

# CONDENSED ITEMS.

## BRIEF NOTES CHRONICLING ALL EVENTS OF INTEREST.

**Happenings of the Past Seven Days Put in Small Space and Arranged With Special Regard for the Convenience of the Reader Who Has Little Time to Spare.**

Ballantine, the novelist, is dead at Rome.  
The Bank of Bengal has raised its rate of discount from 8 to 9 percent, and the Bank of Bombay has raised its rate of discount from 7 to 8 percent, both banks taking this action on account of the silver crisis.  
The Stuyvesant Safe Deposit company of New York moved before Judge Andrews for the appointment of a receiver to wind up its affairs. The judge reserved decision.  
Emperor William celebrated the 25th anniversary of his entry into the Foot Guards. After reviewing the guards the emperor dined with the officers.  
Mrs. Evans, Pegg and Osman were committed at Toronto, to stand trial at the next assizes on the charge of attempted poisoning of the husband of the first named.

The Hamberger Nachrichten, in a very strong article on Prince Bismarck, denies that he used the phrase "Leberleim rovers" on his departure from Berlin after being deposed as chancellor four years ago.  
A W. Humphreys, a former resident of Winchester, N. H., shot himself at the Winchester House. Mr. Humphreys was president of the Sterling Ironworks of New York city and lived in Brooklyn.  
The Ute Pass (Colo.) Paint works have burned. Loss \$70,000, with insurance \$17,750. The company was in the hands of a receiver and was capitalized a year ago for \$100,000.

Judge Butler in the United States circuit court, Philadelphia, appointed Logan M. Bullitt receiver of the Sigma Iron company.  
Manager Hanlon has abandoned the idea of adding James Corbett to the list of Orioles baseball players.  
The story that John J. Ingalls had been converted by Sam Jones at Nashville is pronounced a canard by Mr. Ingalls. He is a member of the church and not in need of conversion.  
Shaffer & Douglas, the jewelers on Novark, N. J., whose traveling salesman, H. C. Barnum, was robbed of a trunk containing \$15,000 worth of supplies at Springfield, Mass., say the jewelry was insured.

The irrepressible conflict between representative and hereditary privileges bids fair to burst forth again soon in England, as the Liberals renew threats of "amending or ending" the tories.  
The United States war vessel Bennington has arrived at Genoa and is awaiting further orders.  
W. Astor Chanler, the African explorer, has arrived at Mombasa. He is in good health.  
The Canadian cabinet has met and decided to call parliament together on March 15. It was also decided to make no change in canal tolls for the ensuing season.  
Johnson defeated Norseng with ease at the Montreal skating contests.  
The strength of the Bland silver storage bill has revived the hopes of the free coinage men in the house.  
The chief of police of Meriden, Conn., was arrested for promouing the streets in company with a policeman who was attired as a woman.

The new Jockey club has elected officers and admitted many representative turfmen to membership.  
Clothing manufacturers of Chicago say business is improving rapidly.  
The Rev. J. A. Bevington of Boston will leave the ministry.  
It is proposed to organize a cycling association for the purpose of holding first-class amateur meets in New York city.  
The Harvard oarsmen will follow the example set them by the Yale crew in going on the river earlier than usual this year and this week the crimson crew will begin hard work on the Charles.  
Ex-Senator Platt is out with another interview. He makes a bitter attack upon the Colonel Bliss faction.

At Wapakoneta, O., four stores were burned out in the Mechanics' block. Loss is estimated at about \$300,000, covered by insurance. A fire near the Lima depot wiped out eight houses.  
Dr. Horatio Quincy Butterfield, president of the Olmsted (Minn.) college, has died of pneumonia.  
Sir Harry Verney is dead. He held several important positions under the British government.  
According to a report made to the state department the poor of Saxony eat the flesh of horses, dogs and cats.  
Professor Albert Herbert of Maryland was found dead in a chair in the sitting room of the Mount Vernon hotel at Washington. He had been seeking office for six months.  
The Farmers Mutual Elevator company at Crookston, Minn., has failed. The company owns six elevators. Liabilities, \$240,000; assets, \$200,000.

Three men were seriously and one probably fatally hurt in a drunken row at Knightsville, Ind.  
Charles H. Peudexter, the well-known Republican politician of Westfield, S. I., has died of typhoid pneumonia.  
Joseph Santamere attempted to commit suicide at the Franklin House in Malona, N. Y., by shooting himself with a revolver. He is a resident of Buck mountain, but has been boarding at the Franklin for some weeks.  
William Artmann, a farmer, living about six miles northeast of Tell City, Ind., killed his wife and oldest son.  
Louis J. Silva, alleged embezzler of \$170,000 from the Rainwater-Bradford Hat company, St. Louis, and who has been at least nominally a fugitive from justice since Oct. 23 last will surrender to the law.

A Mexican woman named Sisto Wesley, who had lost a little child, went to the cemetery to mourn over the grave of her little one. While there two bears set upon her and devoured her.  
Professor Royal Richard Hayes, one of the leading educators of the West and one of the principal officers of the high school of St. Louis, died there from injuries received some weeks ago at the hands of roughs, whom he had assisted financially and who beat him because he declined to continue his aims. Professor Hayes was 80 years of age.

# BLIZZARDS EVERYWHERE.

## Great Destructions by storms in America, Edgmont and Europe.

**CHICAGO, Feb. 13.**—So severe was the storm that at the public schools only about one-third of the pupils were present. Business at the city was practically suspended.

One of the large observation windows in the Leland hotel was blown in. Telephone and telegraph wires suffered severely. Many wires were torn from their fastenings, poles were blown down and many crossed currents injured the service.  
Three men at the waterworks crib four miles out in the lake, were brought face to face with death. The landing platform was smashed by the waves, which washed over the crib structure, drowning the imprisoned men. The telephone line to the station was unharmed and the men telephoned that the building was being fought off by the wind and waves. No lifeboat could live in the storm and no effort to rescue the men could be made.

It was the worst storm Chicago has ever known and business of all kinds was at a standstill.  
The new addition to the postoffice was badly damaged, windows were blown in and the glass roof shattered.  
The gale from the lake continued furiously without abatement and before it was driven a blinding snow drifts six or more feet deep which formed in the streets along the lake front rendered them almost impassable.  
The high wind caused numerous fires and it was almost impossible for the firemen to get through the streets. The streetcar tracks were practically blocked by vehicles, and the snow was too deep on the sides of the street to admit of any progress at all.  
Four and six horses were put on each fire engine, and even then with the most desperate efforts a block in five minutes was excellent progress.

At 11 o'clock the storm showed signs of dying out and the wind was abating somewhat.  
**Settlers Frozen to Death.**  
St. Louis, Feb. 13.—Reports of death and suffering come in from all parts of the territory. In the strip recently opened the people are in a precarious condition.  
At Red Hook, James Hout and family, consisting of a wife and two children, girls, aged 10 and 12 years, were almost frozen to death.  
Mrs. Fannie Spencer, a homesteader, 12 miles from Cross was found frozen stiff. All her fuel had burned out, and as fuel is scarce her condition is awful.  
James Mulligan, living four miles south of Perry, was found frozen to death, and his partner, Harvey Newcomb, died from exposure and cold 15 minutes after being found.  
At Ponce, Mrs. Jennie Cramer and two children, Lizzie and Nellie, were discovered frozen stiff, in a coyote's burrow, 10 yards from their abode.  
Colonel Henry Melton, a cowboy, who was with Buffalo Bill at the World's fair, was discovered by a party of hunters dead, under his horse, near Newark.

**Trains Snowed Up.**  
KANSAS CITY, Mo., Feb. 13.—After continuing for 24 hours and breaking all records recorded by the local weather bureau the blizzard suspended operations.  
The snow lies 10 inches on the level and is badly drifted. All streetcar traffic is suspended. Railway traffic is simply paralyzed.  
Passenger trains between Atchison, Kan., and Kansas City, are snowed up for the first time in 13 years.  
A like state of affairs prevails on the Santa Fe, the Missouri, Kansas and Texas at many places in the state.

**Blow On the Lakes.**  
MILWAUKEE, Feb. 13.—A wild northeast gale is sweeping over the city from Lake Michigan and the air is full of fine penetrating and drifting snow. The electric lines make slow progress.  
There is an immense sea on the lake, fully as violent as that which engulfed about a dozen men on the waterworks crib last spring. There are 20 men in the cribhouse at present. Should the worst come and the cribhouse be swept away, they can enter the airlock, which is above the water level. No anxiety is felt for their safety.

**New York City Visited.**  
NEW YORK, Feb. 13.—This city is covered with a mantle of snow several inches thick. Traffic of all kinds was greatly impeded and the inconvenience to pedestrians was great.  
Railroad traffic was demoralized. All the trains are behind time and the mails were delayed from all sections. Traffic on the river was greatly impeded.

**Buffalo suffers Severely.**  
BUFFALO, Feb. 13.—The storm here is very severe, blizzards are demoralizing and trains are kept running on very low streets. The city is practically without water, owing to the wind which has blown the water to such an extent as to make the pump stations useless, the surface being below the intakes.  
**Snowdrifts Twenty Feet Deep.**  
ST. LOUIS, Feb. 13.—A special from Emporia, Kan., says it is the worst storm ever known there. Not less than two feet of snow has fallen and it has drifted so that in places it is 20 feet deep. Railroad traffic is stopped. Thousands of head of cattle are endangered.

**Electric Roads Hold Up.**  
DETROIT, Feb. 13.—The blizzard arrived here, bringing its accompaniment of fine, dry snow, which was whirled about by a wind which varies from 20 to 30 miles an hour. There is little progress on the electric lines and none on the electric roads.  
**ENGLAND STORMSWEEP.**  
Reports of Damage and Death From Many Parts.  
LONDON, Feb. 13.—The channel and the British coast have again been swept by a heavy storm which has done much damage to shipping. Reports arriving here hourly from the west and north tell of great damage done to houses, churches and factories. It is estimated that at least a dozen people have been killed by such accidents.  
Turners from Amsterdam, which have to not yet been confirmed, are received to the effect that the Netherlands-American line steamer Odiam from Rotterdam, Feb. 3, for New York, has been wrecked off De Hoeksel-Waard, South Holland.

**Heavy Gale in Germany.**  
BERLIN, Feb. 13.—A heavy gale has been blowing in various parts of Germany for two days. At Strutin the wind was particularly severe and caused a great deal of damage to property.

# CRUSHED TO DEATH.

## THIRTEEN MEN PERISHED IN THE GAYLORD COLLIERIES.

Were Engaged in Clearing the Mine When the Roof Came Down. Entire Party Killed, and All Leave Families Homeless. Aled at the Mouth of the Shaft.

**WILKES BARRE, Pa., Feb. 12.**—The mining town of Plymouth is mourning over a terrible accident that occurred in the Gaylord colliery.  
Thirteen men, all citizens of that town, lost their lives while in the discharge of their duties. Their names are: THOMAS PITCOCK, superintendent.  
THOMAS JONES.  
RICHARD DAVIS.  
JOHN MORRIS.  
JAMES KINLOCH.  
THOMAS MCHOMAN.  
THOMAS COLE.  
JOSEPH OLDS.  
DANIEL MOUGAN.  
JOHN HANMER.  
PETER S. MCALLEN.  
MICHAEL WALSH.  
THOMAS LEASON.

All the victims, with the exception of two leave families. One of these lost his wife only a month ago, and four little children survive the disaster. The disaster threw 15 widows and 30 children on the world's charity.  
The Gaylord mine in which the accident occurred is owned by James Edwards, one of the wealthiest operators in the anthracite region.  
It is operated by the Kingston Coal company, of which Mr. Edwards is the president. The best coal in the mine was taken out years ago. Then it was abandoned because it could not be operated with profit.  
About three weeks ago the company decided to resume operations, and a party of expert miners were sent to the mine to make an examination. They found water in bad shape.

The last men at work in the colliery had "robbed" the pillars supporting the roof until they were very thin. A great many falls had taken place, the passages were blocked by the debris and the air current was poor. Mining experts gave it as their opinion, however, that the mine could be put in good condition again with a small outlay of capital.  
The company decided to go on with the work at once.  
Monday morning a large force of expert miners, carrying safety lamps, entered the mine and began the work of clearing the old gangways and props. They had not been at work long until a "squeeze" came which compelled the men to retrace their steps.  
Foreman Pitcock, with 12 picked miners volunteered to go down the shaft and see what could be done.  
Pitcock's object was to get as near as possible to the most dangerous part, where the "squeeze" was the greatest, in order to stay its progress by bracing the roof with heavy timber.  
In cases of this kind the men get as near as possible to the cave and by insertion of cogs and props endeavor to break up the mass of timber and rock to a certain point, thus relieving the pressure on other portions of the mine. It seems that in this instance the efforts of Pitcock and his men did not prove a success as the cave extended far beyond the danger limit and a much greater distance than where the men expected to be safe, though they retreated at the first indication of the heavy fall.

This is shown by the vast area of the cavern. No one is left to tell the story. The supposition is that the men were busily at work "tambling" when the roof fell. They had tumbled down upon their heads, crushing them out of semblance to humanity and putting a wall of debris between them and the mouth of the shaft 400 feet in thickness.  
At first there was some hope that if the men could be reached in a reasonable time they could be saved. This was a false hope, however. The rescuing party had been in the mine only a short time when they were obliged to retreat on account of further caving.  
A second rescuing party under Superintendent James W. Davis went down the shaft, but soon came back thoroughly disheartened and all hope of rescuing the men alive was given up.

The news of abandoned hope soon spread and the wives and children of the men in the mine, who had assembled at the mouth of the shaft, expecting, at any moment to see their loved ones brought up alive, set up a pitiful cry of distress.  
Mothers wrung their hands and tore their hair and little children wept bitterly. Two of the women fainted and had to be carried away by their friends. Even stout-hearted men who had gathered at the entrance to the mine went almost as bitterly as the fatherless children.  
This disaster is the worst that has occurred in the anthracite region since 1885, when 22 men perished by a cave-in in mine No. 1 of the Susquehanna Coal company at Nanticoke.  
Their bodies were never recovered and a monument marks the spot where the men met their death.  
Superintendent Edwards said that he would take care of the women and children who have husbands and fathers lost their lives in this calamity.  
The mine, it is now believed, is a total wreck.

**Holmer Indicted for Perjury.**  
LORETT, N. Y., Feb. 10. An indictment has been found by the grand jury against Dr. J. H. Holmer, vice president of the wrecked Merchants' bank, for perjury. In answer to suit brought by W. C. Greene, receiver of the bank, the doctor swore he had deposited \$5,000 in the First National, afterwards the Merchants' bank, and had never drawn it out. This the jury finds is false. Dr. Holmer is a prominent church member, superintendent of a Sunday school and active in Young Men's Christian association work. He has entered a plea of not guilty, pending a demurrer.

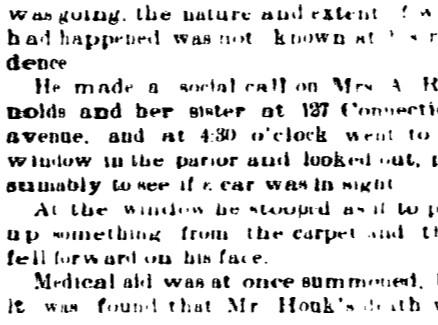
**Astronomer Honored.**  
SAN FRANCISCO, Feb. 9.—E. E. Barnard, the noted astronomer of Lick observatory, has been awarded the Arago medal by the French Academy of Sciences for his discovery of Jupiter's fifth satellite. The Arago medal is the highest honor attaching to astronomical discovery in the world and has been awarded to but two astronomers besides Barnard.

**Prince Gallitzin Speaks.**  
WASHINGTON, Feb. 12.—Prince Gallitzin, the Russian explorer, who has joined the Salvation army, spoke in this city of his wish to help Siberian convicts.

# GEORGE HOOK, DEAD.

## The Ohio Congressman Expires of Heart Disease.

WASHINGTON, Feb. 12.—Representative George W. Hook of Dayton, O., died suddenly at 4:30 o'clock of heart disease. Mr. Hook was apparently in the best of health condition, and the cause of his death, which was rapidly ascertained, came at about the hotel where he was staying. He was expected to be in the city for a few days and had just returned from a business trip. He was a member of the Ohio legislature and had served in the Ohio senate.



He made a social call on Mrs. A. Reynolds and her sister at 127 Connecticut avenue, and at 4:30 o'clock went to the window in the parlor and looked out, presumably to see if it was in sight.  
At the window he stood as if to put something on the carpet and then fell forward on his face.  
Medical aid was at once summoned, but it was found that Mr. Hook's death was instantaneous.

**To Admit Sons of Veterans.**  
PITTSBURGH, Feb. 12. Among the questions that will be settled at the next national encampment of the Grand Army of the Republic is the proposition to admit the sons of Veterans to the order. While many Grand Army men favor the idea of having the Sons of Veterans in the order, there is also considerable opposition.

**Peckham Nomination Reported.**  
WASHINGTON, Feb. 12. The action of the senate judiciary committee in the nomination of Mr. Peckham for associate justice was reported to the senate in executive session, and next Thursday at 2 o'clock was set for consideration of the matter in executive session. There is a possibility that the question of confirmation may be considered in open executive session.

**Carried Arms to Hayti.**  
SAVANNAH, Ga., Feb. 12.—The steam-yacht Natalie, which slipped mysteriously out of Savannah harbor, it has been ascertained, had arms and ammunition on board which were delivered to Haytian revolutionists.

**Will Fight Murphy.**  
TROY, N. Y., Feb. 12.—Democratic leaders of this city tonight to Murphy have determined to fight him in the majority contest.

**Secretary Lamont's Father Dead.**  
CORTLAND, N. Y., Feb. 13.—J. R. Lamont, father of Secretary of War Lamont, is dead.

**THE MARKETS.**  
New York Money Market.  
Money at 100 per cent.  
Prime mercantile paper, 4 1/2 to 5 per cent.  
Sterling exchange, actual business, 67 1/2 to 68 1/4 for demand and 1/4 to 1/2 for 30 days. Posted rates, 1/2 to 1/4 for commercial bills, 1/4 to 1/2 for 30 days.  
Government bonds, United States 3 per cent, 111 1/2 to 112 1/4; 4 1/2 per cent, 110 1/2 to 111 1/4; 5 per cent, 109 1/2 to 110 1/4.  
Railroad bonds Pacific 6 1/2 to 6 1/4; 7 per cent, 108 1/2 to 109 1/4.  
Bar silver, 66c.

**New York Produce Market.**  
NEW YORK, Feb. 13.  
FLOUR—Mill patents, 13 1/2 to 14 1/2; winter patents, 13 1/2 to 14 1/2; city mill flour, 13 1/2 to 14 1/2; winter straight, 12 1/2 to 13 1/2; Minnesota patents, 13 1/2 to 14 1/2; winter extras, 12 1/2 to 13 1/2; Minnesota bakers, 12 1/2 to 13 1/2; winter, low grades, 11 1/2 to 12 1/2; spring extras, 11 1/2 to 12 1/2; Southern flour, common to fair extra, 10 1/2 to 11 1/2; good to choice do, 10 1/2 to 11 1/2.  
RYE FLOUR—superfine, 12 1/2 to 13 1/2; fancy, 13 1/2 to 14 1/2.  
BUCKWHEAT FLOUR—13 1/2 to 14 1/2.  
RICE—CANADIAN, Canadian, extra bond, 68 1/2 to 70.  
RYE—Nominal.  
BARLEY—No. 2 Milwaukee, 62 1/2 to 63 1/2; two-hulled state, 64 1/2 to 65 1/2.  
CHINCHILLA—yellow western, 22 1/2 to 23 1/2; bran, 2 1/2 to 3 1/2.  
BARLEY MALT—Western, 80 1/2 to 81 1/2; rowed, 80 1/2 to 81 1/2.  
WHEAT—Spot sales of No. 2 red, store and elevator, 61 1/2 to 62 1/2; actual, 61 1/2 to 62 1/2; No. 1 northern, 63 1/2 to 64 1/2; No. 2 red, 61 1/2 to 62 1/2; March 1, 61 1/2 to 62 1/2; July, 60 1/2 to 61 1/2; Sept., 59 1/2 to 60 1/2.  
CORN—Spot sales of No. 2, 42 1/2 to 43 1/2; elevator, 43 1/2 to 44 1/2; actual, 43 1/2 to 44 1/2; Feb. 1, 42 1/2 to 43 1/2; May, 43 1/2 to 44 1/2; July, 44 1/2 to 45 1/2; Sept., 45 1/2 to 46 1/2; No. 2, 42 1/2 to 43 1/2; No. 3, 41 1/2 to 42 1/2; No. 4, 40 1/2 to 41 1/2; No. 5, 39 1/2 to 40 1/2; track mixed western, 38 1/2 to 39 1/2; track white western, 37 1/2 to 38 1/2; track white state, 37 1/2 to 38 1/2; Options: Feb., 37 1/2; March, 38 1/2; May, 39 1/2.  
HAY—Shipping, 65c; good to choice 65 1/2 to 66 1/2; HAY—State, large, 9 1/2 to 10 1/2; small, 10 1/2 to 11 1/2.  
EGGS—Western, fresh, 15c; southern, 10 1/2 to 11 1/2.

**Buffalo Provision Market.**  
BUFFALO, Feb. 13.  
WHEAT—No. 1 hard, 70c; No. 1 northern, 69c; No. 2, 68c; No. 3, 67c; No. 4, 66c; No. 5, 65c; No. 6, 64c; No. 7, 63c; No. 8, 62c; No. 9, 61c; No. 10, 60c; No. 11, 59c; No. 12, 58c; No. 13, 57c; No. 14, 56c; No. 15, 55c; No. 16, 54c; No. 17, 53c; No. 18, 52c; No. 19, 51c; No. 20, 50c; No. 21, 49c; No. 22, 48c; No. 23, 47c; No. 24, 46c; No. 25, 45c; No. 26, 44c; No. 27, 43c; No. 28, 42c; No. 29, 41c; No. 30, 40c; No. 31, 39c; No. 32, 38c; No. 33, 37c; No. 34, 36c; No. 35, 35c; No. 36, 34c; No. 37, 33c; No. 38, 32c; No. 39, 31c; No. 40, 30c; No. 41, 29c; No. 42, 28c; No. 43, 27c; No. 44, 26c; No. 45, 25c; No. 46, 24c; No. 47, 23c; No. 48, 22c; No. 49, 21c; No. 50, 20c; No. 51, 19c; No. 52, 18c; No. 53, 17c; No. 54, 16c; No. 55, 15c; No. 56, 14c; No. 57, 13c; No. 58, 12c; No. 59, 11c; No. 60, 10c; No. 61, 9c; No. 62, 8c; No. 63, 7c; No. 64, 6c; No. 65, 5c; No. 66, 4c; No. 67, 3c; No. 68, 2c; No. 69, 1c; No. 70, 0c; No. 71, -1c; No. 72, -2c; No. 73, -3c; No. 74, -4c; No. 75, -5c; No. 76, -6c; No. 77, -7c; No. 78, -8c; No. 79, -9c; No. 80, -10c; No. 81, -11c; No. 82, -12c; No. 83, -13c; No. 84, -14c; No. 85, -15c; No. 86, -16c; No. 87, -17c; No. 88, -18c; No. 89, -19c; No. 90, -20c; No. 91, -21c; No. 92, -22c; No. 93, -23c; No. 94, -24c; No. 95, -25c; No. 96, -26c; No. 97, -27c; No. 98, -28c; No. 99, -29c; No. 100, -30c.  
CORN—No. 2 yellow, 40c; No. 2, 40c; No. 3, 39c; No. 4, 38c; No. 5, 37c; No. 6, 36c; No. 7, 35c; No. 8, 34c; No. 9, 33c; No. 10, 32c; No. 11, 31c; No. 12, 30c; No. 13, 29c; No. 14, 28c; No. 15, 27c; No. 16, 26c; No. 17, 25c; No. 18, 24c; No. 19, 23c; No. 20, 22c; No. 21, 21c; No. 22, 20c; No. 23, 19c; No. 24, 18c; No. 25, 17c; No. 26, 16c; No. 27, 15c; No. 28, 14c; No. 29, 13c; No. 30, 12c; No. 31, 11c; No. 32, 10c; No. 33, 9c; No. 34, 8c; No. 35, 7c; No. 36, 6c; No. 37, 5c; No. 38, 4c; No. 39, 3c; No. 40, 2c; No. 41, 1c; No. 42, 0c; No. 43, -1c; No. 44, -2c; No. 45, -3c; No. 46, -4c; No. 47, -5c; No. 48, -6c; No. 49, -7c; No. 50, -8c; No. 51, -9c; No. 52, -10c; No. 53, -11c; No. 54, -12c; No. 55, -13c; No. 56, -14c; No. 57, -15c; No. 58, -16c; No. 59, -17c; No. 60, -18c; No. 61, -19c; No. 62, -20c; No. 63, -21c; No. 64, -22c; No. 65, -23c; No. 66, -24c; No. 67, -25c; No. 68, -26c; No. 69, -27c; No. 70, -28c; No. 71, -29c; No. 72, -30c.  
OATS—No. 2 white, 35c; No. 2 mixed, 34c; No. 3, 33c; No. 4, 32c; No. 5, 31c; No. 6, 30c; No. 7, 29c; No. 8, 28c; No. 9, 27c; No. 10, 26c; No. 11, 25c; No. 12, 24c; No. 13, 23c; No. 14, 22c; No. 15, 21c; No. 16, 20c; No. 17, 19c; No. 18, 18c; No. 19, 17c; No. 20, 16c; No. 21, 15c; No. 22, 14c; No. 23, 13c; No. 24, 12c; No. 25, 11c; No. 26, 10c; No. 27, 9c; No. 28, 8c; No. 29, 7c; No. 30, 6c; No. 31, 5c; No. 32, 4c; No. 33, 3c; No. 34, 2c; No. 35, 1c; No. 36, 0c; No. 37, -1c; No. 38, -2c; No. 39, -3c; No. 40, -4c; No. 41, -5c; No. 42, -6c; No. 43, -7c; No. 44, -8c; No. 45, -9c; No. 46, -10c; No. 47, -11c; No. 48, -12c; No. 49, -13c; No. 50, -14c; No. 51, -15c; No. 52, -16c; No. 53, -17c; No. 54, -18c; No. 55, -19c; No. 56, -20c; No. 57, -21c; No. 58, -22c; No. 59, -23c; No. 60, -24c; No. 61, -25c; No. 62, -26c; No. 63, -27c; No. 64, -28c; No. 65, -29c; No. 66, -30c.  
BUTTER—State creamery, 27c; best, west-ern, 28c; Fancy, full cream, 12c; choice do, 13c; good do, 14c.  
EGGS—State, 15c.

**East Buffalo Live Stock Market.**  
EAST BUFFALO, Feb. 13.  
CATTLE—Extra export steers, 14 1/2 to 15 1/2; good do, 14 1/2 to 15 1/2; choice heavy butchers, 13 1/2 to 14 1/2; light handy do, 13 1/2 to 14 1/2; cows and heifers, extra, 12 1/2 to 13 1/2; calves, buttermilk, 12 1/2 to 13 1/2; veal, 11 1/2 to 12 1/2.  
SHEEP—ANGLICAN LAMBS—Choice to extra western, 10 1/2 to 11 1/2; good to choice sheep, 9 1/2 to 10 1/2; common to fair, 8 1/2 to 9 1/2; choice to extra spring lambs, 11 1/2 to 12 1/2; common to fair, 10 1/2 to 11 1/2.  
HORSES—Heavy, 55c to 58c; medium and light, 50c to 55c; Yorkers, 50c to 55c; 4-year-olds, 50c to 55c.  
PORK—No. 1, 11c; No. 2, 10c; No. 3, 9c; No. 4, 8c; No. 5, 7c; No. 6, 6c; No. 7, 5c; No. 8, 4c; No. 9, 3c; No. 10, 2c; No. 11, 1c; No. 12, 0c; No. 13, -1c; No. 14, -2c; No. 15, -3c; No. 16, -4c; No. 17, -5c; No. 18, -6c; No. 19, -7c; No. 20, -8c; No. 21, -9c; No. 22, -10c; No. 23, -11c; No. 24, -12c; No. 25, -13c; No. 26, -14c; No. 27, -15c; No. 28, -16c; No. 29, -17c; No. 30, -18c; No. 31, -19c; No. 32, -20c; No. 33, -21c; No. 34, -22c; No. 35, -23c; No. 36, -24c; No. 37, -25c; No. 38, -26c; No. 39, -27c; No. 40, -28c; No. 41, -29c; No. 42, -30c.  
BUFFALO HAY MARKET.  
BUFFALO, Feb. 13.  
No. 1 timothy, 18c; No. 2, 17c; No. 3, 16c; No. 4, 15c; No. 5, 14c; No. 6, 13c; No. 7, 12c; No. 8, 11c; No. 9, 10c; No. 10, 9c; No. 11, 8c; No. 12, 7c; No. 13, 6c; No. 14, 5c; No. 15, 4c; No. 16, 3c; No. 17, 2c; No. 18, 1c; No. 19, 0c; No. 20, -1c; No. 21, -2c; No. 22, -3c; No. 23, -4c; No. 24, -5c; No. 25, -6c; No. 26, -7c; No. 27, -8c; No. 28, -9c; No. 29, -10c; No. 30, -11c; No. 31, -12c; No. 32, -13c; No. 33, -14c; No. 34, -15c; No. 35, -16c; No. 36, -17c; No. 37, -18c; No. 38, -19c; No. 39, -20c; No. 40, -21c; No. 41, -22c; No. 42, -23c; No. 43, -24c; No. 44, -25c; No. 45, -26c; No. 46, -27c; No. 47, -28c; No. 48, -29c; No. 49, -30c.

# GET A GOOD EXAMPLE.

## A Good Place for speeches Suggested by This Anecdote.

During President Arthur's term he, with Robert Lincoln and other members of his cabinet, took a trip through the South and West. Abraham Lincoln was born in Larue county, Kentucky, and a farmer living near his birthplace, known as "Uncle Bob" Hays, conceived the idea of cutting a cane on the old Lincoln place and presenting it to Mr. Lincoln. With great labor he prepared a speech, and practiced it daily. Just before starting for Louisville he wrapped the manuscript around the cane, and tied it with twine. When the president's party arrived, Uncle Bob, seizing his opportunity began in a loud voice "Mr. Lincoln... Started, he looked up "Mr. Lincoln—Dear sir, I have the honor—as a humble representative of Larue county in the great commonwealth of Kentucky—the birthplace of your illustrious father to present to you this cane—not for its intrinsic worth but as a memento of that great and good man—whose name is dear to all Mr. Lincoln, in presenting this cane—ah—ah Mr. Lincoln in presenting this cane—I say Mr. Lincoln in presenting this cane." In vain he tried to recall what came next, then, with a sudden return to his ordinary voice, and in a tone indicative of the greatest kindness and consideration: "Mr. Lincoln, I reckon you are tired, and the rest of the speech is wrapped around the head of that cane."

# THEY DEFY ALL DANGER.

**Marine Engineers Do Not Always Receive Just Prizes.**  
The marine engineers of the lakes do not always get the praise that is due them. If a steamer is in distress, it requires careful judgment on the part of both captain and engineer, and as great bravery as has ever been witnessed on any waters of the world has been exhibited by engineers on lake craft. With a clear head they have stood at their posts, and when the vessel has gone down the engineer has stood to his post of duty and perished. The chief engineer is required to pass a rigid examination under the United States laws. It takes him long years of careful study to get chief engineer's papers, and when they are in his possession they have a meaning to him that prompts a devotion to duty and induces him to brave any danger. When it looked as if there would be war between the United States and Chili, there was a convention of marine engineers in Washington city. A delegation from the convention waited upon the secretary of war with instructions to tender him the services of every man in the convention. Every one of them was willing to risk his life for his country. The United States can depend upon that noble class of men—the marine engineers—in time of war.

# BUCKING BRONCOS.

## There's More Excitement Than Fun in Riding the Brutes.