to roads likely to been a heavy traffic, seems now very generally discarded.

The Macadam Theory.

SOME ARMY REMINISCENCES

An Interesting Story of General Grant-Colonel Carlin's Promotion to a Brigadier General-Other Notes and Incidents.

Gresham is as well known for his physical courage as for any of his other traits, says Kate Field's Washington. traits, says Kate Field's It is told of him that in 1866, when he was running for congress against Michael C. Kerr, both candidates happened to have hit one day upon the same place and the same hour for a public meeting. An immense crowd gathered, a large share of it being made up of the political enemies of Gresham. It was decided that the speakers on both sides should be heard, the democrats first and the republicans after-

When it came Gresham's time to speak a big bully in the audience, with a pistol fastened conspicuously outside of his clothing, attempted to howl him Gresham insisted on being The bully kept up his disturbance, and Gresham presently sprang down from the stage and advanced upon the troublesome auditor.

I came here to make a speech," said, "and I am going to make it. My friends and I have listened courteously to the speeches on your side and all we ask is that those who don't want to give us fair play in return shall quit the place. As for you, personally," shaking his finger ominously at the disturber, "I know you for a vagabond and a scoundrel. You are the man who shot Enrolling Officer B—— and threw his body into the Wabash river."

The charge created great excitement, for the substance of it had been secretly whispered about the neighborhood for years. The accused drew his pistol, but Gresham had one ready, too, and the pair stood facing each other for perhaps a minute in silence. Then the bully dropped his pistol arm at his side and slunk away in the crowd, while Gresham returned to the platform and coolly finished his speech.

Forward by Promotion.

President Cleveland has selected Colonel William P. Carlin of the Fourth infantry for the vacancy in the rank of brigadier general which has existed

since March last.

The Illinois delegation, with the assistance of General Schofield, knocked down the plum for General Carlin. His appointment is made purely as a reward for past services. He will retire in November next, and there is no expectation that he will enter actively upon the command of a department in the meantine. General Carlin is the only officer on the active list below the grade of brigadier general who commanded an army corps during the war. His appointment is a victory for seniority and also for the volunteer officer.

How Grant Rewarded His Soldlers. Said a correspondent in the Grand

Army Gazette: I recently met a man called Soldier Sam, an honest fellow, and one of the true-blue boys of the late He had served under General Grant and could tell reminiscences of the great general by the hour. The best of it was that his stories were always authentic. I remember, said he, that while we were down on the Mississippi a big barge, loaded with bombs and gunpowder, was lying alongside the wharf. Grant had given orders that no one should smoke on board of that I suppose the old stub had thousands of dollars worth of powder under her decks. So the corporal set a guard there and ordered him to shoot the first man who should cross the plank with a lighted pipe or cigar. Well, when the order got abroad we kept away, for we that the order meant business, One day when I was off duty General Grant rode up on his horse. He wore a big blouse and a slouch hat. He had on star, nor side arms. We all knew him without the aid of trinkets. "Is that the powder boat?" he asked.

I told him it was.

He looked at me sharply over a redhot cigar and said:

'I'll go on board then." I knew he'd never take that cigar out of his mouth except to eat or sleep, so I "General, if you walk across the plank

smoking the sentry will shoot you."
He saw I was in earnest, but said: "Don't you suppose he knows me?" "Of course he does, general," I re-plied; "but he has been ordered to shoot the first man caught smoking on that barge, and he'll do it. That's just the kind of chap he is."

Grant looked rather amused. I reckon he never intended to go near the old barge. He just wheeled his horse about and away he went.

That evening I told the sentry all about the talk. The next morning he and the corporal were ordered up to the general's headquarters. The sentry was a colored man, but when he heard that Grant wanted to see him he was rather white. He went up. "Can you read?" asked Grant.

"No. sah; I nebber had no chance to

"Do you always know me when you "Yes, sah."

"Suppose I had gone on board that powder boat with a lighted cigar, what would you have done?

"Shot you, sah."
"But I'm your general," exclaimed Yes, sah; and we jes' obeys yo' or-

ders," said the sentry.

Grant looked the men all over. The corporal was trembling and the sentry was actually pale; both were as firm as rocks. At last the general relaxed.
"Well, sir," he said to the sentry, "We'll make you a corporal; and this other man shall be a sergeant. I pro-

mote these men!" 'I tell you we didn't forget that," said Soldier Sam.

Texans Sold by Whisky.

A good instance of Texan honor was lately related by a colonel who fought on the union side. His regiment was beyond the pale of the sanitary commission and supplies were scarce and irregular. When the federal soldiers won a battle they had then to run away lest they should have prisoners on their hands to feed. At length, n spite of precautions, they took a number of pris-oners near Santa Fe. There was nothing to do but to send them to the nearest United States fort, which was Fort Riley in Kansas, 500 miles distant. So 130 of these big, bold Texans were put on their honor and sent under the charge of eighteen union men mostly sick and wounded, and with the exception of two wounded, and with the exception of two all reached Fort Riley and delivered themselves up in good order. Perhaps the dearth of provisions in Texas might have had something to do with this, although it would be a pity to spoil the story by any such suggestion. This same regiment for six weeks was reduced to an allowance of ten ounces of flour per day for each soldier. There

was absolutely nothing to be obtained in this part of the country, for the enemy had eaten up the rattlesnakes. During this time word came that a barrel of molasses had arrived in camp and this was hailed with delight as it was thought it would make their fried dough very palatable. But alas! when the barrel was opened, despite its label, it was found to contain whisky, much to the disgust of the regiment. This may seem incredible but it is related as a fact that the men had no craving at all for liquor when it was out of their reach. It was different with regard to tobacco. They never ceased to long for this, such of them as were addicted to it, and some even offered to their more lucky fellows a month's salary for a chew of tobacco.

New Army Rifles. The ordnance department of the army is making preparations to begin the manufacture of the new army rifle at the Springfield armory immediately after the beginning of the new fiscal year. The rifle is of very small caliber, intended to use smokeless powder and is a magazine arm. It is estimated within one year from July next the total output of the armory will be about 12,000 rifles. which is made possible by the use of most modern labor-saving machinery. This number of rifles will probably suffice to arm the entire infantry and artillery branches. The carbine for cavalry use has not yet been designed, but will be pushed forward as rapidly as possible. It is expected at the ordnance department that there will be many calls for the new arm from the state militia organizations. These demands will be met as fast as the army equipment is complete.

A Joke on the General. After whipping Hood and Forrest at Nashville and chasing them out of Tensays the Sunday Republic Thomas embarked his army at Clifton. going up the Tennessee river, arriving at Eastport, Miss., where the Sixteenth corps stopped, and the other portions of the army went on across the country to form a junction with Sherman in Georgia. Those that went took all of the rations with them, although General Smith pleaded for part of them for his men. Still he had to submit and send for more rations, and we subsisted on shelled corn for ten days Some of the officers did not like it, and one, a captain in our regiment, the Fifth Minnesota infantry, got one of his men to play a joke on the general. Accordingly he got a large piece of mule rope, such as they tie from tree to tree to hitch mules to feed them, tied it around the private soldier's neck, and providing himself with a club about three or four feet long, he went leading the man up past General Smith's headquarters. The general happening to be out on the porch, called out: "Captain, what are you going to do with that man?" The captain stopped suddenly, and after raising his hat and giving the proper salute, replied: "General, he has had his hay and corn, and I thought l would lead him to water." The general turned and walked into his quarters without asking any more questions.

Happy with Corns.

"I have in my pocket a document which shows the size of the corns on which a pension was granted by Assistant Secretary Bussey, after the pension office physician had declared that they did not constitute disability.'

It was Congressman John Tarsney of Missouri who said this to the reporter of the New York Times.

The man who had the corns is James J. Hamlin, who served in company C, Eighty-sixth Illinois volunteers. His 'disabilities" as given in the transcript of his case were two; one, insignificant annoyance from hemmorrhoids, and the other corns.

This case was passed on by Dr. Alleger, and the memorandum on the papers in the case was this: "Rejected on ground of no disability," by Dr. Alleger, "Rejected on of the interior." Assistant Secretary Bussey reversed

the doctor's decision, and the following memorandum was written: "From the above description I am of the opinion that a ratable degree of disability exists under the act of June 27, 1890. Cyrus Bussey. . So the pension was granted for the

What a Saber Cut is Like.

"I hardly know how it feels to be shot, but I well realize how it feels to be cut," said O. D. Reeves of Indianapolis at the Lindell. "I enlisted in a cavalry regi-ment when I was 16, and put in four years for Uncle Sam. Do you see this scar?" said he. "That was done at Nashville," and he held up his left hand, which was almost encircled by a deep "The boys were ordered to charge and I had emptied my pistols and had just drawn my saber when I saw bearing down upon me one of the largest men ever saw. Our horses were both going at full speed, and he was headed directly He launched his blow first, and I instinctively threw up my hard, which fell helplessly by my side. The man flew past me and I turned my horse to one side and rode far enough away to examine my wound. No blood escaped; neither did I feel any pain until the wound was dressed a half hour later. Then reaction set in, and the strongest opiates were used for days to give me relief from pain."

The Widow of General Belknap.

Tall, superbly formed and a decided brunette is Mrs. Belknap, the widow of General W. W. Belknap. She has lived very quietly at Washington since her husband's death, in a modest home not far from Dupont circle, with her young daughter, to whose education she gives most of her time. For her daughter's sake, she sometimes emerges from her retirement.

At one of the latest and most select halls she was a lovely picture, with dark hair and eyes, fine complexion and beau-tiful neck and arms. Her gown was a plain one of heavy black silk, whose only rimming was a little jet upon the perfectly fitting, low, sleeveless bodice, and she wore few jewels. Mrs. Belknap was a Miss Tomlinson, of an old Virginia family, and, through her mother, a de scendant of Sir Roger Thompson, one of

Virginia's first settlers.

His Belt Was His Bank. The St. Paul Globe tells about a cowboy who entered a real estate office there and inquired the price of some lots. He didn't look as if he owned \$4, and the clerks were inclined to guy him until he carelessly unbuttoned his vest and other articles of wearing apparel until a red leather belt was reached. This was taken off, and on being opened it was seen to be snugly packed with gold pieces. He counted out \$500 and then

replaced the belt.
"How much do you carry with you?" asked the clerk. "Oh, I've had \$2,000 in it, but this

time I have only \$1,500 with me. It gets heavy when you tote it for weeks and months like I have," he said. Then he buttoned up his clothing, after placing the deed for a lot in the

belt, and walked out. There are three things worth saving— Time, Trouble and money—and De Witt's Little Early Risers will save them for you. These little pills will save you time, as they act promptly. They will save you trouble as they cause no pain. They will save you money as they economize doctor's bills.

THE HIGHWAYS OF SCOTLAND

Elements of Success in Roadmakit, Described by Commercial Agent Reid.

CORRECT LOCATION THE FIRST REQUISITE

The Roads of Dunfermline Considered in Detail-Important Facts Gleaned from the Experience of the Older Countries.

[Reprinted by the Courtesy of "Good Roads."] Adam Smith, who was a citizen of this consular district, and whose great ork on the wealth of nations has, perha more than any other cause, influenced compacreial legislation both in this country and in other lands, used no uncertain language on the value of public roads as one of the primary necessities of civilized life and national prosperity. Splendid roads had been constructed centuries before his time. Their continued existence 1,500 years after their construc-tion proved the skill and care of the master minds who planned and built them. But they were constructed in the interest of war Roads had to be built to move armies for con quest. Roads then became essential to hold the conquered countries. In these commerce had no element or consideration. Indeed, it is not difficult to see that public roadways became thus the terror of nations. Even in this ocean-surrounded island, far from imperial Rome, the roads of the Caesars en-tered and so terrorized the public mind that it was not until long after the middle of the eighteenth century that turnpikes were first authorized, and were even then inaugurated against the vigorous protests and prejudices of the common people. It seems strange also to know that to the Carthagenians, a people living on the northern coast of "Darkest Africa," must be given the credit of first inaugurating the public road as the necessity

Down to the middle of the eighteenth,century the roads of Scotland were of the poorest character. Goods conveyed from place to place, where the distances were not great, were conveyed on horseback. Oat-meal, coal, turf and even straw and hay were thus conveyed. This was the era of "cadgers." They supplied the country with salt, fish, eggs and poultry. For longer routes carts were used. Through this very region to go a distance of thirty-eight miles and return required fourteen days. It took fourteen days, in 1873, to go from here to London. Considering how old is the supposed civilization of this great country, one is surprised to read of one of its chief routes of travel as follows: "I know not how to describe this infernal road. Let me most seriously caution all travelers who may accidentally propose to travel this terrible country to avoid it as

broken down inside of eighteen miles of execrable memory."

This is stated to show that roadmaking even here is not an ancient science. The first turnpipe roads in Scotland were constructed in 1760, and against the violent resistance and prejudices of the people, who regarded roads as aid to plunder. Except only the remains of the Roman road, the improved roads of the country are of comparatively recent origin, but are now con-

they would the devil. I passed three carts

tained with scrupulous fidelity. Roads in and Beyond Fife.

The earliest stone roads built through and northward of this district were constructed by Abercromby, an engineer of some note, whose chief formula consisted of the following with the contraction. ing rules: 1. Never make a road ascend a single foot

unless absolutely unavoidable.

2. Economy in maintenance depends on an as, Hilly roads are full of danger, expensive

to maintain and destructive to horses.

The great Highland roads were constructed with great care and skill and were adapted to the country through which they passed. Although traversing wild mountain ranges, easy gradients were everywhere secured

Macadam Road and Steam Roller.

Two men of quite recent date were largely instrumental in the introduction of a general system, which is still maintained in its essential features. In 1819 Macadam elab-orated his plan of roadmaking and pre-sented it to the British Parliament. Upon its general plan a vast extension of the ma-cadam road immediately followed.

Perhaps the most important auxiliary to good roadmaking, and by many engineers deemed absolutely essential, was supplied by M. Polonceau in 1834, by the introduction of the steam roller. Excepting a very de-cided variance of opinion on the comparative advantages of soft and hard foundations, the macadam road is the generally accepted mond of the country for country roads, and has stood the test of long and varied experi-

Resistance to Traction. A few years ago roadmaking science ex-

pressed itself as follows as to traction:

1. Resistance is directly proportional to Resistance is directly proportional to the load and inversely to the diameter of the wheel.
2. Upon a paved road the resistance is in

dependent of the width of the tire when it

exceeds three to four inches.

3. At a walking pace the resistance is the same to carriages with or without springs but increases on the macadam roads with the velocity, and less as the road is smooth

and the carriage less rigid.

4. On soft roads or freshly graveled roads the resistence to traction is independent of

velocity.

5. The destruction of roads increases with reduced wheel diameter and in carriages without springs.

Gradients.

The steepest gradient, according to one authority, that can be properly allowed on roads with a broken-stone covering is about roads with a broken-stone covering is about one in twenty, as this, from experience, according to the same authority, is found to be about the angle of repose upon roads of this character in the state in which they are usually kept. Engineers of eminence insist, however, and with apparent justice, on a much lowergrade. Sir John Macnell asserts, as a fact not generally known, that "if a road has no greater inclinations than one in forty there is twenty per cent less cost for maintenance than where the inclination of the road is one to twenty. The additional cost is due not only to the The additional cost is due not only to the greater injury by the action of horses' feet on the steeper gradient but also to the greater fatigue of the road by the more frequent necessity for sledging or braking the wheels in descent."
The same authority adds: "Experience

teaches that on broken-stone roads in per-fect condition the resistence to traction is of the gross weight of forty-five pounds per ton, for which the angle of repose is fifty. The traction force required is just double that which is required on a level."

Foundations.

Mr. Macadam maintained that a soft and yielding foundation for a road is better that one that is firm and unyielding. He argued

one that is firm and unyiciding. He argued that a road on a soft foundation being more yielding and clastic the materials of which the covering of the road was formed would be less likely to be crushed and worn away by the passage of a heavy traffic than on a hard solid.

This theory of road foundation is still held by some, but rejected by the majority. Experience seems to have proved that there is no more general cause of bad roads than soft foundations. A firm, solid and dry substratum is necessary for the road materials to rest upon. The outer surface of the road. to rest upon. The outer surface of the road, it is urged, should be regarded merely as a covering to protect the actual working road beneath, which should be sufficiently firm and substantial to support the whole of the and substantial to support the whole of the traffic to be carried over it. The lower or subroad, properly provided for and the upper covering renewed from time to time, should last forever. The following are directions now generally in force: Where the expenditure is limited and the

Where the expenditure is limited and the traffic moderate every care should be taken to make the roadbed as solid as possible. If the ground is wet, deep ditches should be cut on each side, and cross underdrains should be formed.

Where the ground is very soft a layer of faggots or brushwood from four to six inches thick should be laid over the surface of the ground to receive the road materials. Where

ground to receive the road materials. Where the ground has been recently deposited the surface should be rolled or beaten to render as solid as possible.

Macadam's theory of the advantage of soft

In 1816 Macadam putin practice his system of roadmaking, which is eminently worthy of restatement in this inquiry. His principle was "to put broken stone upon a road which shall unite by its own angles so as to form a solid, hard surface." When this material is solid, hard surface. When this material is thus laid upon the road it must remain in the situation in which it is placed without ever being moved spain, whereas gravel, be-fore it becomes useful, must move its situa-tion and be in constant motion." The prin-ciple was "to substitute small, angular stones, such as resulted from the breakage of larger stones, for rounded stones, so as to form a sort of mosaic or interlocking sys-

tem."
This system, which experience has thoroughly tested and approved; the provision of solld foundations, which seems to be proved of the first importance; and the use of the steam roller nsecuring thorough impact, are the three ital elements of the successful modern On these three principles of road building

the following roads have been extended within a comparatively short period: Length

 Great Britain
 150,000 122,519 30,621,431

 France
 150,000 122,519 30,621,431

 France
 150,048 210,460 38,192,064

 Prussia
 55,818 139,675 23,970,641

 Spain
 10,886 198,061 15,673,481
 Convexity of Roads.

Macadam gave the following testimony

before a committee of the House of Commons, and which is practically the judgment of the most experienced road builders:
'I consider that a road should be as flat as
possible with regard to the water flowing off, because a carriage ought asways to stand upright. I have generally made roads three inches higher in the center than at the sides, and on this slope the water will easily escape. When the road is made flat people will not follow the middle of it as they do when extremely convex. More water will stand on a very convex road than on a flat

because all carriages seek an upright posi-tion in the center, and the wear there will, of course, be greater. The most useful in-clination is in the direction of a road's ength, and engineers give preference to a moderately inclined road over one rigidly level. To secure an equal distribution of service every part of a road should be equally hard and good to prevent unequal

> [TO BE CONTINUED.] NAW YORK MARKET NOTES.

Interesting Extracts From the Weekly Letter of Clapp & Co.

NEW YORK, June 18 .- [Special to THE BEE.]-Clapp & Co's. weekly letter says: Liabilities are eloquent where assets are dumb and dollars follow contracts obediently, where rails, ties, brick and marble turn back in despair.

That in twenty-nine years, from 1864 to 1802 inclusive, we exported \$460,000,000 gold and \$845,000,000 merchandise over and above all imports.
This appears to indicate a total paid by

American labor to foreign capital during that time of \$1,300,000,000, or \$45,000,000 average per annum, or 4% per cent on \$1,000,000,000, or 4 per cent on annual earnings of all roads in the United States.

Foreign capital is more likely to invest further than it is to return what securities

One hundred and thirty-five roads earned in the last five months 78 per cent of the total shrinkage on 110 disted stocks during the year.
The railroads of the United States earn

annually more money than the entire shrink-age on all listed stocks and bonds and wheat and cotton during the past year.

The people have \$113,000,000 in circulation in use as a result of the Sherman bill to \$58,000,000 of circulation as a result of the Bland bill, and if the government should sell all of its coined and bullion silver on the

bill would be \$10,000,000 and of the Bland bill \$137,000,000. The Sherman act silver certificates circulating at parity with the world's dollar is more desirable than a Bland silver dollar in

market, the loss resultant of the Sherman

treasury vaults.
We believe spinners have made large contracts for cloth beyond their cotton holdings, and have but little stock in hand. They have led the recent advance as we predicted and though a little too rapid, we believe 9-cent cotton in October is probable. Freights considered, wheat now costs more

laid down in western Europe than a month ago, and clearances would likely be \$1,000,000 a day for the next sixty days if present or lower prices of wheat to consumers should prevail, and freight room could be secured. Foreigners would likely take all the wheat America has on a basis of \$1.75 per 100 pounds for our best flour delivered at western Europe's consumers' homes, in preference to anything we have to sell.

Taken for Confidence Men.

General W. H. Slocum and General McMahon, on their return home from an inspection of the Soldier's Home at Dayton, O, were stopping at Philadelphia for breakfast, says the Grand Army Gazette, and while waiting at the Broad Street station for the signal to board their special car, General McMahon ob served a man whom he thought he recognized as an acquaintance. The general, being of a social turn, eyed his man and then approached him and shook hands cordially, saying:

"How do you do, Mr.—"
"Bradford," obligingly replied "Of New York, if I remember?" continued General McMahon, affably. "No, of Bryn Mawr," responded the

stranger. "Ah, yes-of Bryn Mawr, I had forgotten. Glad to see you. When did you get to town?"

Just then General Slocum came up. He had caught the name, and recollected a Bradford who had served in his command during the war. "Why, Hello," exclaimed General Slocum with effusion, "delighted to see you. My name is Slo-cum, you're Bradford of Bryn Mawr. Knew you well during the war. It isn't possible that you have forgotten me?"

Bradford had meanwhile edged to-ward a policeman in the depot. "I can't ward a policeman in the depot. say, Mr. Slocum, that I remember you or your friend," said he, "but I don't propose to join you in any kind of a game this morning. Fact is I knew you both to be confidence operators from the first moment I saw you." The policeman, who had evidently "caught on," made a grab for the two gentlemen, who rushed for the special car that was just about moving off. As they scrambled on board the policeman dashed for the telegraph office. The special car, however, made no stop and the gentlemen have so far escaped the lockup.

One Problem of Transportation! Street railways in Massachusetts are adding to their plant freight and bag-gage cars. This is as it ought to be. The item of truckage in metropolitan cities, New York, for instance, is more on a parcel than it is for the carrying of the same thousands of miles by ocean and hundreds by railway. The situa-tion at present is anomalous. A passen-ger pays \$20 to go to Chicago, while a hundred pounds of freight cost, say, 50 cents. When, however, the passenger reaches New York, he pays 5 cents to travel ten miles and for his trunk 50

cents or more, for the same distance. His trunk goes behind the horse, as it did a century ago, but he goes by steam or electricity, a means of transportation in this case hardly two decades old. It is time to think of the suburban freight problem.

In the studies in History, Economics and Public Law by members of the Seligman class of Columbia college, Isaac A. Hourwich, Ph.D., a native of Russia, has prepared a volume, "The Economics of the Russia Village." All literature relating to Russia is interesting, and this, though composed largely of statistics, is good reading. It is of inestimable value for reference and as an aid to those faterested in the science of government. Columbia college, New York. foundations, especially when made to apply

COMMERCIAL AND FINANCIAL

Corn Broke Yesterday and the Drop Was as Sharp as Friday's Advance.

FIRST TRADES WERE AT A DECLINE

There Was Only a Light Trade in Wheat Yesterday and an Easier Feeling Existed-Stocks and Bonds Quite Dull.

CHICAGO, June 17.—The corn market broke down today and the drop was not so sharp as was the advance of Friday. There was, howover, a reduction of about 1c a bu. The French duty question was more clearly understood There were numerous dispatches saying the action was only on hay, with no prospect of other removals. It was established by past records that France only takes from 5,000,-000 bu. to 25,000,000 bu, on the outside of corn on the average and that the question of free admission of grains was not so very important to American grain merchants after all. There was, of course, general selling out of corn by those who bought on the scare yesterday. The sentiment at the start was easier and first trades were anywhere from \c to \c under the final figures of yesterday and after ruling steady for awhile, continued to grow weaker, selling off ac more. Later the price rallied a trifle, ruled fairly steady but at the close had lost from M@ No. There was only a light trade in wheat today

was easier and first sales were from abo

and an easier teching existed. The opening was easier and first sales were from about the same as yesterday's closing to \(^1\)_{\text{c}}\circ lower, receded from \(^1\)_{\text{c}}\circ, then receded \(^1\)_{\text{c}}\circ, then receded \(^1\)_{\text{c}}\circ, the market touching laside prices, ruled steady and the closing was about \(^1\)_{\text{c}}\circ lower for July and \(^1\)_{\text{c}}\circ lower for September than yesterday. The weakness was due to the unfavorable New York bank statement and the reported increasing shipments of wheat from Australia and South American ports.

There was some business in the way of changing over July to September, but the market was generally very quiet and dall. The clearances from the Atlantic coast were about the same as last week, and it is calculated that the visible supply will show a good decrease.

Outs was quiet and a shade lower in value, the close being made at from \(^1\)_{\text{\text{d}}\text{\text{c}}\text{c}}\text{and}\) at the visible supply will show a good decrease.

Outs was quiet and a shade lower in value, the close being made at from \(^1\)_{\text{\text{d}\text{\text{d}}\text{c}}\text{ in July 1}\), and the provision market strengthened by the receipts of 2,000 hogs less than was estimated yesterday. The firmness of prices, however, added scarcely anything to the volume of the day's business. Trading in pork was again conspicuously light. There were a few transactions in lard and ribs at from \(^1\) for the yellow of the receipts of 2.00 and from 1\(^1\) to 2\(^1\) gain in ribs. Prices show gains of from 5c to 15c in pork, 5c in lard and 7\(^1\) in ribs.

Estimated receipts for Monday: Wheat, 117 73; in ribs.
Estimated receipts for Monday: Wheat, 117 cars; corn, 325 cars; oats, 217 cars; hogs, 19,000 head.

The leading futures ranged as follows: Articles. | Open. | High. | Low. | Close. WHEAT-66 65% 67 66% 71% 70%671 66 67 7196 4134 42@% 4338 4114 4214 4318 30% 30 26% LARD-July.... Sept.... Our Riss-20 65 20 75 20 65 11 05 10 60 11 05 10 60 10 95 10 5736 9 40 9 75 9 42% 9 40 9 75 9 70 Cash quotations were as follows:

FLOUR-Dull, nominal. WHEAT-No. 2 spring, 65%; No. suring, f. o. b., 59260c; No. 2 red, 65%c. CORN-No. 2, 41c. CORN—No. 2, 41c. OATS—No. 2, 30¼c; No. 2 white, f. o. b., 30½@ lc; No. 3 white, f. o. b., 32@33½c.

31c: No. 3 white, f. o. b., 32\pi33\foralle{c}.

RYE-No. 2, 49c.

BARLEY-No. 2, nominal; No. 3, f. o. b., 32c:
No. 4, f. o. b., 32\pi33c.

FLAX SEED-No. 1, \$1.06.

Timothy Seed-Prime, \$3.65.

PORK-Mess, per bol., \$20.05\pi20.07\foralle{c}; lard, per 100 lbs., \$3.92\foralle{c}/20.95; short ribs, sides dosse), \$9.37\foralle{c}/20.42\foralle{c}; dry salted shoulders, (boxed), \$9.50\pi10.00; short clear sides, (boxed), \$9.50\pi10.00; short clear sides, (bxxed), \$9.50\pi10.00; short clear sides, Whisky-Distillers' finished goods, per gal., \$1.12. Sugars—Cut loaf, 6%c; granulated, 5.76; standard "A," 5.64.
The following were the receipts and shipments for today:

...... 1,000 6,000 1,000 On the Produce exchange today the butter market was steady; creamery, 173,620c; market was stendy; creamery, 173/620c; dairy, 15/617c. Eggs, easier; strictly fresh,

New York Markets.

New York Markets.

New York, June 17.—Flour-Receipts, 40,-000 pkgs; exports, 3,000 bbis, 6,000 sacks; sales, 3,000 pkgs; market very dull, easy; winter wheat, low grades, \$2,002,245; winter wheat, fair to fancy, \$2,45@3.65; winter wheat, patents, \$3,50@4.25; Minnesota clear, \$2,50@3.10; Minnesota straights, \$3,50@4.00; Minnesota patents, \$4,10@4.50.

Rye—Dull, steady; western, 50@58e. Rye-Dull, steady; western, 50@58c. BARLEY MALT-Dull, steady; western, 60@

WHEAT—Receipts, 245,000 bu.; exports, 256,000 bu.; sales, 845,000 bu. of futures, 32,000 bu. of spot. Spot market dull, easier, closing steady; No. 2 red, in store and elevator, 724,4734c; affoat, 724,c; f. o. b., 724,473c; ungraded red, 714,473c; No. 1 northern, 724,6724c; No. 1 hard, 794,4794c; No. 2 northern, 71c. Options opened firm at 4c advance on foreign buying and firmer cables, fell \$694c with the west and on local realizing, advanced 4c on foreign buying, closing steady at 4,694c below yesterday. Trading dull; No. 2 red, 735-16674c, closing at 734c; September, 774,6784c, closing at 774c; October, 794,6794c, closing at 794c; December, 83c, closing at 824c.

②784c, closing at 774c; October, 794億79%c, closing at 794c; December, 83c, closing at 824c.
 ○CORN—Receipts, 90,000 bu.; exports, 20,000 bu.; sales, 800,000 bu. futures; 5,000 bu. spot. Spots dull, easy; No 2, 50c in elevator; 504c allout. Options opened firm and unchanged on firm cables, closing weak and a little lower; July, 49% ②50½c, closing at 49%c; August, 50½c; September, 50½c51½c, closing at 50½c.
 ○ATS—Receipts, 122,850 bu.; exports, none; sales, 45,000 bu. futures, 48,000 bu. spot. Spots dull, whites casier. Options dull, lower, closing steady; August, 34½c; September, 32½c; No. 2 white, 39¾c; No. 2 Chleago, 39c; No. 3,37c; No. 3 white, 38¾c; mixed western, 37¼c; white western, 39c.
 HAY—Steady, fairly active; good to choice, 85c②41.00.
 HOPS—Firm, quiet; state, common to choice, 19%, 22c; Pacific coast, 19%2c.
 HIDES—Dull, nominal; wet salted New Orleans selected, 45 to 60 lbs., 4½@6c; Texas 10½c.
 PROVISIONS—Cut meats, quiet, firm; pickled bellies, 12 lbs., at 11½c; pickled shoulders, 8½@8½c; pickled hams, 12½@13c; middles, dull, easy; short clear, 10½c. Lard, quiet, steady; western steam closed at \$10.10; sales, 150 tierces at \$10.10. Options sales, none; June closed \$10.05, nominal; July closed \$10.25 asked; September closed \$10.80 nominal, Pork dull, steady; old mess, \$19.50; new mess, \$20.
 Butter—Quiet, steady; western dairy, 14@

20. Butten-Quiet, steady; western dairy, 14% 16¼c; western creamory, 16@20%c; western factory, 13@16c; Elgins, 20%c. Спеске—Quiet, fairly steady; part skims,

Change—Quiet, fairly steady; part skins, 1@5c.
Edgs—Quiet, steadier; receipts, 7,600 pkgs.;
Western fresh, 144@144/c; western, per case, \$2.25@2.50,
Tallow—Dull, weak; city (\$2 per pkg.), 44@413-16c. 4 13-16c.
COTTONSEED OIL—Quiet, easy; crude. prime, 40c; yellow prime, 44c; choice, 50\(\overline{2}\)50\(\overline{2}\)50\(\overline{2}\)50\(\overline{2}\)50\(\overline{2}\)50\(\overline{2}\)50\(\overline{2}\)50\(\overline{2}\)50\(\overline{2}\)50\(\overline{2}\)50\(\overline{2}\)50\(\overline{2}\)50\(\overline{2}\)50\(\overline{2}\)50\(\overline{2}\)50\(\overline{2}\)50\(\overline{2}\)50\(\overline{2}\)50\(\overline{2}\)50\(\overline{2}\)50\(\overline{2}\)50\(\overline{2}\)50\(\overline{2}\)50\(\overline{2}\)50\(\overline{2}\)50\(\overline{2}\)50\(\overline{2}\)50\(\overline{2}\)50\(\overline{2}\)50\(\overline{2}\)50\(\overline{2}\)50\(\overline{2}\)50\(\overline{2}\)50\(\overline{2}\)50\(\overline{2}\)50\(\overline{2}\)50\(\overline{2}\)50\(\overline{2}\)50\(\overline{2}\)50\(\overline{2}\)50\(\overline{2}\)50\(\overline{2}\)50\(\overline{2}\)50\(\overline{2}\)50\(\overline{2}\)50\(\overline{2}\)50\(\overline{2}\)50\(\overline{2}\)50\(\overline{2}\)50\(\overline{2}\)50\(\overline{2}\)50\(\overline{2}\)50\(\overline{2}\)50\(\overline{2}\)50\(\overline{2}\)50\(\overline{2}\)50\(\overline{2}\)50\(\overline{2}\)50\(\overline{2}\)50\(\overline{2}\)50\(\overline{2}\)50\(\overline{2}\)50\(\overline{2}\)50\(\overline{2}\)50\(\overline{2}\)50\(\overline{2}\)50\(\overline{2}\)50\(\overline{2}\)50\(\overline{2}\)50\(\overline{2}\)50\(\overline{2}\)50\(\overline{2}\)50\(\overline{2}\)50\(\overline{2}\)50\(\overline{2}\)50\(\overline{2}\)50\(\overline{2}\)50\(\overline{2}\)50\(\overline{2}\)50\(\overline{2}\)50\(\overline{2}\)50\(\overline{2}\)50\(\overline{2}\)50\(\overline{2}\)50\(\overline{2}\)50\(\overline{2}\)50\(\overline{2}\)50\(\overline{2}\)50\(\overline{2}\)50\(\overline{2}\)50\(\overline{2}\)50\(\overline{2}\)50\(\overline{2}\)50\(\overline{2}\)50\(\overline{2}\)50\(\overline{2}\)50\(\overline{2}\)50\(\overline{2}\)50\(\overline{2}\)50\(\overline{2}\)50\(\overline{2}\)50\(\overline{2}\)50\(\overline{2}\)50\(\overline{2}\)50\(\overline{2}\)50\(\overline{2}\)50\(\overline{2}\)50\(\overline{2}\)50\(\overline{2}\)

CRIME IN HIGH PLACES! It is

not strange that some people do wrong through ignorance, others from a failure to investigate as to the right or wrong of a matter. But it is strange, that individuals and firms, who are fully aware of the rights of others, will persist in perpetrating frauds upon them. High-toned, wealthy manufrcturing firms will offer and sell to retail merchants, articles which they know to be infringements on the rights of proprietors, and imitations of well known goods. We want to sound a note of warning to the retailers to beware of such imita-tions and simulations of "CARTER'S LIT-TLE LIVER PILLS." When they are of-fered to you, refuse them; you do not want to do wrong, and you don't want to lay yourself liable to a lawsuit. Ben Franklin said "Honesty is the best poli-cy"; it is just as true that "Honesty is the best principle."

good, \$1.2021.25.

TUBFENTINE—Quiet. firm at 20%@30c.

RICE—Dull, firm; domestic, fair toextra, 2%
@5%c; Japan, 4%@4%c.

Molasses—New Orleans, open kettle, good to
choice, quiet but stendy at 30@38c.

SUGAR—Raw, firm; fair refining, 3%c; centrifusals, 96 test, 4%c; refined, firm; off A,
51-16%5 5-18c; mould A, 59-16%byc; standard A, 5%659-16c; confectioners A, 5%6
57-16c; cut loaf, 5 13-16%6c; crushed, 5 13-16
@6c; powdered, 5%5515-16c; granulated,
5%5%c; cubes, 5%6513-16c.

Pig Irox—Stendy, quiet; American, \$12.75@
15.50.

10.50.
COPPER—Quiet, weak; lake, \$10.60.
LEAD—Weak; domestic, \$3.62\square\text{5}.
Tin—firm; Straits, \$20.10 bid, \$20.15 asked; plates, dull, steady. Spelter, quiet, weak; domestic, \$4.25.

OMAHA LIVE STOCK MARKETS. Situation Carefully Considered and Some of the Conditions Compared.

SATURDAY, June 17. The marketing of stock for the past week has been on a liberal scale, and in proportion as receipts have increased prices have declined. In fact, the market for both cattle and hogs has been extremely dull and unsatisfactory throughout. Receipts compare with the week previous and the same week last year Cattle. Hogs. Sheep

Receipts this week.

Receipts last week ... 8,670 22,255 1,186 Same week last year ... 11,086 44,573 556 Government and journalistic statisticians may figure out a shortage in the presentive marketable supply of cattle, but experience and present indications at this point hardly warrant such conclusions. At both Omaha and Kansas City receipts of cattle show an increase over last year while the decrease at Chicago has only been significant as indicating the westward tendency of the big dressed beef establishments. At any rate, during the past week receipts have exceeded the absolute requirements of the trade by a few thousand head, and in the present nervous and unsettled condition of the market values have taken a big tumble and the feeling on all sides has been decidedly weak. The tendency of prices has been lower from the opening of the week. Owing to the continued difficulty in making collections and securing loans the dressed beef men are restricting their purchases to the smallest possible limits while the same circumstance openies as an incentive to stock raisers to send in adrealize as soon as possible on all available stock. Demoralization has been the natural and inevitable result, and prices for beef steers have declined anywhere from 25c to 35c during the week. may figure out a shortage in the prespective and an easier feeling existed. The opening

and inevitable result, and prices for beet steers have decilined anywhere from 25c to 35c during the week.

The week closes with a very air run, nearly 100 cars, although eight of these were Texans bought at Kansas Cliv by Cudahy for canning purposes and another string of fourteen cars of good heavy cattle were practically not offered for sale. There were more offered, however, than were wanted and business was on the dull and dragging order throughout. Dressed beef men had to have a few good light cattle and for these they paid very nearly steady prices, \$4.20 to \$4.50 for good to choice 1,000 to 1,200-1b, steers. The heavy grades were in very poor demand and all of a dime lower than Friday, with sales of poor to choice 1,215 to 1,494-1b, beeves at from \$4.20 to \$4.50 and the same was true of the fair to poor light stuff and odds and ends that sold all the way from \$4.15 down to \$8.50. The market was very uneven and no two dealers endealed. et was very uneven and no two dealers en frely agreed as to the condition of the trade although all were quoting prices 25c to 35c lower than the close of last week. The same state of affairs existed in the cow

In same state of affairs existed in the cow market. Receipts, while not heavy, not over 300 head, were more than ample for actual necessities, and prices averaged fully a dime lower all around, and from 40c to 75c lower than a week ngo. Good fat cows and heifers sold at from \$3.35 to \$3.75, with fair to good butchers' cows at from \$2.40 to \$3.30, and common and canning grades at from \$1.70 to \$2.30. A few calves were offered and readily sold at from \$3.50 to \$5 for fair to good veals. Rough stock was weak and lower with common to very good bulls, oxen and stags selling at from \$2.25 to \$3.75.

The feeder trade was merely nominal, in fact it has been in this condition about all week. Receipts were light and a few sales of indifferent to very good feeders were nade at from \$3.25 to \$3.50. Tight money is felt in this branch of the business and prices are 10c to 20 c lower than a week ago with hardly enough trading going on to establish quotations.

tions.

Hogs—Although the week's receipts show up about 33 per cent lighter than a year ago, and the supply so far this month compared with a year ago shows a falling off of 53,000 hogs, the offerings are still too liberal on account of the very limited demand and prices have been on the down grade all week. The financial stringency is the main and for that matter almost the only bearish feature in the situation. Packers' stocks of provisions are lower than for years past, the packing in the west from March 1 to June 14 compared with a year ago exhibits a decrease of approximately 935,000 hogs, and all indications point 30 a continued shortage in supplies. Still, on account of the present light demand for product and the institution of account of the present light demand for product and the inability of packers to borrow money they are compelled to take only what they can handle and as a result prices have to go down. A feature of the trade the past week has been the free buying

have to go down. A feature of the trade the past week has been the free buying by shippers. Of the 30,700 hogs received 13,-900 were taken by outsiders or over 46 per cent. The best demand at present from all classes of buyers is for good light and medium weight hogs, the packing grades being discriminated against everywhere.

Receipts today were again liberal. This market was too high Friday compared with other places, 15c to 25c higher than Kansas City for instance, and while other markets were stronger everywhere else today, buyers evened up matters by taking off 5c to 10c here. The result was a very peculiar market. On the early market it was \$6 for everything, good, bad and indifferent, but later the market firmed up a little and a few hogs sold at \$6.05 and \$6.10, or about Friday's closing prices. Rough and mixed packers sold as low as \$5.95 and prime butcher weights as high as \$6.15. Business was fairly active from the opening to the close and by the middle of the forencon the pens were empty. Nearly overything sold at \$6 as against \$6.05 to \$6.10 Friday and \$6.40 to \$6.45 last Saturday. Prices are now 40c lower than a week ago, \$2.25 lower than the high time in February, but \$1.25 are now 40c lower than a week ago, \$2.25 lower than the high time in February, but \$1.25

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FURNITURE COMPANY

and farb attee

COAL, COKE.

Omaha Upholstering |

COMPANY.
Upholstered furniture.
1102-1104 Nicholas St.
Wholesele only.

than the high time in February, but \$1.25 higher than a year ago.

SHEEP—Receipts consisted of a double-deck of westerns consigned direct to a local killer and not offered on the market. There is a good active demand for desirable muttons and lambs and prices are quotably firm. Fair to good natives, \$4.50@5.25; fair to good westerns, \$4.00@5.00; common and stock sheep,

\$2.50@4.00; good to choice 40 to 100-th, lamba; Saturday's Chicago Market.

Saturday's Chicago Market.

Chicago, June 17.—[Special Telegram to The Bee]—All grades of cattle are lower than they were one week ago, the general market having shown a declining tendency from the outset. Ten cents per 100 lbs. will cover the decline in smooth, fat, light and medium weight steers averages of from 900 to 1,200 lbs. but at least from 25c to 35c has been knocked off the the value of good to extra 1,400 to 1,700—lb, cattle. The decline in butchers' and canners' stock has been scarcely less severe, and all things considered, the week, was among the most unprofitable that countrymen have run up against within the last \$1x\$ months. Owing to the impossibility of getting the usual accommodations at the banks the buyers have pursued the hand to month policy by getting in advance of current needs. Therefore the supply though not above the average, was constantly in excess of the wants of the trade, and the market languished. The beatcattle were not salable at over from \$5.50 to \$5.50 and 16 would needs be an extraordinary good bunch of steers to bring a higher figure. Most of the trading in steers was at from \$4.25 to \$5. much of it at from \$4.25 to \$4.50. Cows and built sold principally at from \$2 to \$3.25. There were sales of lean old cows as low as from \$1.25 to \$1.50 and a few of extra quality sold around at \$4.25. There was only a limited demand for stockers and feeders. Texas contributed about 18,000 cattle to the last week's supply. They held up better than hattives, in fact they are not materially lower than at the close of the previous week. Few lots changed hands above \$4, the bulk going at from \$2.25 to \$3.50.

The hog market started in strongst all week and remained so until the close of Tuesday's trading. From Wedneyslay till an hour after the opening of business on Friday there was a more rapid decline than is often witnessed. Prices fell from \$7.15 to \$6.40, a decline of from 70c to 80c per 100 lbs. The break was due to heavy receipts, the total being nearly twice as big for the previous

Receipts and Disposition of Stock.

Official receipts and disposition of stock as shown by the books of the Union Stock Yards company for the twenty-four hours ending as 5 o'clock p. m. June 17, 1893; RECEIPTS. CATTLE. | HOGS. | SHEEP. | HORSES & MLS. Cars. Head Cars. Head Cars. Head Cars. | Head. 97 2,093 79 5,183 1 239 DISPOSITION. CATTLE. | ROGS. | SHEEP Pmaha Packing Co-The G. H. Hammon 282 767 65 746 ae G. H. Hamara vill & Co. he Cudaby Packing Co... hicago P. and P. Co... abor & Co... fammond & S. G. Haas. Jansant & Carey. J. Lobman. Antimore and feeders. 1,791 1,207 254 200

211 80 107 87 200 Shippers and feeders.... Left over.... St. Louis Live Stock Market. St. Louis Live Stock Market.

St. Louis, June 17.—Cattle-Rocelpts, 1,000 head; shipments, 3,400 head; market unchanged from yesterday; fair to ordinary Texas steers, \$3.00:63.65.

Hoos-Recelpts, 1,200 head; shipments, 2,500; market 10c to 20c higher; heavy, \$6.00\$

6.25; mixed, \$5.80:66.10; light, \$6.00:66.30.

SHEET—Recelpts, 4,500 head; shipments, 3,100; market dull, unchanged; good natives, 4.75; Texa ns, \$3.50:64.30.

something was done, if your blood is impure. You can't mistake the symptoms. Blotches and pimples, or a feeling of languor and depression, are some of them. If you "let it go," you're an easy prey to all sorts of serious ailments.

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For every disease caused by a torpid liver or impure blood, Dyspepsia, "Liver Complaint," the most stubborn Skin, Scalp, or Scrofulous affections—even consumption, or Lang-scrofula, in its earlier stages—it's the only remedy go sure and

Consumption, or Lung-scrotula, in its ea stages — it's the only remedy so sure and effective that it can be guaranteed. If it doesn't benefit or cure, you have your anything else be "just as good" for you to buy ?

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MAHA Manufacturers & Jobbers Directory

HARDWARE. AWNINGS AND TENTS)maha Tent-Awning | Wolf Bros & Co., Rector & Wilhelmy Lobeck & Linn, COMPANY. Manufacturers of Tents, Awnings, etc., 703 and 705 S. 16th Street. Dealers in hardware and

HATS, ETC. | IRON WORKS. W. A. L. Gibbon & Co | Omaha Safe and Iron Wholesale Wholesale Hats. caps, straw goods, mittens, 14th WORKS.
Enfes, vanits, jali woo iron shutters and fire e capes, Gus Andreen, its and Jackson and Harney Streets. BOOTS AND SHOES. Morse-Coe Shoe Company.

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1001 Farnam St. PAPER. Carpenter Paper Co | Standard Oil Co.

Carry a full stock of printing wrapping and writing papers, card papers, etc. Redned and lubricating olis, axle grease, etc.

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