BIG CROWD ATTENDS RACES

Heavy Track and "Head" Wind Render Fast Time Out of the Question.

COLLAPSE OF SULKY WHEEL MARS RACE

Fortunately Neither Horse Nor Driver Are Injured in the Least—Contests Are Close and Exciting.

FREMONT, Neb., July 4.—There was a big turnout at the Driving park this afternoon and some hotly contested races. The track was not in the best condition, and a strong wind blew down the homestretch, which made fast time an impossibility. Abagail Leland won the 2:23 trot after five hard-fought heats. Vanity S, who had been picked upon as a winner, was third. In the third heat of the 2:35 class a wheel on the bay gelding's (Antler) sulky broke, throwing the driver, who fortunately escaped with no serious injuries. The horse was caught just as he reached the wire and won the next two heats. Star Oneida, one of the speedy horses in the 2:35 race, behaved badly in the first heat and was distanced. Results:

Trotting, 2:23 class:

Abagail Leland, b. m., Cedar Hill farm, Morse Bluffs	3	1	1	2	1
Little Raven, blk. m., John Raynor, Parsons, Kan.	1	2	2	1	2
Vanity S, br. g., William Sherlock, Fredonia, Kan.	2	3	3	3	3
Infelice, b. m., S. Bruen, Madison, Ia.	4	4	4	4	4
Lord Titan, blk. m., J. C. Graves, Guthrie, Okl.	6	6	5	5	5
Colonel Woodbine, ch. m., J. J. Wright, David City	5	5	6	dr	
Tom Wall, br. g., Bradenburgh M. Wall, Fremont	7	7	7	ds	

Time: 2:25, 2:23, 2:23, 2:23, 2:25.

Pacing, 2:35 class:

Antler, b., g., J. J. Engel, Omaha	2	2	4	1	1
Guy Caton, b. h., A. B. Robinson, Mapleton, Ia.	1	1	3	4	4
Rubber Neck, ch. g., J. T. Stusher, Bern, Kan.	4	3	1	2	2
Miss Young, blk. m., Mrs. J. C. Clarke, Stanton, Neb.	3	4	2	3	3
Star Oneida, blk. m., C. J. Grunke, Fremont, Neb.	ds				

Time: 2:25, 2:23, 2:38, 2:32, 2:30.

GUNN DEFENDS HIS TITLE

All-Around Athletic Champion Defeats Other Contestants at Long Island.

NEW YORK, July 4.—Adam B. Gunn of Buffalo, who won the title of all-round athletic champion at Buffalo last year, ably defended his title today at Celtic park, Long Island. The only other contestants were Edward S. Merrill of Milwaukee and Myer Prinstein of Syracuse, N. Y.

Gunn, by his clever showing in each of the ten events, outranked the other two and won again with a total score of 6,260½ points. At Buffalo last year Gunn's winning total was only 5,739. John Flannagan of the Greater New York Irish Athletic association and John R. Dewitt of Princeton university contended in an all-around weight competition, which Flannagan won easily, defeating his opponent in three of the four events.

There was a long program of track contests in addition to the all-around events, and one of them, the three-mile run, resulted in a dead heat between A. O. Bowen of the University of Pennsylvania, who is the intercollegiate champion, and Jerry Pierce, the Seneca Indian, representing the Pastime Athletic club of this city, after a well-run race, in which Bowen cut out the work after the first half mile had been covered. Both runners agreed to toss a coin for the first medal and Bowen won. They will meet again tomorrow in a one-mile race in the Knights of Columbus games, which will take place on the same track.

RECORDS GO GLIMMERING

Two Western Records Are Beaten at Meet Held at Ravenswood.

CHICAGO, July 4.—Two western A. A. U. track records were sent flying at the central Young Men's Christian association track meet at Ravenswood today and another was badly beaten in all but a technicality. George Smith, the big sprinter from the First regiment, broke the quarter-mile record of the central A. A. U., making the distance in 0:50 3-5. The former record, held by William Moltney, was 0:51 2-5. M. B. Herbert of Notre Dame ran the 220-yard hurdles in remarkable time and not only beat the central A. A. U. record of 0:26, but excelled the collegiate conference record of 0:25 2-5. Fred Hall of Hyde park, who holds the western two-mile record, ran a mile from the thirty-five-yard mark in 4:28 3-5.

The central A. A. U. record is 4:39 1-5.

SETTLE FERGUSON MATTER

Pitcher May Remain with St. Paul, but Cribbins Goes to Minneapolis.

ST. PAUL, July 4.—President T. J. Hickey of the American association came to St. Paul today and settled the right to play Pitcher Charles Ferguson. St. Paul has been playing him, but Minneapolis has claimed him since the season opened. President Lennon of the St. Paul club refused to give up the player and Hickey came here to compel the change. The local managers met with the league president and the matter was compromised. Ferguson did did not want to play in Minneapolis, and Pitcher Cribbins was turned over to Minneapolis.

Fast Ball at Wahoo.

WAHOO, Neb., July 4.—(Special Telegram.)—One thousand people saw today two of the fastest amateur games ever played on the local diamond, one game lasting thirteen innings and won by Wahoo from Fremont by a score of 3 to 2, and the other lost by Wahoo to Springfield by 2 to 0. Longenecker for Wahoo pitched his team to victory in the first game and in the second game Wahoo was shut out by the masterly twirling of Clement of Springfield. Score, first game:

		R.	H.	E.
Wahoo	0 0 0 1 0 0 0 1 0 0 0 0 1	3	7	2
Fremont	0 0 0 0 0 0 0 0 2 0 0 0 0	2	3	5

Struck out: By Longenecker, 15; by Daum, 6. Batteries: Wahoo, Longenecker and Johnson; Fremont, Dame and Milligan.

Wahoo made three fast double plays in the second game. Score, second game:

		R.	H.	E.
Springfield	0 0 1 0 1 0 0 0 0	2	9	3
Wahoo	0 0 0 0 0 0 0 0 0	0	3	3

Batteries: Wahoo, Crawford and Johnson; Springfield, Clement and Bates. Umpire: Smith.

In Southern Association.

At Nashville—Morning: Nashville, 4; Chattanooga, 0. Afternoon: Nashville, 4; Chattanooga, 0.

At Atlanta—Morning: Atlanta, 6; Birmingham, 1. Afternoon: Birmingham, 10; Atlanta, 9.

At Little Rock—Morning: Little Rock, 6; Shreveport, 5. Afternoon: Little Rock, 6; Shreveport, 4.

At New Orleans—Memphis, 4; New Orleans, 2.

Three-I League.

At Terre Haute—Morning: Terre Haute, 6; Evansville, 2. Afternoon: Evansville, 1; Terre Haute, 0.

At Decatur—Morning: Bloomington, 7; Decatur, 5. Afternoon: Bloomington, 4; Decatur, 2.

At Davenport—Davenport, 4; Rock Island, 2.

At Cedar Rapids—Cedar Rapids, 4; Rockford, 3.

Gordon Wins from Merriman.

GORDON, Neb., July 4.—(Special Telegram.)—Gordon and Merriman played base ball today at Merriman. Score: Gordon, 6; Merriman, 3.

NO MORE OILED ROADBEDS.

Two Railroads Abandon Oil as a Dust Settler.

Two New England railroads, the Boston & Maine and the Boston & Albany, are about to discontinue oiling their roadbeds after trying that system of dust prevention for three years or more. The New York, New Haven & Hartford, which has been using oil to keep sandy sections of its roadbed in order, has also stopped it. The Long Island railroad discontinued the practice about a year ago.

The railroads are taking up the oil-soaked sand and fine cinders in the sections of the track affected, reports the New York Sun, and replacing it with broken stone. That is an expensive ballast for the ties at first, but when there is money to spend on a good roadbed it is the most satisfactory kind to put down. The rain washes it and after it is laid the track manager has no further trouble from dust.

The worst of the oil-sprinkling system is that when any particles of sand do fly after the application of the petroleum they stick and leave marks which the gentle passing of the train porter's whiskbroom does not improve. Women have complained to the New England roads of delicate fabrics ruined by a spatter of oily dirt and the voices of male passengers have been loudly raised on account of collars and shirt fronts polka dotted after a journey in a style never intended by their owners.

TAB ON FREIGHT CARS.

System that Makes It Almost Impossible for One to Be Lost.

"That freight cars are ever completely lost is a fallacy," said W. E. Beecham, car accountant of the Chicago, Milwaukee & St. Paul to a Chicago Tribune reporter. Mr. Beecham has been connected with the railroad since 1873 and says that tracing cars is one of the easiest and at the same time most perplexinng of the problems of railroading. The railroad has a system by which any one of its 40,000 freight cars can be placed absolutely within a reasonable time.

The record is kept in a room containing half a dozen immense counting boards filled with pegs, each peg containing a record of a different car from the time it goes into the service until it is abandoned. Tiny colored tickets are hung on to the pegs every time a car is reported as transferred to one of the many intersecting lines over which it travels, the ticket containing the car number, the name of the road and the date of transferring. It takes but a mment to find any one of the company's cars, the top ticket indicating its last known position.

"The history of one of our furniture cars from October 1 to the present time might give some idea of how accurately the whereabouts of a car can be known at all times," said Mr. Beecham. "Here is a furniture car which started from Racine on October 3 of last year. It was probably loaded with furniture when it began its journey, as it is among our furniture equipment. It left that point via the E., J. & E., which intersects all the great lines running into Chicago. The next day it was transferred to the Chicago & Eastern Illinois, the day after to the Evansville & Terre Haute, on October to the Kentucky Iron Bridge railway, then to the Southern railway, by that railway on October 11 to the A. W. P. It then started west by way of the Nashville, Chattanooga & St. Louis on October 22, but was turned back south via the Southern railway, on November 4 into Georgia, sent north by the same route and switched off west again to the Cincinnati, New Orleans & Texas Pacific on December 19.

"The Southern railway again took it on January 6, turned it over to the Georgia Southern on the 9th, from which road it started north again by way of the Louisville & Nashville on the 17th; the Baltimore & Ohio Southwestern took it over on the 19th, used it until February 11, on which date it was transferred first to the Big Four and then to the Louisville & Nashville; it then went back to the Big Four on the 13th, to the E., J. & E. again on the 18th, the Chicago & Northwestern on the 20th, to its owners on the 22d, and to the Chicago & Northwestern again on March 7, on which date it was again delivered to the Chicago, Milwaukee & St. Paul at Racine, having covered several thousand miles in the four months and a half at the moderately slow rate a freight car travels. The average mileage of freight cars is thirty-three miles a day, although some of them out-distance passenger cars and travel 300 miles a day on the fast freight lines across the continent.

"The life of a freight car is about twenty years. The only ones ever really lost are those destroyed by fire, when no record can be found. After a certain time one of these pegs will show for itself that the car is not being traced, when an inquiry will be made. It may have been heard of last in the vicinity of Milwaukee at about the time a great fire occurred or a wreck, when it is reasonable to suppose the car was burned, although no actual proof is ever furnished. Again proof may be given within a few hours after the car is destroyed. Then we turn the peg wrong end foremost and pay no more attention to it."

WORK FOR WOMEN.

Question of Smoke Abatement Passed Up to the Clubs.

It is well to remind ourselves frequently, says the Indianapolis News, that we have, or ought to have, an unusual interest in smoke. The mere money loss from unburned smoke is something that ought to be strong enough to equip every smoke-making plant in the city so that there would be no smoke—a thing entirely practicable. American Medicine quotes an experiment made in Manchester, England, last February, in which, at a place three miles from the center, a sample of snow that had been lying on the ground for ten days was melted and the dry residue weighed and analyzed. It was found to be equivalent to something over ten pounds to the acre and consisted of 48.6 per cent carbon, 6.9 per cent grease and 44.5 per cent ash. Another sample taken very near the city showed about three times the amount mentioned, or nearly one ton of soot to the square mile per day. The grease mixed with the soot makes it stick to the buildings or to whatever else it falls on. In London the Smoke Abatement society is making inquiry concerning domestic grates, which promises to yield valuable results. In Chicago the Edison company has appropriated $20,000 to carry out plans to abate smoke, because it recognizes that "smoke is horse power going up the chimney." We have repeatedly cited other valuable instances of work at Chicago, by way of contract with nothing being done here.

To the point of getting something done, American Medicine says: "Why do not American women's clubs take up the subject? It is in the line of their avowed function as to national housekeeping and public health. They have the time and the ability to bring the nuisance to an end." We believe this, and we echo the question: Why do not women's clubs take up this question? There have been notable instances, both local and general, where the persistence of an organized body of women has resulted in bringing about reforms, none, perhaps, as great or as difficult to bring about as this, but, on the other hand, women's clubs generally have not united in those things. Were the women's clubs of Indianapolis to unite earnestly in this, we believe they would make an ending of the smoke nuisance. They ought to set us an example of neatness and cleanliness and economy, and if they think the undertaking a great one, they must remember that much of the first work has been done.

No one can deny its practicability, its feasibility, its desirability or its economy. These things have all been demonstrated. Other cities, like Cleveland, Chicago, St. Louis, are setting us an example, an example that bears on us with the stinging force that if we do not follow it we shall fall behind in the race. Under these conditions, the women's clubs should begin the work with much in their favor. We know of no bodies that might begin it with better hope of success.

QUIESCENT WEEK IN TRADE

Inanimate Condition Prevails in Most Branches of Business.

GENERAL LEVEL OF GRAINS IS HIGHER

Despite Serious Drawbacks the Railroad Earnings for Past Half Year Are Unprecedented—Commercial Failures Moderate.

NEW YORK, July 4.—R. G. Dun & Co.'s weekly review of trade says: Quiet conditions have prevailed in most branches of business, especially in those markets already affected by labor disputes. Large interest payments testify to the prosperity of the railways, industrial corporations and financial institutions and aside from the labor troubles the half year just ended was remarkably satisfactory. Railway earnings for June exceeded last year's by 6.4 per cent and those of 1900 by 19.9 per cent.

In the iron and steel districts there have been no developments of notice. Leather is dull and hides weak. In the textile markets the cotton goods sold freely at recent concessions and the tone was steady, while woolen mills are more actively engaged and buyers are in the eastern markets for raw material. Quotations of wool made a further slight advance and firmness is expected at the London auction sale next Tuesday.

The general level of grain prices is higher for the week, especially corn and oats. Eastern markets reflected the strength, but did not share the activity. Both receipts and exports have been light, wheat arrivals amounting to only 2,463,393 bushels, against 2,889,090 last year, and exports from all ports of the United States were 2,734,639 bushels, compared with 2,876,103 in 1901.

Cotton prospects brightened with rain in the southwest, yet there was no weakness. The crop year closed with receipts of coffee at Brazil ports far surpassing all records and prices remained at the bottom point.

In spite of many serious drawbacks railroad earnings for the half year just closed are the largest ever reported. Total gross earnings of all railroads in the United States, reporting for the half year to date, are $618,470,508, a gain of 5.7 per cent over last year and 18.7 per cent over 1900. This report is practically complete for roads embracing three-fourths of the total mileage of the United States for five months and includes partial returns for June.

Commercial failures in the first half of 1902 numbered 6,165, with liabilities of $60,274,856. Although this is an increase of $4,570,166 compared with last year and $18,311,923 more than the exceptionally favorable record of 1899, it is necessary to go back fifteen years to find another more gratifying showing than that of 1902. Despite a few exceptionally heavy failures in British Columbia, total liabilities in the Dominion of Canada for the first half of the year were only $5,739,451, against $5,530,926 last year, while the number of defaults, 610, compares favorably with all recent years.

Foreign Financial.

LONDON, July 4. — Gold premium at Rome, 130. Money was abundant, in fair demand and rates were easy today. Discounts were steady. The knowledge that large exports of sovereigns were being made to the Cape tended to strengthen the market. Business on the Stock exchange opened idle, with prices fairly firm and occasionally heavy. The approach of the settlement was a bar to fresh engagements. Consols were steady at the opening, but weakened somewhat later. Home rails were irregular, Americans were practically neglected, in view of the holiday. They scarcely varied from parity and closed firm. Kaffirs were idle. A few shares hardened slightly, but they closed weak owing to fears of native trouble in South Africa. Bullion amounting to £400,000 was withdrawn from the Bank of England today for shipment to South Africa. Gold premiums are quoted at: Buenos Ayres, 13.50; Madrid, 36.60; Lisbon, 25.50.

PARIS, July 4.—4 p. m.—Three per cent rentes, 101f 75c for the account. Exchange on London, 25f 16c for checks. Spanish 4s closed at 81.22 ex. interest. Prices were heavy on the bourse today and business was light. Rentes suffered on account of the realizations, due to the conversion news. Spanish 4s and Italians were very firm. French rails, tramways and tractions were supported. Rio tintos were weaker. Kaffirs were adversely affected by forced sales. The private rate of discount was unchanged at 2 9-16 per cent.

BERLIN, July 4.—Business on the bourse today was generally dull. Operators were inclined to realize, imports from the manufacturing districts being unsatisfactory. Exchange on London, 20m 45¼pfgs for checks. Discount rates, short bills, 2½ per cent; three months' bills, 1¾ per cent.

London Stock Market.

LONDON, July 4.—4 p. m.—Closing:

Consols, money	96 3-16	N. Y. Central	160½
do account	97 7-16	Norfolk & W.	58
Anaconda	5⅛	do pfd	94
Atchison	85	Ontario & W.	33⅝
do pfd	103½	Pennsylvania	77⅝
Baltimore & Ohio	110⅝	Reading	34½
Canadian Pacific	139	do 1st pfd	42
Ches. & Ohio	49	do 2d pfd	35⅝
Chicago G. W.	30½	So. Railway	37⅞
C., M. & St. P.	179¼	do pfd	95½
Denver & R. G.	43¼	So. Pacific	66
do pfd	95¼	Union Pacific	107⅝
Erie	37½	do pfd	91
do 1st pfd	70	U. S. Steel	39¼
do 2d pfd	53½	do pfd	92
Illinois Central	168	Wabash	31¼
L. & N.	143¾	do pfd	47½
M., K. & T.	27⅝	Spanish 4s	80⅝
do pfd	60		

BAR SILVER—Quiet at 24 5-16d per ounce.

MONEY—2@2¼ per cent. The rate of discount in the open market for short and three months' bills is 2 7-16 per cent.

OMAHA WHOLESALE MARKETS.

Condition of Trade and Quotations on Staple and Fancy Produce.

EGGS—Candled stock, 14½@15c.

LIVE POULTRY—Chickens, 7½@8c; old roosters, according to age, 4@5c; turkeys, 8@11c; ducks and geese, 7c; broilers, per lb., 12½@15c.

BUTTER—Packing stock, 15½c; choice dairy, in tubs, 18@19c; separator, 21@22c.

FRESH CAUGHT FISH — Trout, 10c; herring, 6c; pickerel, 9c; pike, 9c; perch, 6c; buffalo, dressed, 7c; sunfish, 5c; bluefins, 8c; whitefish, 10c; catfish, 13c; black bass, 18c; halibut, 11c; salmon, 16c; haddock, 11c; codfish, 12c; red snapper, 10c; roe shad, each, 75c; shad roe, per pair, 35c; split shad, per lb., 10c; lobsters, boiled, per lb., 27c; lobsters, green, per lb., 25c; bullheads, 10c.

PIGEONS—Live, per doz., 75c.

VEAL—Choice, 6@8c.

CORN—63c.

OATS—51c.

BRAN—Per ton, $15.

HAY—Prices quoted by Omaha Wholesale Hay Dealers' association: Choice hay, No. 1 upland, $8; No. 1 medium, $7.50; No. 1 coarse, $7. Rye straw, $5.50. These prices are for hay of good color and quality. Demand fair. Receipts light.

VEGETABLES.

CAULIFLOWER—Home grown, per doz., 75c.

NEW CELERY—Kalamazoo, 30c.

POTATOES—New potatoes, per bu., 60c.

GREEN ONIONS—Per doz., according to size of bunches, 15@20c.

ASPARAGUS—Home grown, per doz., 60@75c.

CUCUMBERS—Hothouse, per doz., 45@50c.

LETTUCE—Per doz. bunches, 25c.

PARSLEY—Per doz., 30@35c.

RADISHES—Per doz., 20@25c.

WAX BEANS—Home grown, per market basket, 50@60c; string beans, per market basket, 50@60c.

RHUBARB—Home grown, per lb., 1½c.

CABBAGE—California or home-grown, new, 1¾@2c.

ONIONS—New California, in sacks, per lb., 2c.

TOMATOES—Texas, per 4-basket crate, 85@90c.

NAVY BEANS—Per bu., $2.

FRUITS.

APRICOTS—California, $1.40.

PEACHES—California, $1.10.

PLUMS—California, per 4-basket crates, $1.50@1.60.

CHERRIES—California, per box, $1.50; home-grown, per 24-qt. case, $2.00@2.25.

CANTALOUPE—Texas, per basket, 75c.

RASPBERRIES—Black, per 24-pts., $3.00; red, per 24-pts., $3.00.

WATERMELONS—25@35c.

TROPICAL FRUITS.

PINEAPPLES—Florida, 30 to 36 count, $4.50.

BANANAS—Per bunch, according to size, $2.25@2.75.

ORANGES—Valencias, $4.75@5.00; Mediterranean sweets, $4.00@4.25.

LEMONS—Fancy, $5.00@5.50; Messinas, $4.50@5.00.

MISCELLANEOUS.

HONEY—Per 24-section case, $2.75@3.00.

CIDER—Nehawka, per bbl., $3.25; New York, $3.75.

POPCORN—Per lb., 5c; shelled, 6c.

NUTS—Walnuts, No. 1 soft shell, per lb., 12c; hard shell, per lb., 11½c; No. 2 soft shell, 10c; No. 2 hard shell, 9c; Brazils, per lb., 14c; filberts, per lb., 12c; almonds, soft shell, 16c; hard shell, 15c; pecans, large, per lb., 12c; small, 10c; coconnuts, per sack, $3.50.

HIDES—No. 1 green, 6½c; No. 2 green, 5½c; No. 1 salted, 7½c; No. 2 salted, 6½c; No. 1 veal calf, 8 to 12½ lbs., 8c; No. 2 veal calf, 12 to 15 lbs., 6c; dry hides, 8@12c; sheep pelts, 75c; horse hides, $1.50@2.50.

OLD METALS—A. B. Alpern quotes the following prices: Iron, country mixed, per ton, $10; iron, stove plate, per ton, $7.50; copper, per lb., 8½c; brass, heavy, per lb., 8½c; brass, light, per lb., 6c; lead, per lb., 5½c; zinc, per lb., 2c; rubber, per lb., 6c.

Liverpool Grain and Provisions.

LIVERPOOL, July 4.—WHEAT—Spot, firm; No. 1 northern, spring, 6s 2½d. Futures firm; July, 6s; September, 6s 3d; December, nominal.

CORN—Spot, firm; American mixed, new, 5s 10d; American mixed, old, 5s 9d. Futures firm; September, 5s 3½d; October, 5s 2½d.

PEAS—Canadian, steady at 6s 9d.

PROVISIONS—Hams, short cut, steady at 58s 6d. Bacon, long clear and light, firm at 58s 6d; long clear middles, heavy, firm at 58s 7d; short clear backs, firm at 55s; clear bellies, strong at 58s 6d; shoulders, square, firm at 44s 8d. Lard, prime western, firm at 54s 6d; American refined, firm at 54s 6d.

TALLOW—Prime city, steady at 28s 9d; Australian, in London, dull at 33s.

HOPS—Pacific coast, firm at £5 10s.

CHEESE—American finest white, steady at 48s 6d; American fine colored, steady at 49s.

Receipts of wheat during the last three days, 174,000 centals, including 145,000 American.

Receipts of American corn during the last three days, 1,600 centals.

Cotton Market.

LIVERPOOL, July 4.—COTTON—Spot, good business done; prices 1-32d higher; American middling, 5 1-32d. Following are the weekly cotton statistics: Total sales of all kinds, 63,000 bales; total sales American, 50,000 bales; English spinners taking, 51,000 bales; total exports, 24,000 bales; total imports of all kinds, 14,000 bales; imports American, 3,000 bales; stock of all kinds, 822,000 bales; stock American, 698,000 bales. Quantity afloat, all kinds, 25,000 bales; quantity afloat American, 12,000 bales; total sales on speculation, 2,600 bales; total sales to exporters, 7,100 bales.

Oil and Rosin.

LONDON, July 4.—OIL—Calcutta linseed, spot, 51s 3d; linseed, 30s 6d; sperm, £50. Petroleum, American refined, 6¼d. Spirits, 7½d. Turpentine spirits, 34s 9d. Rosin, American strained, 4s 9d; fine, 9s.

Dry Goods Market.

MANCHESTER, July 4.—DRY GOODS—Cloths, dull and inactive; yarns rather steady.

Sugar Market.

LONDON, July 4.—SUGAR—Raw, Muscovado, 7s; centrifugal, 7s 6d. Beet, 5s 11¼d.

DAN RICE'S OLD SONGS.

One of His Circus Boys Recalls the Clown's Love for Children.

Dan Rice, the pet of the children years agone, the clown of all clowns, loved boys, says a writer in the Chicago News, and I never heard of his misusing a youth of either sex. I knew of one instance when a young girl, fascinated with the sawdust and spangle life, ran away from home to follow his circus. Dan found it out, sent for her, told her the truth about circus life and its consequences and sent her, penitent, innocent and wiser, with a kind, fatherly letter to her parents.

We boys knew how to work him. A dozen or twenty of us would gather round the entrance of the tent and raise such a row as to bring him out. Then something like this dialogue would follow his appearance:

Chorus of Boys—Hullo, Dan. Hullo! We haven't got any money. Take us in, Dan, please!

Dan—You little devils, can't you keep quiet?

Chorus—No-o, no-o-o! (long drawn out.)

Dan—Then, darn your little hides, come inside where I can make you keep quiet.

When with three cheers for "Dan" we would march inside and he would make us all sit on the outer edge of the ring, where he would introduce us to the audience as his "little family," sometimes adding: "The girls had to stay at home to take care of the babies." This, of course, made a hit.

Dan used to sing a song entitled "The Raging Canawl," which depicted a terrible storm on that once popular thoroughfare, in the height of which the "waves ran as high as saucers on that ragin' canawl," and they knocked down one of the towing horses which was "takin' in a sail."

We had a load of Dutchmen and we stowed 'em in the hold;
They didn't appear to care for the welfare of their souls.
The captain came on deck and implored 'em for to pray,
But all the answer he could get was, "Nix come 'rous! Nix for stay!"

The lamentable drama of "Villikins and His Dinah" was another of Dan's songs, not original, but adapted. He usually wrote or had written his own lyrics. Villikins, like many another father, wished Dinah to marry, and she objected.

"Oh, papa! Oh, papa! I've not made up my mind,
To marry just yet I don't feel inclined;
To you my large fortune I'd gladly give o'er,
If you let me live single a year or two more."

The chorus Dan always asked us, "his family," to assist in—

Tooral lal looral lal looral, lal lay,

four times repeated.

The "papa" was obdurate and the sad denouement follows:

As Villikins was a-walkin' his garden around,
He spied his dear Dinah lying dead on the ground,
A cup of cold pizen lay down by her side,
And a billy dux a-statin' 'twas by pizen she died.

"Joe Bowers" was another, who introduced himself thus:

Oh, my name it is Joe Bowers, I've got a brother Ike;
I come from old Missouri, all the way from Pike.

Joe was smitten with the charms of a Pike county damsel, who cruelly deceived him, as witness the last words:

One day I got a letter, 'twas from my brother Ike;
It came from old Missouri; yes, all the way from Pike;
It brought the gol-darndest news that ever you did hear,
How that Sally had married the butcher, and the baby had red hair!

What Sol Smith Russell was to the stage Dan Rice was to the sawdust arena.

Without desiring to detract from the ability of Dan Emmet as a writer of popular songs it may be remembered that a still older song than his "Dixie" contained similar ideas and versification:

Way down souf, in de state of Alabama
Dar's whar I used to lib, chalk down de 'bana,
Ebry mornin' early massa gib me liquor.
Jump in de skiff, an' down de ribber driff,
An' I kotch as many sof' crab as any nigger lift.

Once 'pon a drif' log, tink I see a alligator;
Scull my boat round an' chuck him sweet potater;
Couldn't fool him bad nohow to fix it,
So I up wid a brick, an' I fotch him such a lick,
An' 'twas nuffin' but a pine knot 'pon a big stick.

Now my ole missus she marry Will de weaber,
But she soon found out dat he was a gay deceaber,
For he grabbed all her cash and he jinked it in his pocket,
An' de way he cut he stick was a sin to Davy Crockett.

Why He Knew the Ropes.

Chicago News: "Have you ever had any experience in handling high-grade pottery?" asked the importer of an applicant for a job.

"No, sir," replied the applicant, "but I can do the work all right."

"Suppose," said the merchant, "you should accidentally break a valuable vase, what would you do?"

"I would put it together carefully," replied the job-seeker, "and set it where a wealthy customer would be sure to knock it to pieces again."

"Consider yourself engaged," said the merchant. "And now tell me where you got on to that trick of the trade."

"A few short years ago," answered the other, "I was in the 'wealthy-customer' class."

LUCK AND PLUCK WIN FORTUNE

Taking Opportunity by the Topknot Yields Whole Lot of Money.

INTERESTING CAREER OF JOHN W. GATES

Hails from Missouri and Didn't Need to Be Shown—A Promoter Skilled in the Art of Grab and Freeze On.

(Copyright, 1902, by Victor Smith.)

Just a quarter of a century ago California sent to New York a small, wiry, silent man of 39 years. His fame as a plunger in the market had preceded him and the world was informed that "Jim" Keene had made his way east to "take Jay Gould's scalp." Keene has been a factor in speculation ever since. He is regarded as the ablest operator the street has ever known. No well could be deeper.

Two years ago Chicago sent to the metropolis a great, big, beefy, rollicking, loquacious man of 45. He had no fame. He was an adjunct of the steel business. He had been a commercial traveler, selling barbed wire to the farmers of the west. If he had dealt in stocks it was a mere dabble.

Keene had made $6,000,000 in wheat; Gates had made as much in promoting steel. Keene weighs 100 pounds; Gates weighs 300. Keene is an Englishman; Gates is a Missourian. Keene's first contract was sprinkling the streets of Shasta, Cal.; Gates' first contract was hoeing a hill of beans in a garden not far from St. Louis.

Keene has made himself a power in the world of speculation by the force of intellect. Gates is a lucky chap, whose success lies in his ability to grasp, seize, grapple, grab and freeze on to opportunity.

Gates has grown so fast that he can hardly keep track of it himself. He did not mean it at all. They say he used to have a little shop beneath the Southern hotel, St. Louis, where he retailed barbed wire to the farmers of Missouri. At that time his sole ambition was to make a living. He had no designs on New York and the stock market. Drifting into Chicago, he went into the employment of "Ike" Ellwood, after whom Ellwood City is named, and there ran into what we now style the "steel crowd." For a few years he was on the road, earning $3,000 a year for himself and $10,000 for Ellwood. He saved money, married and settled down.

Beeckoning of Opportunity.

A land agent induced him to buy some acres near Chicago, and the responsibilities of landlordism quickly developed an independence that had been slumbering like the image on a photographic plate. Opportunity beckoned. Gates rushed to the embrace. Barbed wire was a new thing. The ranches of the west demanded tons of it. There were not mills to supply it. Gates cut the timber off his land and sold it for money to chip in with his coterie of friends and build a small factory. This coterie was much like that with which Grover Cleveland used to fraternize in Buffalo—all good fellows, up to any risk and equal to any emergency.

The sum invested was $36,700. In the first year the profits were nearly five times that sum. Some of the partners desiring to sell, Gates generously took their interests off their hands until he owned the mill.

Among the friends he made were the Moore brothers, Judge William H. and James Hobart, Daniel C. Reid, Judge Elbert H. Gary, E. C. Converse, William Edenborn, Veryl Preston, Charles M. Schwab, W. B. Leeds, W. E. Reis, Richard Trimble and J. S. Keefe, all big men in the manufacture of steel.

Gates might now be making barbed wire on a small scale if it had not been for the sudden desire on the part of somebody to form a steel trust. Conflicting interests continued to conflict until the name of J. Pierpont Morgan was mentioned as bonding material. The leading steel men of the country begged him to form a central steel government, and for the sum of $55,000,000 he did it. Every one of the westerners had a mill or two to sell, among them Gates. Opportunity beckoned a second time. The Moores led the way. Gates followed. A plant at Ellwood that cost some hundreds of thousands was turned over to Morgan and the Steel trust for $2,400,000. Other plants in proportion. The independent steel and wire men made fortunes. The world never before offered so golden an opportunity.

The steel crowd met once a week at Ellwood to play poker. Fabulous pots were won and lost. The limit was the sky. Schwab and Gates gave their winnings to charity. Neither knew how to lose. They were deluged with luck. With each jackpot a steel plant was sold to the corporation, or trust, and the steel crowd pocketed a million. None of the "boys" came in on less than a royal flush or bet less than the limit.

Unequaled Since Jim Fisk.

Gates' equal has not appeared in the street since "Jim" Fisk entered the financial vortex and startled the world with his gigantic schemes, his bold, multitudinous and successful operations, his executive ability and his masterful grasp of conditions. It was far easier to be a power in Fisk's day than it is in Gates' day. Enterprises regarded as prodigious in the '70s would today be looked upon as small business.

Most of the giants of the street have had names of one syllable; that is among the operators. Morgan is not an operator, neither are Harriman, Rockefeller and men of that stamp operators. I refer to kings of the ticker, such as Jay Gould, "Jim" Fisk, "Jim" Keene, "Deacon" White, Louis V. Bell, Thurlow Weed, Daniel Drew, and last, but not least, John W. Gates.

First of all comes Keene, for he is an operator, or speculator, pure and simple. He is in a class by himself. He is a director in no corporation and never had a partner in the great game of stocks. He has dealt in more millions of securities than all the rest put together ever dreamed of.

After Keene we must place Fisk, then in their order Gould, Drew, Gates, Weed, White and Bell. Gates was the most sudden of all. He came as a bolt of lightning out of a clear sky and caused convulsions the moment he struck the street. Like Fisk, he is of great girth, with an enormous capacity for food and drink. He is a glutton for work. Nobody ever heard of his being tired. He looks ready to tackle any shape of man or beast that ever entered the arena, and no proposition is big enough to frighten him. He educated his nerve when he was an ordinary steel and wire man selling fences to the farmers in the southwest.

Fame at a Bound.

The steel and wire crowd burst upon New York at the time when the National Steel, American Steel and Wire, National Tube, American Tinplate, American Steel Hoop and one or two other allied stocks were attracting the attention of the speculative world. Presidents of some of these corporations made their headquarters in a brokerage and commission house in New street that was the New York branch of a Chicago establishment which had long handled the commissions of the steel crowd. The manipulation of these stocks kept local speculators in a ferment. The "Steel Crowd" coined money, while the outsiders lost it. At first New York refused to take the westerners seriously, and everybody bought Steel and Wire, National Steel and American Steel Hoop for a quick turn.

When every man had his load the steel stocks stumbled, tumbled, ten, twenty, thirty points. Then he and his crowd quietly and contentedly picked up the bargains lying around and held on until the United States Steel corporation was formed, when they disposed of their holdings on terms that made many of them millionaires.

That stupendous deal made the fame of Gates. Attention has never been diverted from him since. He became a marked man. He established a following that will buy and sell anything under heaven whenever he gives the word. All the world loves a winner. Gates is a winner. He likes to see others make money, and never refuses to tip off a good fellow.

Gates Has Had Hard Knocks.

Beneath his breezy western style, his devil-may-care gabble, his bonhomie, there lurks a shrewdness such as only his most intimate friends are aware of. He has had hard knocks. It took him twenty years to save $1,000,000. Today he has $12,000,000. He has trained with a merry crowd of the highest high-rollers the industrial field could furnish. There are big men in steel. The manufacture of rails, wire, tubing, etc., appears to enlarge capacities for having fun as well as for carrying on business. The steel crowd can get more jollity out of life without seriously interfering with legitimate business than any other crowd on earth. And Gates has been a recognized leader of this crowd.

He is ashamed of nothing that he does and his heart is as big as all out of doors. No hypocrisy in that big bulk!

Gates has become such an influence in speculation that traders make use of his name to boom or depress stocks. This is the gauge by which a man is judged in the street. Two years ago the query was, "Who is this chap Gates?" A year ago it was, "Do you really think Gates knows anything?" Today the alarm goes forth: "Gates is buying Steel." All the little fellows buy steel.

Gates is a factor, and a big one, in our commercial life.

The Windsor hotel was for years the evening headquarters of leaders of finance and speculation. William H. Vanderbilt, Addison Cammack, Jay Gould, James R. Keene and others were to be found there. When it was destroyed by fire the Wall streeters, such as were left, moved to Delmonico's Twenty-sixth street place. When the Waldorf-Astoria was built and "Del's" had moved to Forty-fourth street, far out of range, the financial element camped in the hostelry of Herr Boldt. Gates lives there when in New York, and creates sufficient interest to attract mobs to the cafes and dining rooms. He has made some of the waiters rich.

To illustrate his influence. One night he was chatting with Charles M. Schwab of the Steel trust on a sofa at the end of "Peacock alley." It is not necessary to tell what they talked of. It may have been a reminiscence of poker at Ellwood. But the next day there was a big boom in Colorado Fuel & Iron. The shares rose ten or twelve points. Wherefore? Because Gates was seen in the Waldorf-Astoria chatting with the president of the Steel trust, was supposed to have made a dicker with Schwab to turn over the Colorado Fuel and Iron company to the Steel trust at a tremendous advantage.

The "Gates Face."

The "Gates face" is as prevalent just now as the bicycle face, the automobile face, or the ping-pong ankle. It indicates a man breaking his neck to find out what Gates is doing in the market.

Most of Gates' great successes on Wall street have been accidents. He was "dead wrong" on Northern Pacific, losing a million and a half. In the Louisville & Nashville deal he was the creature of conditions that he did not know existed. His intention was to make a quick turn in the market, to buy something intrinsically good and sell it again at a profit. To his own amazement he found himself in possession of the road. The discovery nearly gave him stage fright. It would have given a more excitable man heart disease. Instead of perspiring, Gates drank two quarts of wine and ate three pounds of beefsteak, with "embellishments."

He is magnetic. His voice is not that of a man who has fed on fats. Rich gravies usually produce huskiness. Gates' baritone, soft and mellow, and just a trifle metallic, is as clear as a bell and well modulated. He could bellow like a bull if he took a mind to, but there is no necessity, for life to him is one grand, sweet song.

Gates' chief interest in life just now is to push to the front his strapping son. He himself having achieved and arrived, it is now his pleasure to see that Gates, jr., makes a noise in the world. The young man is much taller than his father, but not so big around. Wall street is beginning to keep an eye on him.

Gates goes abroad each year. He has engaged apartments in London for the coronation parade which cost him a small fortune. His tours of the continent usually make an impression. He cuts a swath. He always travels "first cabin," as the saying is. His rooms at the Waldorf-Astoria cost him $300 a week. His favorite game is not ping pong or bridge and he wastes no time at church. He dresses as well as a professional gambler and is not blind to his own importance.

It has been published broadcast that J. Pierpont Morgan had Gates "pilled" at the New York Yacht club, and that August Belmont had a hand in the pilling. Gates denies that there is any friction between him and those two gentlemen. As he has made millions out of Morgan and relieved Belmont of the Louisville & Nashville railroad, he can afford to let bygones be bygones.

Gates is one of the few steel men who have not built palaces in upper Fifth avenue. He lives in Chicago. He is in Wall street for fun. James R. Keene is there for business. That is the difference between the two kings of the ticker. Mr. Keene believes in basic conditions; Gates believes in taking a flyer. But Gates will not settle down. He is a giant of capacity, copper-bottomed and steel-lined.

Gates is a typical product of the wild west. As an infusion he makes the Wall street blood boil.

VICTOR SMITH.

Her Observation.

Chicago Tribune: "Miss Gloriana," said the college athlete in the outing suit, resting on his oars a moment, "let us co-educate a little in rowing. Leave the tiller, come and sit by me and take this other oar."

"But this is not co-education, Mr. Corkie," she said, noticing that they were a long distance from all the others. "This is segregation."

And she put the boat about.

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