was \$7.30, with good to choice medium and heavy hogs selling from that up to \$7.40, and common light and mixed stuff and rough packing grades at from that down to \$7.20. A very weak feeling developed along toward the close, and late bids and sales were at a shade to 5c decline from the early market. The big bulk of the trading was at from \$7.25 to \$7.35, the same as on Friday, and as company with eastern markets where excessive receipts, especially of Texans, have closed up almost every availab and stock sneep, \$2.50 24.00: 40 to 100-1b. lambs \$5.00@6.50,

Receipts and Disposition of Stock. Official receipts and disposition of stock as shown by the hooks of the Union Stock Yards company for the twenty-four hours ending at 5 o'clock p. m., May 14, 1893.

| CATTLE, | | Hous. | | 8111 | EP. | HORSES & MLS. | |
|---|----------|-------|--------|--|--|---------------|-------|
| Cars. | Head | Cars. | Head | Cars. | Head | Cars. | Head. |
| 96 | 93 2.000 | | 31,461 | 5 | 899 | 13 | 285 |
| | | | DISP | OSITIO | N. | | |
| BUYERS. | | | CAT | TILE. | Hogs. | SHEEP. | |
| Cmaha Packing Co The G. H. Hammond Co. Swift & Co The Cudahy PackingCo. John P. Sq. Ires & Co Chicago P. & P. Co A. Haas. R. Becker & Degan. Vansant & Carey. Shippers and feeders. Let over. | | | | 269 201 954 191 30 31 48 | 498 671 275 1.028 282 624 | 600 | |
| 711 | otal | | | | 1,825 | 3,52: | 899 |



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to fill a barrel with water, is to use a. sieve, It's a poor way, though. You can do it-but it takes time, patience, ? care and much work.

> So you can wash clothes with soap and a washboard-but it isn't the best way. It's slow work, hard work, costly work. It wears out the things you're trying to get clean.

The best and easiest way is to use Pearline. That does the washing while you're doing

something else-does it without any of the clumsy rubbing that takes so much time and makes so much wear and tear. Try it—saves you money as well as work.

Send Peddlers and some unscrupulous grocers will tell you "this is as good as" or "the same as Pearline." IT'S FALSE—Pearline is never peddled, and it Back if your grocer sends you something in place of Pearline, be honest—
[18] JAMES PVLE, New York,



New Haven Sexton's Rheumatic Experience.

Sexton Judd, of the North Church, in New Haven, Conn., is as well known as the church itself; the church being one of the most famous ecclesiastical landmarks of orthodoxy. Some time ago he had a severe tussle, not with ghosts, nor with the powers of darkness, but with an enemy of the human race, which singled him out for its victim and laid him on his back in grievous torture. His story is of personal interest to thousands, as he told it to a friend who called on him in New Haven: "For a good many years I had been troubled with the pains of neuralgia, particularly those which attack the hip and thigh, in the way of sciatica. At times they were severe, and then for some time I would have almost none. But about two years ago I felt the sciatic attack coming on me stronger than it had ever come before. For four or five days the pains would strike me at intervals, just as if to let me know that a big attack was coming. Well, it came, in full force, and all of a sudden. I was at the store-for during the week I am busy with curtain fixtures and all that sort of upholstery work-and I was seized with a sciatic attack which knocked me entirely helpless. For two hours I was in such agony as I had never suffered before, and never want to suffer again. I knew about Ath-lo-pho-ros, and what it had done for others; but I had never, up to this time, taken any. Now I was ready to see what it could do for me. I was taken home in a carriage and helped up-stairs, for I could not walk by myself. I took a dose of Ath-lo-pho-ros. Three hours after that I took another dose. Oh, what a change there was! I had no idea that any medicine could act so quickly and do so much good. By the time I had taken that second dose most of the pain was gone. Indeed, all that sharp, biting, cruel, termenting part of it was over, For a while I felt some twinges and lesser pains, but the third dose took them out. Next morning, of course, they did not expect me at the store; but you may judge their surprise when they saw me there and doing my customary work as though nothing had happened. Why, sir, it was the talk of the whole store, and of the neighborhood. We all agreed that Ath-lo-pho-ros was the most extraordinary medicine we had ever heard of. And so I say to this day. That was two years ago, and I have not had any neuralgia, nor sciatica, or anything of that kind since. But you may depend upon it, if I wore attacked again, I should trust this same Ath-lo-pho-ros, first, last, foremost and alto-

Ath-lo-pho-ros, \$1 per bottle, at all druggists. Treatise on Rhenmatism, Neuralgia, etc., to any address, for 5c. in stamps. The Athlophoros Co., New Haven, Conn.



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