

OMAHA LIVE STOCK MARKETS

Buyers Wanted Light and Medium Weights Generally Yesterday.

DEMAND AND PRICES WERE FAIR

There was a Pretty Good Run of Hogs and the Quality was Rather Better than on Monday.

TUESDAY, Feb. 12.

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CHICAGO LIVE STOCK.

Light Receipts of All Sorts Aid in Giving Prices a Firm Tone.

CHICAGO, Feb. 12.—In cattle a light business was done.

There was a small supply and a little demand at about steady prices.

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GASCOGNE'S TERRIBLE TRIP

Passengers Have an Experience They Are Not Likely to Forget.

BREAKDOWN OCCURRED THIRD DAY OUT

Lay Helpless in the Trough of the Sea During a Storm that Resembled a Cyclone—Piston Rod Broke Twice in Mid-ocean.

NEW YORK, Feb. 12.—The French line steamer La Gasconne, so long overdue, came up to her dock from the over quarantine ground today.

She left Quimper at 10:30 and passed the Battery at 11. All were well on board, and the steamer shows little signs of her terrible voyage.

Her passage to the pier was somewhat in the nature of a triumphal progress. Every steam craft in the channel and along the river saluted the belated steamer with whistles, and many flags were dipped as she passed.

Although La Gasconne was not expected at her dock until 1 or 1:30 o'clock, thousands of people were struggling for admittance to the landing all morning.

Edgar Mix's Story of the Trip. Mr. Edgar W. Mix, a representative of the Thomson-Houston Electric company, who was a first cabin passenger of La Gasconne, told a reporter the following story of his trip.

"When we sailed out of the bay at Havre on January 25 last," he said, "the weather was very pleasant, and so during the first twenty-four hours we were assured of a smooth home. The second day was so very fine that few people were seasick. It looked as if our trip would be a lucky one. That day we sailed 407 miles, and on the third day, on January 29, the first trouble came. It was about 10 o'clock in the morning and there was a heavy sea, and the accident which broke down on deck."

"We were feeling comfortable and had a good breakfast, when suddenly came a most violent shock which was followed by a long and heavy sea. The vessel was rolled and the first impression was that we had struck an iceberg or some great object lying low in the water."

"The women passengers were much alarmed and the running of officers to and fro coupled with the clanging of bells in the engine room, made the men say to each other, 'This is a bad business.'"

"Most of us made a rush for the office to ask for information. In a short time we were informed that the accident was not so serious as it appeared. The vessel was not damaged and that the vessel could keep afloat under any circumstances. So there we lay without a movement of the engines for several hours, while the captain and his assistants were at work on the break. After the first shock there was very little alarm among the passengers. When the machinery finally started the ship proceeded very slowly, and up to noon of the next day she only covered sixty-six miles."

"On the morning of the 31st the ship stopped again. Again we were frightened until we learned that the engines had been stopped again to examine the broken piston rod. The time hung heavily while we lay rolling in the trough of the sea, and when we again started we were very slow. We made 215 miles by noon on January 30, and on February 1, 235 miles by February 2, and on February 3 we were 195 miles further on our course."

"This brought us to a point off Sable Island. Everybody on board knew just where the vessel was, and we were all very nervous and spent much time in studying out our position. We were getting along easily, but when we felt another shock, we were all very nervous. The captain, however, and not followed by the series of concussions which had accompanied the first shock, we all had the greatest confidence in the ship. The piston rod had broken again, and in such a manner that it could not be repaired."

"Then, when we were still lying under no headway, we were struck by the terrific storm, which was more of a cyclone than anything we had ever experienced. The storm, and all the passengers were ordered below by the captain, the hatches were battened down and everything was made as secure as possible. In the afternoon we experienced no discomfort except that caused by the extreme pitching and tossing of the vessel. The storm lasted for twenty-four hours, a lifeboat was broken to splinters and all of the railing around the smoking room was blown away. The captain and crew did not know this until after the storm. There was absolutely no panic, but the women were nervous, as was very natural under the circumstances. We all had the greatest confidence in Captain Baudouin and his officers, and we felt that we were in the hands of good men."

"One incident which tended more than anything else to allay the fears of some of those on board is worth mentioning. Half a dozen of the men were gathered in the smoking room every night and made up a poker party. They played cards in the most unconcerned manner in the world, as though they were not in the midst of a terrible storm. I think it was the sight of those men calmly playing cards that had a more reassuring effect on the women than anything else. The ship pitched and tossed, the wind ultered and howled and the storm of hail beat on the decks with fearful clatter, but we did not know that the ship was going on, but these men played on, never missing a chance."

"On Monday the storm let up; 500 tons of the broken machinery was removed and the engines were started very slowly, and we steamed 163 miles. Then we stopped, because the engine room was overhauled, and besides it was necessary to inspect the machinery."

"From that time on we proceeded under easy headway, although the weather was still very stormy."

"On Friday we made 169 miles, on Saturday we made 131 miles behind us. Sunday we covered only 107 miles, and on Monday, the last day of our long voyage, we made 159 miles."

"All this time we had seen no other vessel until Monday, about 10 o'clock, we passed an Inman line steamship bound for Philadelphia, and