Strange Superstition Prevalent Among Railroad Engineers.

HAS SOME FOUNDATION IN FACT

Thrilling Stories of the Rail Which Illustrate the Prevalence of the Belief that the Third "Close Call" Menns Death.

No one more fully understands the true definition of a "close call" than the average railroad engineer. If he be still employed as a throttle puller he has experienced one knowing that the worst was over, unless or perhaps two "calls," but never three, and the wreckage took are and roasted me alive or perhaps two "calls," but never three, and of others in the same line of business. A railroad engineer has the hardinged to face Louis Globe-Democrat was permitted recently to look over a series of books kept by a friend to look over a series of books kept by a friend all their attention to me, and after in the employ of a large railway corpora- work got the trucks cleared away. It tion whose main offices are in Washington, wherein a history of every accident is minutely recorded. The histories run back to "Poor old Billy, the engineer, kept up his the time of the single tracks and the crud-tine time of the single tracks and the crud-reputation to the last by refusing to jump, and was smashed into a jelly under his enest railroad devices. The steries of thouswherein an engineer has experienced his through carelessness.

This theme is a welcome one to a majority

The case of Engineer Jack Connor is an interesting one, and will illustrate how strongly this idea of surviving two calls is grafted on the mind of the every-day en-His engine was hauling a gondela Danville road down in Virginia, About twenty Italian workmen were also on the car. A learness on the part of the handlers of the explosive, ignited the mass of compound; Con-nor's fireman and about a dozen Italians were blown to atoms and the car and en-

ine almost demolished. In the fraction of a second that intervened between the discovery of the igniting spark on the slight covering over the dynamite and the terrific explosion that followed, Jack Connor threw himself behind the firebox of his engine. When found he was completely buried under the coal and debris of engine and car. Many bones were broken, and he pre-sented a ghastly sight, but his friends and physicians were cheered mightily when, upon regaining conscioneness, he said in a gasping

"I'll come around all right. This is my call. I've got one more before saying good-by:

Conner ultimately got well, contrary to the physician's diagnosis of his wounds, al-though it was a close call, and he is now skimming over the rails as of yore, keeping a sharp lookout for his second warning RUINED BY THE FIRST CALL.

By way of contrast, the case of Dick Littlewood, an engineer, some years back running between Washington and Richmond, is cited as illustrating the effect a "call" has on different persons. One dark night, with the rain coming down in torrents, as Dick's engine was rounding a curve about fifteen tiles north of Richmond, it jumped the miles north of Richmond, it jumped the track, and he was terribly hurt in the wreck. He was taken to Richmond, and it was a couple of months before he was able to work again. Then he was given light work about the Richmond yards or daylight runs until he was thought to be fully recovered. About six months after the recovered. About six months after the wreck in which he received his injuries he began taking regular night runs and apto be as good an engineer as he ever

One night it happened that he was put on the same train that he was on when hurt. It was noticed that he was a little nervous, but no attention was paid to this. The night turned out to be the same kind of one as that on which he had gotten hurt more than eight months before. It was dark and dismal and rainy.

As the train reached the point where the accident occurred the fireman noticed Dick slack up his engine, and at the same time he began to get paler and paler, and as they rounded the curve where he had been before Littlefield uttered a shrick and fell over in a faint. The strain had

een too much for him. He was taken to Richmond and was again taken off his engine, this time for good, of doing switch work in the yards. As an engineer his first "call" had ruined him for life, and he often remarked to his fellowengineers that no amount of money could hire him to steer an engine around that curve again after dark, and he was known to be a man of great nerve, too.

SAFE IN THE FIREBOX.

Old Jerry Simpson, running on the Southern road, between Washington and Rich-mond, never becomes tired to telling how he received his first "call" and the lucky y he pulled through it. It was back in 2 70s, when work on the railroads all over the country was extremely flat and thou-sands of men were out of work.
"I had been an engineer about three

years," said Jerry, telling his story to your correspondent down at the round house on Virginia avenue, "and, of course, was one of the first men laid off. I was then working for the Pennsylvania road, running out of Philadelphia westward. I went around to the different roads asking for work, and through frequent visits to the Baldwin works had become quite well acquainted with the foreman of the locomotive department.

"Whenever a new engine is shipped to a western road a reliable man is sent on the new locomotive to protect it from tramps and other vandals. It happened that one of these engines, ordered for the Denver and Rio Grande road, had just teen completed, and the foreman put in a good word for me, es-pecially as sone of the Baldwin people hanker after this job. You can gamble on it, I jumped at the chance.

Two days after being offered the position the new engine, and she was a beauty, was shifted into the middle of the fast western freight, and we began our western journey We went over the Philadelphia and middle divisions all right, but it was on the Pitts-burg division that my first "call" came off. This division takes in the Allegheny mountains and the tough places on it almost equal those of the Rocky Mountains.

"The engineer that handled the throttle on the engine ahead was 'Billy' Duncan, and I knew him well, both personally and through reputation. He was a fearless runner and would never jump from an engine, no matter how close a place he got into. Duncan Both engines reared up like two horses invited me to ride with him in the engine, but I declined, as I had charge of that Rio a cloud of dust, smoke and hissing steam. Grande engine, and wanted to see her landed safely at her destination.

I went back to my charge just a minute before we pulled out of the Altoona yards, and in a few minutes had made myself omfortable with a couple of blankets I had brought along. The night was a dismal one. being foggy, with just enough rain to make it uncomfortable. I kept awake for about an hour and then concluded to take a little

THE DANGER SCREAM. 'About the time I got comfortably fixed and was dozing with my eyes half shut I was startled by a loud, long piercing call for brakes from the engineer. I knew Bill Duncan would never have let out such a blast as that unless in the presence of great dan-ger. Quickly throwing off the blanket that covered me. I jumped up and peered out through the darkness. We were going down the grade on the west side of Horsexhoe Curve, and cutting the foggy mist at the

rate of about forty miles an hour.

"About fifty yards shead of Bill's engine were the red lights of a caboose, and then I knew the flagman had not come back far enough to stop us on the wet rails. A runin was sure. There was not much chance the was the formally dark for me to jump, as it was infernally dark, and I knew there was a high cliff close to the track on one side that would hurl me back under the wheels, and a precipice on the other steep enough to break every bone

in my body if I once eterted to roll down ils eteep sides.

'About that time I thought of praying.

and was on the point of dropping to knees and pray to be forgiven for my past sing, when I luckily thought of the firebox of the new eigine I had in charge, and as quick as thought! threw open the door and crawled in. I had just landed on my knees on the grate bars when there came an awful crash, such as I had never heard in my crash, such as I had never heard in my life before, and I felt my engine going first up and then down, and the sickening sensa-tions of those few seconds were paralyzing. was tumbled about pretty roughly, and and the skin knocked off my legs and my head cut, but nothing could crush me, for I was in an Iron safe that was well built, allhough it was never intended for a life-

preserver. preserver.

'I thought once, however, that it was all up with me, for I felt the boiler collapsing under the weight of the loaded cars that were piling on top of it.

'After awhile everything was still, and has listened to many tales of the close calls I made an effort to crawl out, but could not do so, as car-trucks and frames were not do so, as ear-trucks and frames were piled high above the wreck. I thought it railroad engineer has the hardinood to face two "calls" but he knows the third one means death. A representative of the St. have thought I was pineed down by the engine, with my legs crushed, for they gave

ands of accidents are told therein, but after and so a careful perusal not a case was discovered a careful perusal not a case was discovered by engine. That was my first 'call,' and it wherein an engineer has experienced his was a close one, but the firs-box saved my third accident and lived. The railroad engineer registers in his mind the score against pulling through a wreck in the same manhis existence, and stratge, indeed, is the ner. My second 'call' has not come yet case if the record is increased against him and I'm not anxious for it. I can tell you. HEEDLESS OF WARNINGS.

through carelessness.

This theme is a welcome one to a majority
This theme is a welcome one to a majority
of engineers, and they love to tell of the
many caves in which their belief has been
many caves in which their belief has been
system still like to tell of the experience
substantiated by fact.

All the old engineers on the Baltimore
and Potomae branch of the Pennsylvania
system still like to tell of the experience
of Harry Freeburn with close calls, and
the best of the penalty with his

tion he finally paid the penalty with his life in not heeding two warnings and drop-ping out of the business. Freeburn was one of those fellows who are said to fear neither man nor devil. He was light-hearted, sturdy and generous to a car, on which was tonded some 200 pounds great degree. Large quantities of building of dynamite, over the old Richmond and courage were grafted on to his hardy frame bandlle road down in Virginia, About twenty and the word fear was a thing he laughed at. He was an exceedingly fast running engineer, and whenever the occasion arose for a fest run to be made, Harry Freeburn was generally selected to pilot the engine

A Globe-Democrat representative recently came across an engineer doing duty between Philadelphia and Washington, and who was Freeburn's fireman for several years, and was with him when he received his last call." This engineer related many stories of interest, the chief of which were the three rilling experiences in which Freeburn and e played important parts. It might be centioned that Freebuin could discount the est trooper in the land in the swearing tablt. It entered to continually and per-istently into his convergation that Freeburn ardly knew when he was committing a preach and was forgiven by his superiors for this one weakness on account of his eliability and general good nature.

Freeburn's first "call" came in the shape of a close that

a close shave, as he termed it at the me, and while he was not hurt, he told is fellow-engineers that he thought the rim specter was going to call upon him to clow his beek without even the ceremony a first warning. Freeburn was the engineer on a very fas

rain that left Washington about noon. The rain was not a very beavy one, and for this eason great speed could easily be attained About two miles south of the union depot, it Baltimore, he struck the double track, and little further on a freight train going soutl on the opposite track bove in sight running at a good speed. When within a hundred feet of the freight train Freeburn saw a car in the middle of the long line of freight cars leave the track and bound over on to his

It struck the rails so hard that it bounds back and turned partly over on the south track. Freeburn's train shot by the derailed car an instant afterward at the rate of forty miles an hour. The place at which the ac-cident occurred was near a culvert and steep embankment some 50 feet high, and had be struck the car a terrible wreck must have resulted.

JARRED HIS FEELINGS.

In speaking of this experience Freeburn said, with several others: "You can't imagine my feelings when I saw that car jump over on my track. I believe my heart stopped beating, and when it bounded back and left my way clear I came near fainting. No one on my train knew of the narrow escape we had had or I'll bet they would have gone me one better in the matter of feelings." Freeburn's second "call" was a more se rious one to him and occurred about one year after the above described incident. As before, he was the engineer of a train going north, and had, reached a point on the road about 00 yards south of a little telegraph station called Winans, where the Baltimore & Obio road crosses overhead. Incessant rains had posened the earth beneath the rails at this oint, and as Freeburn's engine shot on to the soggy earth, down they went like a flast The sudden stop of the engine precipitated about two tone of coal and the baggage and mail cars on top of Freeburn and his fireman, and their changes of being either burned or smothered to death were most ap palling. Prompt and energetic work on the part of the trainmen and passengers, whose cars had become detached and remained upon the rails, enabled them to pull the luckless men from the debris before the flames had

reached them.
In two months' time Freeburn was back on his engine again and as good as ever, in describing his experience he said he was too surprised to think when he found his engine sinking beneath him, and before he could say "Jack Robinson" his wind and senses were knocked out of him by the coal and broken cars that came tumbling down

on top of him. After this last "call" Freeburn's wife and riends tried to persuade him to give up en yard engine, or at least accept a job on a yard engine, but he said "nay."

"If I can't run first-class I'll not run at all, and it is too late now for me to think

of earning a livelihood at anything clae, ne said as a flual rejoinder. Freeburn's final "call" came March 4 The poor fellow, like all his companlon engineers, had been working like a horse

for a week previous to Garfield's inaugura-tion, hauling thousands of people to the national capital to witness that ceremony. On that fatal day, to him and others, he was coming south with an empty engine, and, according to his orders, should have taken the siding at a small telegraph station midway between Washington and Baitimore to allow a north-bound passenger train to pass. Freeburn needed sleep badly; nodded for only the fraction of a minute, but in that short time sped by his siding, and, with a terrific crash, dashed into the north-bound train. Both train and empty engine were running at a high rate of speed, and the break-up was a horrible sight to behold. Both engines reared up like two horses on their hind feet and then settled down amid

Many were injured, and poor Freeburn was the last person found and taken from the wreck. He was jammed up against the amokestack, horribly crushed and scalded. All that night he tossed on a rude couch at the lonely little station, and in his wild ray ings went through his daily labors of oiling up and working his engine as if out on his regular run. He died the next morning without regaining consciousness, a striking example of the folly of fighting against the third "call" of the grim monster-death.

Prices Paid for Wild Beasts. A portion of Carl Hagenbeck's well known collection of animals has just been sold at

Hamburg, says a London paper. One lot, comprising three lions, two tigers, two leopards, a Polar bear and four dogs, all "accustomed to perform together brought £2,500; a similar lot, but with five lions and three tigers, brought £3,400, while (600 purchased a Penang tiger which had

been taught to ride on a horse, accompanied by a dog. An elephant, with a lion which rides, and a horse fetched only a fraction less. High PLIGHT OF A HUNTER.

Gets Imprisoned in a Cave. During the recent season for game Mr.

Louis Landram, editor of the Central Record, the country paper published at Lancaster, while hunting quall on Burdett's Knots, had an adventure which, in point of thrilling interest and horrid detail, is probably STEADY BUSINESS AND FAIR DEMAND without a parallel in the experience of any sportsman in that section. He went out to the hills on this occasion at an early hour, relates the Philadelphia Times, and had succeeded in bagging a number of birds when the sport was suddenly terminated by a heavy rain. Accompanied by his dog, he walked up a deep gulch in gearch of shelter.

He had proceeded only a short distance when he noticed at the foot of the cliff on on his right a wide vertical rent or crevasse partially hidden by vines and shrubbery. Approaching and entering this, he was greatly surprised on discovering it to be the outlet of a cavern. The entrance was winding and narrow, and on either side were steep and craggy walle. The roof ascended at a sherp angle into obscurity. Some thirty feet from the entrance, lying obliquely on a high, projecting ledge, there was a monster block of granite, oblong in general outline and weighing hundreds of tons, its huge crest upreared into the cave's gloomy dome. Landram regarded this pondrous rock in wonder. It had undoubtedly been dislodged from above by a seismic shock, and had it fallen into the corridor instead of on the fallen into the corridor instead of on the ledge it would have choked it up completely. Week ending Mny 1. . . 12.481 35.617 Week ending April 24. . 11.071 28.694 Week ending April 24. . 11.071 28.694 or the pressure of a finger would apparently have caused it to plunge into the chasm. It was, indeed, one of those death-traps of hagrim and sinister, sometimes seen in subterranean chambers or upon precipieso Beyond it there were evidences of a large

The excitement found in penetrating the mexplored something which always exerts fescinating influence upon daring spirits allured the hunter. He advanced boldly to-ward the interior, but when two flery eycalls were suddenly turned upon him from a tark corner he came to an immediate halt. At the same instant his dog, which had fol-lowed at his heels, uttered a dismal howl and made a speedy exit from the cavern. Landram threw up his gun and discharged both barrels simultaneously, but he never crew what the animal was, or what became f it for the infernal din that bellowed through the cavern was instantly followed by an awful crash, dense volumes of dust nd sudden darkness, and he was thrown violently forward on his face and almost puried beneath masses of falling sand. For a moment he was considerably stunned, but soon extricated himself and scrambled o his feet. Then a cold horror fell upon him, for he saw that the great rock, shaken from its moorings by the explosion, had plunged into the passage behind him. Its towering and colossal form, together with great quantities of earth and fragments of stone, was wedged tightly in the corridor, constituting a mighty barrier that arose black and frightful between himself and liberty. He saw no way of escape. No ray of light pierced the gloom. Moreover, a vist and shifting sand, began to swarm thickly in the passage. These creatures began to alight on his person. They swept forward in flocks, as if to escape, until that quarter of the cave was alive with them.

Confused and only partially aroused from the torpor of hib mation, hundreds dropped

from the rocks and fell upon the floor, or fluttered up and down the passageo, air was noisy with swishing wings. swarmed on Landram's back and shoulders They dashed against his face or clung tenaclously to his hair and beard. This multitude of busy wings stirred and whirled about in suffocating billows the dry, penetrating lust. Threatened with suffocation, he inreased the activity of his movements, tearing off the squeaking creatures and tramping them underfoot

That a man could preserve his presence of nind in a situation of this sort is wonder-ul, but that Laudram did so is shown by a lan which occurred to him, and which he nmediately proceeded to execute. Freed com his termentors for a moment, he defied hunting coat and poured over it a quanity of whisky from his flask. He ignited it with a match, and as the flames leaped fisrcely up he began to whirl it, a circle of roating flame and smoke, above his head. The effect was magical. The flame and pungent fumes were intolerable, and every that could use its wings began a precipitate flight to other quarters. In that spectral light the hunter must have looked for the moment something inhuman, demoniacal. The cavern rang with his shouts. Rushing from side to side of the cave, he whirled the blazing torch bither and thither, until the borrid host had been driven back into the

eccases of the cavern.

The exertion fatigued him, his face streamed with sweat, yet he immediately be-gan to consider the possibilities of escape from his unfortunate predicament. If any avenue of escape over the lofty summit of the boulder still existed, which was doubtful, it would have been madness to try to reach it in the reigning darkness, either by attempting to scale the barrier itself or clambering up the steep and jagged wall

It remained to be seen, therefore, whether It remained to be seen, therefore, whether or not there was any vulnerable point about the fallen mass. By the light of an uncertain blaze that still played over a remnant of his burning coat, he picked up his gun and plunged the barrels into the earth and sand at one side of the giant rock. The debris yielded little by little to his attack. With the appropriate the same and after the same and the same and the same and the same are the same and the same are same are same and the same are same and the same are same are same and the same are s With the energy of a man entombed alive and desperate with desire for liberty, he dug with all his might. Hope again kindled in his bosom, and at the expiration of some-thing over seven hours he succeeded in making an opening around the barrier large enough to admit his body. Through this hole he squeezed himself. In his hand he held the battered and twisted barrels of a gun, and just as the moon rose behind the timber of the opposite cliff he passed out haggard and exhausted into the chilly night.

SOME LATE NEW THINGS.

To assist in working buttonholes in garments a simple invention has an oblong ring pressed over the cloth after the buttonhole is cut, to serve as a guide for the needle.

For use in exterminating bedbugs and other vermin a small lamp is fitted with a water compartment in the top, with a nozzle, to direct the steam in any desired direction and scald the pests. A handy attachment for use on umbrellas has a rod inside the handle extending up

to the upper catch to release the braces by pressing the lower end of the rod when t is desired to lower the umbrella. newly designed spring bed for sick per sons has a number of sections in the frame and can be raised at the end to bring the person into a semi-reclining position at meal

time or whenever it is desired to change To prevent a person from slipping while climbing a ladder a new device consists of a pair of metal plates, strapped to the soles of his shoes, with an arched portion on the underside to fit over the rungs of the ladder.

A new automatic car switch, which seems o do away with many of the objections to those on the market, consists of a turn-table holding the switch plate operated by an electric current from the car by a lever lying in a position to connect with a metal plate in the street close to the rail. A new detachable bicycle tire locks on the wheel rim by means of two wires running around the rim over the edges of the tire, the ends of the wire being attached to small toothed pieces of metal which mosh in a wheel under the valve and are tightened by

turning the valve stem with a wrench.

To do away with the spreading of rails by
the spikes bending over a newly designed
tie-plate has the under section fitted with
wedge-shaped teeth, which are driven into the tie when the plate is spiked down, the upper side of the plate naving flanges to hold the rail and the head of the spike projecting on the rail as usual.

A new shoc lace, which is much stronger than those now in use, is formed of a center.

cord of strong threads surrounded by a cross-woven outer covering, the ends of both the inner and outer sections being attached to the metal tips, the string wearing longer because the outer section is woven across

instead of lengthwise.

A new fishing rod, which can be wound up without the necessity of turning a crank, has a toothed wheel on the red shaft into which meshes a curved toothed rod, lying parallel with the pole, the pressure of the hand on the bow forcing it against the pole and pushing the end backward, thus turning the red to wind the line.

Instead of lengthwise.

A new fishing condition of affairs. Orders are flourishing condition of affairs. Orders are plentiful there and on profitable terms.

London Moncy Market Review.

SHIPMENTS-Corn. 2,500 bus.; oats. 23,600 bus

A Kentucky Editor Core Shooting and

SOUTH OMAHA, May 1.-Receipts for the days indicated were: Cattle, Hogs, Sheep, Horses,

ales as a whole they would average a cent or we lower than yetterday. While the market was not particularly active

were cleared in good senson.

e week closes with boss selling about where
did on Monday and 5c higher than the
day, which was Thursday. SHEEP-Receipts were moderate and the mar-

CHICAGO LIVE STOCK MARKET.

Week Closes with No Improvement in Prices.

CHICAGO May 1.—In cattle the week closed quietly, with the usual light Saturday run.

The one thing that makes the outlook in any way displeasing is the way congress acts. There is a growing conviction here that the tariff bill will not be completed and one contest of the many contest of the c

ales, 2.200 head. Quiet and steady all around; inshorn sheep, \$4.25@5.25; clipped sheep, \$4.00@ .25; unshorn lambs, \$4.25@4.35; clipped lambs, HOGS-Receipts, 920 head. Steady at \$4.25@4.40.

Kansas City Live Stock. Kansas City Live Stock.

KANSAS CITY, May 1.—CATTLE—Receipts, 160 head; market steady and unchanged; only retail trade; Texas steers, \$2,5094.15; Texas cows, \$2,5593.40; native cows and heifers, \$1,5094.40; stockers and feeders, \$1,5094.40; stockers and feeders, \$1,5094.40; bulk, \$2,4094.50;

HOGS—Receipts, 6,000 head; market weak to 5c to

12.8693.70. SHEEP—Receipts, 1.990 head; market strong; lambs, 34.0095.00; muttons, \$3.0093.60. St. Louis Live Stock.

St. LOUIS, May 1.—CATTLE—Receipts, 200; market steady; fancy export steers, \$5.0025.29; native shipping steers, \$2.3065.05; stockers and feeders, \$2.3564.55; steers under 1.000 pounds, \$3.5564.25; cows and helters, \$1.0024.00; Texas and Indian steers, \$3.0024.10; cows and helters, \$2.00274.00 And 160mm Steers, \$2,500; market 5c lower; light, \$2,500;2,50; mixed, \$3,7503.85; heavy, \$2,500;2,55; SHEEP-Receipts, 3,000; market steady; native muttons, \$3,7504.50; culls and bucks, \$1,7503.50; lambs, \$4,5005.60; Texas sheep, \$2,5004.25.

Stock in Sight.

CONDITION OF NEW YORK BANKS. statement Does Not Reflect the Actual Changes that Have Occurred.

NEW YORK, May 2.- The Financier says; The statement of the associated banks does not reflect the actual changes that have occurred during that time. In the first occurred during that time. In the first place the payments into the treasury on customs duties dering the week were unusually heavy. The withdrawals of legal tenders for gold export purposes were in excess of \$6,000,000, so that the banks must have parted up an Sturday with a larger sum than they haves been called upon to furnish since election, yet, in spite of this fact, the statement shows an actual increase of \$179,500 in cash, the gain of \$50,700 in specie having been offset by a loss of \$77,200 in legal tenders. The favorable feature of the statement is in increase of \$684,500 in loans, bringing the total to a point exceeded only twice during the current year. The excess reserve of the banks is really very much under the \$8,50,255 reported on May 1. There is no question that the gold exports and the heavy imports of merchandise will have an important influence on the money market, if continued in the present volume. For the week ended May 1, the total imports at New York were \$14,78,000, which is \$5,70,000 at excess of the imports for the same week last year. The week's total in fact, is heavier than at any time for several years past. place the payments into the treasury on

Manchester Textile Trade Review.

of EH, May 2.—The market for the last few days has been dull, but somewhat firmer. Yarns are from 16d to 14d what firmer. Yarns are from ½d to ¼d dearer, with a fair sale for India. Lancashire is buying for pressing needs only and the production is probably absorbed by the demand. Cloths are slow, though there are pienty of orders on terms that provide no remunerative profit. Indeed, there are very few workable orders in spite of the fact that the manufacturers are so much in need of them that they are willing to sacrifice all profits. The German market, however, is firm and active. There are many buyers for yarns and spinners have work for several months ahead. Advices from the Rouen district show a similar flourishing condition of affairs. Orders are plentiful there and on profitable terms.

OMAHA LIVE STOCK MARKET

| Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Market | Mar

Shipments at This Time an Element

of Finnedal Strength.
NEW YORK, May 2.-Wall street has had

be pointed out that if we long continue the shipments we may ourselves become handi-capped by too much of such accommoda-tion extended to foreign berrowers. If the shipments continue as they have begun it will not be many weeks before the foreign-ers will have drawn down our gold to the point where it will be natural for financiers at home to show some personness. If for at home to show some nervousness instance, the government should go down close to its

quietly, with the usual light Saturday run. Heavy receipts during the week have resulted in a drop of from 16c to 15c on the axerage offerings. Yesterday's prices were paid today.

Prices for hogs were weak and largely 5c lower, any positive move in any direction, unable ings. Yesterday's prices were paid today,
Prices for hogs were weak and largely 5c lower,
except for light weights, which remained steady,
Sales were largely at from \$2.00 to \$4.50
being at an extreme range of trom \$1.50 to \$4.50
with prime light weiling the highest.
Prices for sheep were steady, Sales were made
at from \$2.10 \$2.50 for inferior sheep, up to from
\$5 to \$5.25 for prime to extra heavy native export sheep, few being choice enough to sell above
\$4.75. Lambs sold at from \$3 to \$3.50 for the
poorest to from \$5 to \$5.50 for fair to prime
flocks from Colorado.
Receipts: Cattle, 200 head; hogs, 14,000 head;
sheep, 2,500 head.

NEW YORK, May L—BEEVES—Receipts, 2,000
head; no trading, European cables quote American steers at 10½@11½c, dressed weight; sheep
at 10½@12½c, dressed weight; refrigerator ber
at 200 head, Quiet and steady all around;
ters of beef.
SHEP AND LAMBS—Receipts, 1,222 head;
sales, 2,220 head, Quiet and steady all around;
unshorn sheep, \$4,256.25; clipped lambs,

MUCH DEPENDS ON WASHINGTON.
Mych depends upon what roose on at

MUCH DEPENDS ON WASHINGTON.

Much depends upon what goes on at Washington. The business men of this country ought to do more than they have done to end the political hide and seek game going on at the national carlitol. Uncertainty as to the current fiscal legislation is of far greater consequence in business bearings than yet is amply appreciated. Were the new tariff bill now a completed law, were the business interests of this country provided with a fixed basis upon which they could calculate the risks of their enterprises—had this extra session of congress been able to do its duty promptly—we could at present throughout the country be enjoying what is now too jocularly referred to as "an era of prosperity." Practically every natural condition in this country is en the side of good times. Politics blocks the way And the MUCH DEPENDS ON WASHINGTON.

promptly—we could at present throughout the country be enjoying what is now too jocularly referred to as "an era of prosperity." Practically every natural condition in this country is en the side of good times. Politics blocks the way. And the exigencies of Europe which have started drains upon our gold holdings are providing an opportunity which may, through the inactivity of our legislators, make way for mischlevous work by professional clarmists. Nothing can so much hurt business interests in America as nervousness over national finances. We have had ample illustrations of this, not once, but many times within the last half dozen years.

The coal stocks are now becoming naturally weak. Jersey Central is down again to nearly the lowest price at which it has sold, and Delaware & Hudson is only a few points above par. Both of these stocks are destined to go much lower.

An important deal is brewing in Sugar trust. All Wall street is bearish on the stock. There is a big short interest in it. When Theodore A. Havemeyer's death was unexpectedly announced every professional speculator counted on seeing Sugar trust quotations go down quickly and sharply. Instead of a decline the stock really has advanced slightly. The way the stock acts gives color to quiet suggestions going the rounds that just before Mr. Havemeyer died arrangements were made to bring about a boom in the stock quotations, and it is declared that the financiers who were associated with Mr. Havemeyer in this plan are still intent upon carrying it into effect. What happens during the coming week will largely indicate whether or not this be true.

Old Whisky trust affairs are coming under new scrutiny. There are queer mysteries surrounding the property just now. The stock looks as if it ought to go down, though selling the common stock short at current quotations seems almost like treading on an orphan.

Wall street, trying to follow Chicago in the grain market, has been making a bad fist of it. One group of Wall street speculators, who started in at t

London-Wool Sales.

London, May 1.—A few transactions in we were effected in American account only. Third series is fixed to open May 4, and we close on the 13th instant. The total number hales to be offered number 36, 500, and the average number of bales to be offered each day placed at 13,000. The offerings next week aggeste 49,204 bales, including 19,207 bales from N. South Wales; 1,700 bales from Queensland; bales from Victoria; 2,050 bales from 86 Australia; 2,400 bales from Swan River; 15 bales from New Zealand, and 2,550 bales from Louis of Good Hope and Natal.

ST. LOUIS, May 1.—WOOL—Unchanged. London-Wool Sales.

tified check for more than \$120,000.

H. ALLAWAY.

Peoria Markets. PEORIA, May L-CORN-Steady; new No. 2,

OATS Steady; No. 2 white, 206720%c.
WHISKY Market steady; finished goods on the basis of \$1.19.
RECEIPTS Corn, \$1,500 bus; oats, 29,100 bus; rye, none; whisky, none; wheat, 1,200 bus, SHIPMENTS Corn, 2,600 bus; oats, 2,600 bus; rye, none; whisky, 30 bbls; wheat, 1,200 bus.

Signature at This Time an illement the days indicated were:

Cattle, Ross, Shore, Jorgan and Cattle, The Shore, Sh In provisions fluctuations were narrow, with prices showing a tendency toward heaviness on the large hog receipts at most western markets. The weaktress of grain also had some effect. At the close July pork was 2½c lower at \$5.99, July lard about to lower at \$4.05 bid.

Estimated receipts Monday: Wheat, 19 cars; corn, 209 cars; oats, 2% cars; hogs, 25,000 head.

Articles | Open. | High. | Low. | Close. | Yeardy. 71% a44 72% 71% 71% a4 724 70% 67% 08% 68% 24% 23540834 24

23)4 24604 25 2534 2614 2634 25140514 25140616 25 2614 2614 6616 2614 17% 16% 16% 16% 17% 18% 18% 14 18% 14 10% 10% 17% 17%-18 8)s0% 18% 8 45 8 50 8 45 8 50 8 00 8 07% 8 52% 8 60 4 1256 4 1254 4 10 4 10 4 125 4 1754 4 20 4 15 4 1756 4 225 4 30 4 30 4 25 4 2756 4 325 Sh't Riba 4 02% 4 07% 4 02% 4 02% 4 02% 4 07% May... July... Sept...

. No. 1. quotations were as follows: PLOUIX-Steady; winter patents, \$4.20674.00 straights \$4.30674.40; spring specials, \$4.50; spring patents, \$2.30674.20; straights, \$3.6072.50; bakers 2.9963.25.
WHEAT—No. 2 spring, 714,6724c; No. 3 spring,

WHEAT—No. 2 spring, (1949)254c; No. 3 spring, (1849)4c.
CORN—No. 2, 244;6244c.
OATS—No. 2, 17c. f. o. b.; No. 2 white, 225c;
No. 3 white, f. o. b. 20622c.
RYE—No. 2, 235c.
BARLEY—No. 3, 28634c; No. 4, f. o. b., 20c.
PLAXSEED—No. 1, 784;6775c.
TIMOTHY SEED—Prime, \$3.10.
PROVISIONS—Mess pork per bbl., \$8.5068.55.
Lard, per 100 lbs., \$4.1064.175. Short ribs sides (loose), \$4.5564.90. Dry saited shoulders (bexed), \$5.2565.50. Short clear sides (boxed), \$5.600.5.125c.

WHISKY-Distillers' finished goods, per gal 1.19. SUGARS—Cut loaf, 25.59; granulated, 45.76.

Articles. Receipts. Shipment 5,000 4,000 6,000 18,000 106,000 9,000 26,000 111,000 1,000 4,000 On the Produce exchange to lay the batter mar-tet was steady; creamery, 12stic; dairy, 9.s 4e. Ergs, steady; fresh, 86e. Cheese, firm 06105;c. Live poultry, weak; turkeys, 860c; 061034c. Live poultry hickens, 7c; ducks, pc.

OMAHA GENERAL MARKIETS.

Condition of Trade and Quotations o EGGS-Bulk of sales, Sc.

BUTTER-Common to fair, 614@Se; choice t ancy roll, 11@12c; separator creamery, 16c; gath ered creamery, 14c.
GAME-Everything out of season. VEAL-Choice fat, 80 to 120 lbs., are quoted : \$150; large and coarse, 495c.

LIVE POULTRY-Hens, 64 977c; cocks, 26/5c PIGEONS-Live, 75@10c; dead plegons no wanted. HAY-Upland, \$4.50; milland, \$3.50; low and, \$3.00; rye straw, \$3.50; color makes the price on hay; light bales sell the best; only top grades ring top prices. BROOMCORN—Extremely slow sale; new crop delivered on track in country; choice green working carpet, per lb., 2625c; choice g running to hurl, 2025c; common, 15c.

VEGETABLES.
GREEN PEAS—Per 20-1b. box, 42-0b.
PIE PLANT—Per 1b. 1c.
CUCUMBERS—Per dox., 41.25@1.50.
CAULIFLOWER—Per crate, 42.26@4-0b.
ASPARAGUS—Per dox., 50c.
SPINACH—Per bu. box, 41.00; per busket, 80@
9bc. VEGETABLES. 0c.
TOMATOES-Per 6-basket crate, H.5635.60.
WATER CRESS-Per 18-qt, crate, \$1.75.
TURNIPS-Per bib. B.25.
OLD VEGETABLES-Beets, carrot, parsnips.

OLD VEGETABLES—Beets, carrot, paramps, ser bbt., \$1.50.

RADISHES—Per doz., 50c.

EGG PLANT—Per doz., 51.50.

LETTICE—Per doz., 50c.

WAX BEANS—Per b. box., \$1.25.

STRING BEANS—Per b. box., \$1.25.

STRING BEANS—Per b. box., \$1.60.

ONIONS—Fer doz., 10870c.

PARSLEY—Per doz., 50c.

BERMUDA ONIONS—1 or crate, \$2.50; new southern, 50-1b, sacks, \$1.50.

RERMUIJA ONIONS-I'er erate, \$1.50; bew southern, 70-lb. sacks, \$2.60, SWEET FOTATCES-Fancy Illinois, per bbl., \$1.50; seed. \$1.25. ONIONS-Good stock per bu., \$1.250;1.50. LIMA REANS-Fer ib. 3c. HEANS-Hand-picked navy. per bu., \$1.6091.10. CABBAGE-California, \$2.6 per ib. CELERY-Per doz., large California, No. 1. See; No. 2. 45c. POTATCES - New California, 2c. per lb., new southern, per bbl., \$5.00; old native stock, per bu., \$25030c; early Onio seed potatoes, Red river valley, \$5500c; Minnesota early Onio, 40c. FRUYTS

FRUITS
STRAWHERRIES—Good stock, \$2.50.
APPLES—Fancy, large, \$1.50 m.l.50; choice, \$2.50
APPLES—Fancy, large, \$1.50 m.l.50; choice, \$2.50
ORANGES—Seedlings, \$1.25 m.l.50; choice, \$1.75 m.l.50
ELMONS—Messinas, labey \$12.50 m.l.50 m.l.50
ELMONS—Messinas, labey \$12.50 m.l.50; choice, \$1.00 m.l.50 m.

FRUITS.

MISCELLANEOUS.

NUTS — Almonds. California. per ib., large size. Ec; Brazila, per ib., lee, English walnuts per ib., fancy, soft shell. Parlie: standards. per lh. fancy, soft shell, 126;13c; standards, 195;14c; filterts, per lb. 16c; pecans, polisied, large, l8f;16c; jumbo, 116;12c; large hickory nuts, 11.25 per bt., cocoanuts, 4½c such. FIGS—Imported fancy 4 crown, 29-lb, boxes, 12c; 5 crown, 59-lb, boxes, 135;14c.

HONEY—Choice, 125;15c.
CIDER—Charified juice, per half bbl., 12.25; per bbl., 14.00;24.25.
MAPLE SYRUP—Five-gal, cans, each, 42.25; gal cans, purs, rer doz., \$12; half-gal, cans, 46.25; quart cans, 33.36.

HIDES TALLOW, ETC.

HIDES, TALLOW, ETC.

Prices on Saturday.

CHICAGO, May 1.—Rain in California and favorable weather, present and prospective, for spring wheat seeding, together before, the good heiters, the good forequarters steers, the first steers of export demand were with an absence of export demand were with an absence of export demand were

Coffee Markets.

NEW YOLK, May 1.—COFFEE—Options opered queet, 10 points lower, under local hear selling, Catales were areathstactory. The market improved on Haltimore and local buying later in the session. Receipts at Brazil were moderate, deliveries in this country small, closed stendy; sales, 10,500 bags, including: May 57,500p 7.5; June 57,55 July 57,5507,50; august 57,600 7.5; June 57,55 July 57,5507,50; august 57,600 7.5; June 57,500 bags, including 85gc, Mild, framer, No. 7, involve, 5c; jobbing, 85gc, Mild, stendy; Cordova, BE,6507155. Total warehouse deliveries from the United States, 9,740 bags, including 254 bags from New York; New York stock today, 23,500 bags; United States, 301,500 bags; visible for the United States, 703,535 bags, assumet 35,477 bags last year. Santos 5,500 reis; receipts, 7,000 bags; stock HAMBURG, May L-COFFEE-14 pfg higher; HAVRE, May 1.-COFFEE-At noon, Mf lower; sales, 11,000 bags, RIO DE JANEIRO, May L-COFFEE-Firm; No. 7, Rio, 9,700 rels: exchange, 75,d; receipts, 7,000 bags; cleared for the United States, 10,600 bags; for Europe, 1,000 bags.

Liverpool Grain and Provisions. LIVERTICOL. May 1 WHEAT-Spot. firm; No. 1 red northern, spring, 68 445d. Futures, stendy and 4695d higher; May, 5s 105d; July, s 115d; September, 5s 105d. stendy and 4:9*3d higher; May, 5s 103d; July, 5s 113d; September, 5s 103d; Corn. Spot, steady; American mixed, new, 2s 7d; May, 2s 7d; June, 2s 83d; July, 2s 53d. POLS, Steady; American mixed, new, 2s 7d; May, 2s 7d; June, 2s 83d; July, 2s 5d. POLS, Steady Winter, 8s 6d. POLS, Steady May, 2s 7d; June, 2s 8d; Gerion, Francisco, Prince mess, 45s 6d; Prince mess, 45s 6d; Prince mess, 45s 6d; Prince mess, medium western, 45s, Hains, short cut, 14 to 16 lbs., 42s 6d. Bacon, Cumberland cut, 2s to 30 lbs., 2s; 8hort ribs, 20 to 24 lbs., 2s; 1ong clear middles, 45 to 45 lbs., 2s; Short ribs, 25c; short clear middles, 45 to 64 lbs., 2s. Shoulders, equare, 12 to 14 lbs., 26s 6d. Lard, spot, exchange, 2ls 9d.
CHEENG—American, finest white, 55s 6d; American, finest colored, 5s; 5d.
TALLOW—Princ city, 1s; 2d.
TURPENTINE—Sydrits, 2ls.
BOSIN—Common, 4s 2d.

Kansas City Markets.

Kansas City Markets. KANSAS CITY, May 1.—WHEAT—Steady but dull; No. 2 hard; foreste; No. 3, 77650c; No. 4, foreste; No. 2 red, 976798c; No. 3, 76670c; No. 4, 50675c; No. 2 spring, 5056c; No. 3, 76771c, CORN—About steady; closed lower; No. 2

nixed, 221-6023c. OATS-Slow and about steady; No. 2 white RYE-No. 2, 32c. HAY-Steady and unchanged; timothy, \$9.50; rairie, \$7.66, BUTTER-Steady; creamery, 152/16c; dairy, 9 #12c. EGGS—Firm; fresh, candled, Kansas and Missouri, cases, returned, 7½c.

Sugar Markets.

LONDON, May 1.—SUGAR-Beet, steady; Aurust, \$8 bd.

NEW YORK May 1.—SUGAR—Raw, steady;
refining, 25 672 12-16c; centrifugal, 56 test, 2-3-16c,
Refined, steady; mould A, 45c; standard A, 45c;
ronfectioners' A, 45c; cut leaf, 55c; crushed,
the; powdered, 45c; granulated, 45c; cubes, California Dried Fruits.

NEW YORK, May 1.—CALIFORNIA DITED FRUITS.—Firm for evaporated apples, quiet for other fruits evaporated apples, choice, 23/6/4c; fancy, 44/54/3c. Printes, 24/6/1c. as to size and quality. Apricols, royal, 3/6/1c; Moor park, 12/6/15c. Peaches, unpecled, 66/10c; pecled, 11/5/4c. NUTS—Quiet and unchanged. Toledo Markets.

Toledo Markets.

Tolelo, May l-WilfsAT-Lower and weak;
No. 2 cash and May, 83c.
CORN-Active but weak; No. 2 mixed, 24c.
OATS-Steady: No. 2 mixed, 18c.
RYE-Dull; No. 2 cash, 254c.
CLOYER SELED-Quiet; prime cash, 43c.
OIL-Unchanged. New York's Imports and Exports.

NEW YORK, May 1.—The exports of specie from the nort of New York for the week amounted to \$6.537,022 in gold and \$570,440 in silver. The imports were: floid, \$174,296; silver, \$29.434; dry goods, \$3.672,150; general merchan-dise, \$11,114,030. Brendstuffs at Liverpool. LIVERPOOL, May 1.—The following are the stocks of breadstuffs and provisions in Liverpool: Breadstuffs-Flour 110.000 sacks; wheat, 1552,000 centals; corn. 1552,000 centals. Provisions-Bacon, 2500 boxes; harn, 3,400; lard, 60,000 tierces; cleese, 53.80 boxes, butter, 1866

mekages.

MINNEAPOL'S May I. WHWAT-Weak: May, 115c; July 715; Pac: Se I mbe . 645c; No. 1 hard, 135c; No. 1 northern, 725c; receipts, 232 cars, Wool Markets.

NEW YORK, May L-WOOL-Firm; fleece, 18 121c; pulled, 15625c. San Francisco Wheat Quotations. SAN FRANCISCO, May J. -- WHEAT-Strong; secember, 41.194.

DIED.

WATTSON-Mrs. Mary E., aged 70 years 7 months and 8 days, at Clergy house, Twenty-sixth and Franklin streets, Omaha, May 2, 1967. The funeral services will be held at 8t. John's church Monday, May 3, at 3:30 p. m. All friends are invited. Interment at Kingston, N. Y. JAMES E. BOYD & CO

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Direct wires to Chicago and New York.

Correspondents: John & Warren & Co.