

ENGINEERS TO BE WARMLY WELCOMED

Opening Reception at the Corcoran Art Gallery.

Six Hundred Members of the Society in Town.

Colonel Bingham to Explain the Mechanics of the Washington Monument.

About 600 members of the American Society of Mechanical Engineers, from all sections of the United States, have assembled in Washington to attend the thirty-ninth meeting of the association, which will begin tonight with a reception at the new Corcoran Gallery of Art, and last until Friday afternoon.

As early as Monday the engineers, almost invariably accompanied by their wives, sons, and daughters, began to arrive in the city. As is the custom among the members of the society, those who live in adjacent cities, make the trip to Washington in a body.

The headquarters of the society is located at the Arlington Hotel, where the regular meetings will be held. Consequently, the greater number of the visitors are guests at that hostelry.

The opening session this evening will be held at the Corcoran Gallery of Art, at the corner of Second Street and New York Avenue.

It is not often that this beautiful building is thrown open for the reception of a body of visitors, but through the courtesy of the Board of Trustees, the vast halls have been placed at the disposal of the society.

Frank B. King, the well-known naval architect, assisted by A. H. Raynal and W. B. Schuchman, will present directly in charge. The visiting members will be received by Rear Admiral Melville, of the United States Navy, and Mrs. George Westinghouse.

The full Marine Band will be in attendance from 8:30 until the reception ends, about midnight.

Following the general handshaking and the renewal of old acquaintance, Col. Theodore A. Bingham, of the United States Engineer Corps, military aide to President McKinley, and Superintendent of Public Buildings and Grounds for the District of Columbia, will welcome the members to the Capital.

Colonel Bingham will also discuss to the engineers the mechanical work of the Washington Monument, telling of its electric light, ventilating and elevator machinery.

PLANS FOR RAILROAD UNION

Aligned Schemes of Lines Between Cleveland, Ohio, May 9.—The "Leader" says:

"According to a high official of the Vanderbilt lines in this city, the details of a big railroad trust, which is to include all the lines between Boston and Chicago, are now being worked out and the consolidation may be complete within the next few weeks.

The recent plan which has been announced in New York, Pennsylvania, Ohio, Indiana, and Illinois was in line with the plan for the consolidation which has been in contemplation.

It is not the purpose to have all the lines under one management exactly, but to bring them under the management of one company, with the exception of the Pennsylvania Company, the Virginia Company, and the Baltimore and Ohio Company, which it shall have been reorganized, giving to each system the lines that it can use to the best advantage.

"The first inkling of the scope of the plan came when the Vanderbilts announced the other day that they controlled all the roads in New England, with the exception of the Boston and Albany, with which they now have a traffic agreement, and which they expect to take in soon. The Vanderbilts now control all the trunk lines between Buffalo and New York, with the exception of the Erie, the Lackawanna, and the Lehigh Valley. The Erie, it is said, will come under the control of the Vanderbilts, through the influence of the Morgans, while the Lehigh Valley may go to the Baltimore and Ohio. The Lackawanna is now operated in conjunction with the Nickel Plate, a Vanderbilt line. West of Buffalo the Vanderbilts have the Lake Shore, the Nickel Plate, the Pittsburg and Chicago, the Michigan Central, the Michigan Central, which, with the Flint and Pere Marquette, is seen to be absorbed, will give a line in Michigan.

"The Big Four West is to be operated in connection with the Monon, recently purchased by the Morgans, and the Cincinnati, Hamilton and Dayton is expected to be absorbed soon. It has been intended that the Vanderbilts should have acquired by the Morgans, is expected to give the Vanderbilts a line from Sandusky to Peoria, Ill. These roads, with the Hocking Valley, the Ohio Central, the Columbus, Sandusky and Hocking, and the

Hechts' Greater Stores. A HECHT WEDNESDAY

We are becoming famous for our Wednesday sales. We are offering values on this day every week which are really phenomenal. Another sale tomorrow.

Oilcloth, 2%.

The best quality self oilcloth, in various colors and patterns, for 2 7/8c yard.

Draperies, 4%.

5,000 yards of silklike, gold crepes, and cretonnes, in a new line of colors and patterns, instead of 10c yard for 4 7/8c.

Pillow shams, 12%.

White applique pillow shams, in a splendid assortment of patterns, instead of 25c and 30c, for 12 1/2c.

Floor oilcloth, 17%.

Extra heavy floor oilcloth, in 1-yard, 1 1/2 yards and 2 yards wide, in an assortment of colors and patterns, for 17 7/8c square yard.

Trimmed hats cut.

Dozens of handsome imported pattern hats and some of our own exquisite creations will be sold tomorrow like this:

\$25 hats now \$12.50.

\$18 hats now \$9.

\$14 hats now \$7.

\$12 hats now \$6.

We shall make a grand sweep of a lot of ladies' and children's untrimmed hats, in all the latest shapes and newest shades, in rough, fancy, and chip braids, which sold for \$1 to \$2, for 25c.

39c flowers, 12%.

A tableful of flowers, of many sorts which have been selling for 39c bunch until now, will go tomorrow for 12 1/2c.

Trimmed suitors, 49c.

Ladies' stylish trimmed suitors of "Jumbo" straw in white and mixed, which sold for 58c to go for 49c.

Bed ticking, 5%.

Good quality bed ticking, such as sells for 2c a yard to go tomorrow for 1 7/8c a yard.

10c crash, 4% yd.

All linen extra and fine toweling and stair linen, in full pieces, as much as you want of it, for 4 7/8c a yard.

10c lawns, 4%.

Plain, colored lawns, in short lengths, in pink, blue, orange, red, and white, navy and black, instead of 10c yard, for 4 7/8c.

12% duck, 6%.

38-inch white and cream extra heavy duck in short lengths, which sells for 12 1/2c yard usually, for 6 7/8c.

Cambrie muslin, 4%.

Full pieces of white cambrie muslin, which sells usually for 8c yard, to go tomorrow for 4 7/8c.

Unbleached muslin, 4%.

40-inch unbleached sheeting muslin, in full pieces, 4 7/8c, instead of 8c.

\$1 Habutai silks, 50c.

If you are going to buy a confirmation dress, a graduation dress, or material for negligee shirts, here is your opportunity; tomorrow we shall sell the genuine all-silk hand-woven cream and white Habutai silks, the heavy, closely-woven quality, which will wash perfectly, which is sold everywhere for \$1 a yard, for 50c.

\$1.25 black grenadines, 50c.

Yard and a quarter wide raven black rich and lustrous imported grenadines, which were made to sell for \$1.25 a yard, will be sold tomorrow for 50c a yard. There are but 12 pieces, so you cannot expect them to hold out long, but as long as they last, they will go for 50c a yard.

HECHT & COMPANY, 513 515 Seventh Street.

STOCKS RUBING AT BRIGHT AND WARM

Brooklyn Rapid Transit Feels Better Than Higher.

Pacific Shares Unfavorably Affected by Fears of Crop Failures.

No Sensational Features in the Market, But a Generally Steady Undercurrent Prevails.

New York, May 9.—The stock market opened very active and feverish with the majority of stocks showing fractional changes in the direction of lower figures. There were evidences, however, of much better support than appeared yesterday and some stocks showed a disposition to advance after the opening transactions. Sugar Refining, Burlington and Quincy, and Peoples Gas were conspicuous in that respect and the market in the main showed a fairly steady undertone. Brooklyn Rapid Transit, which was the conspicuous feature in the market in yesterday's general decline was exceedingly feverish, but ruled generally a fraction above yesterday's final price. The Union Pacific stocks, again showed pressure and the stocks of the roads in the Central West were generally affected unfavorably by the apprehensions that the Government's crop report tomorrow would set forth great damage to the crops in that section.

The announcements that the Treasury grants for \$10,000,000 on account of the Spanish indemnity would be quickly and the clearing house today had a sustaining effect as tending to produce easier money market conditions. The higher range of prices for American stocks in London was also counted a favorable factor in view of the severe declines in the local market yesterday. The disposition of the dealers for foreign account in the early market did not attract general attention. The local transportation stocks apart from Brooklyn Rapid Transit were actively dealt in and were comparatively steady.

New York Stock Market. Corrected daily by W. B. Hibbs & Co., members of the New York Exchange, 1413 F Street.

Table with columns: Open, High, Low, 2:15. Includes American Cotton Oil, American Spirits, American Sugar, American Tobacco, etc.

The New York stock market had a decidedly more cheerful tone this morning, as many careful critics of the situation had predicted. The reaction from the drop in the lucrative stocks of three and four points in Sugar and others. The buying was good, although not large, and the feeling was general that prices were low enough to buy stocks with safety at least. At 11 o'clock there was some hesitancy, and it seemed probable that a recession of a part of the gain at least would be made. The tone was again buoyant at 11:30, and it seemed probable that the close of the day would be at better figures. Unquestionably there are still two sides to the market, and the public has a right to be wary of the bearish indications at any time heretofore. At the same time the indications are excellent for better prices. It is interesting, if somewhat painful, truth, that it would become a fact that the downward turn in the market when it comes to the steel and iron stocks. All of these stocks were strong this morning. The Federal Steel issues advanced two points in the morning hours and seemed likely to close the day at an even greater advance. Tennessee Coal and Iron also advanced, its advance was not so rapid as that of the steel stocks, but it was advanced well. This company's earnings are magnificent.

The earnings of Brooklyn Rapid Transit for last Sunday were \$23,000 in excess of last year. This is the kind of news that makes people buy Brooklyn with more confidence than they do with other stocks. It makes the fact that the company has never yet declared a dividend. The opening prices on Brooklyn this morning were up two points from last week. There was a good rally, however, and before 11 o'clock the advance had been made to 123.

The coolers, which have been among the weakest stocks on the list during the decline, were particularly strong this morning, with advances ranging from 1 to 3 points in the first hour. There was no news regarding the roads, and the general opinion was that the buying was simply induced by the big declines that have been made in the stocks.

The grangers also were in large demand and made good advances in the early trading. At one point they were off at the opening, but later advanced more than a point and seemed very strong at the high price of the morning, 54. Burlington went up two points to 120. The stock market talk of a rally in Burlington is most confident.

New York Central, Pennsylvania and Baltimore and Ohio were among the strong

stocks this morning, scoring an advance of two points each in the first spurt and holding their gain well. It is thought that the Eastern railway stocks will profit from the story of a railroad trust published in The Times and other papers this morning. It is said that the Vanderbilts and other big railroad men, wish to form some arrangement whereby the Eastern railroads may come under the control of the three trunk lines above mentioned. It is a big plan, but there is no doubt that it is under consideration.

Washington Stock Exchange. Regular call—U. S. 4's, coupon, \$1,000@ 112 1/4; Columbia Railroad 5's, \$10,000@ 110; Washington Loan & Trust, \$10,000@ 109; Capital Traction, \$20,000 3/4, 100@ 89 3/4; 170@ 89 1/2, 240@ 89 5/8; Mergenthaler, 70@ 204; Chesapeake and Potomac Telephone, 20@ 78.

After call—American Graphophone, preferred, 10@ 14 1/4; Lanston Monotype, 20@ 20 7/8; Capital Traction, 20@ 89 5/8, 20@ 89 3/4.

GOVERNMENT BONDS. Bid. Asked. U.S. 4's 1909 Q J... 112 1/4 112 1/2; U.S. 4's 1917 Q J... 113 1/4 113 1/2; U.S. 4's 1925... 119 1/4 119 1/2; U.S. 4's 1932... 119 1/4 119 1/2; U.S. 4's 1937... 119 1/4 119 1/2; U.S. 4's 1942... 119 1/4 119 1/2; U.S. 4's 1947... 119 1/4 119 1/2; U.S. 4's 1952... 119 1/4 119 1/2; U.S. 4's 1957... 119 1/4 119 1/2; U.S. 4's 1962... 119 1/4 119 1/2; U.S. 4's 1967... 119 1/4 119 1/2; U.S. 4's 1972... 119 1/4 119 1/2; U.S. 4's 1977... 119 1/4 119 1/2; U.S. 4's 1982... 119 1/4 119 1/2; U.S. 4's 1987... 119 1/4 119 1/2; U.S. 4's 1992... 119 1/4 119 1/2; U.S. 4's 1997... 119 1/4 119 1/2; U.S. 4's 2002... 119 1/4 119 1/2; U.S. 4's 2007... 119 1/4 119 1/2; U.S. 4's 2012... 119 1/4 119 1/2; U.S. 4's 2017... 119 1/4 119 1/2; U.S. 4's 2022... 119 1/4 119 1/2; U.S. 4's 2027... 119 1/4 119 1/2; U.S. 4's 2032... 119 1/4 119 1/2; U.S. 4's 2037... 119 1/4 119 1/2; U.S. 4's 2042... 119 1/4 119 1/2; U.S. 4's 2047... 119 1/4 119 1/2; U.S. 4's 2052... 119 1/4 119 1/2; U.S. 4's 2057... 119 1/4 119 1/2; U.S. 4's 2062... 119 1/4 119 1/2; U.S. 4's 2067... 119 1/4 119 1/2; U.S. 4's 2072... 119 1/4 119 1/2; U.S. 4's 2077... 119 1/4 119 1/2; U.S. 4's 2082... 119 1/4 119 1/2; U.S. 4's 2087... 119 1/4 119 1/2; U.S. 4's 2092... 119 1/4 119 1/2; U.S. 4's 2097... 119 1/4 119 1/2; U.S. 4's 2102... 119 1/4 119 1/2; U.S. 4's 2107... 119 1/4 119 1/2; U.S. 4's 2112... 119 1/4 119 1/2; U.S. 4's 2117... 119 1/4 119 1/2; U.S. 4's 2122... 119 1/4 119 1/2; U.S. 4's 2127... 119 1/4 119 1/2; U.S. 4's 2132... 119 1/4 119 1/2; U.S. 4's 2137... 119 1/4 119 1/2; U.S. 4's 2142... 119 1/4 119 1/2; U.S. 4's 2147... 119 1/4 119 1/2; U.S. 4's 2152... 119 1/4 119 1/2; U.S. 4's 2157... 119 1/4 119 1/2; U.S. 4's 2162... 119 1/4 119 1/2; U.S. 4's 2167... 119 1/4 119 1/2; U.S. 4's 2172... 119 1/4 119 1/2; U.S. 4's 2177... 119 1/4 119 1/2; U.S. 4's 2182... 119 1/4 119 1/2; U.S. 4's 2187... 119 1/4 119 1/2; U.S. 4's 2192... 119 1/4 119 1/2; U.S. 4's 2197... 119 1/4 119 1/2; U.S. 4's 2202... 119 1/4 119 1/2; U.S. 4's 2207... 119 1/4 119 1/2; U.S. 4's 2212... 119 1/4 119 1/2; U.S. 4's 2217... 119 1/4 119 1/2; U.S. 4's 2222... 119 1/4 119 1/2; U.S. 4's 2227... 119 1/4 119 1/2; U.S. 4's 2232... 119 1/4 119 1/2; U.S. 4's 2237... 119 1/4 119 1/2; U.S. 4's 2242... 119 1/4 119 1/2; U.S. 4's 2247... 119 1/4 119 1/2; U.S. 4's 2252... 119 1/4 119 1/2; U.S. 4's 2257... 119 1/4 119 1/2; U.S. 4's 2262... 119 1/4 119 1/2; U.S. 4's 2267... 119 1/4 119 1/2; U.S. 4's 2272... 119 1/4 119 1/2; U.S. 4's 2277... 119 1/4 119 1/2; U.S. 4's 2282... 119 1/4 119 1/2; U.S. 4's 2287... 119 1/4 119 1/2; U.S. 4's 2292... 119 1/4 119 1/2; U.S. 4's 2297... 119 1/4 119 1/2; U.S. 4's 2302... 119 1/4 119 1/2; U.S. 4's 2307... 119 1/4 119 1/2; U.S. 4's 2312... 119 1/4 119 1/2; U.S. 4's 2317... 119 1/4 119 1/2; U.S. 4's 2322... 119 1/4 119 1/2; U.S. 4's 2327... 119 1/4 119 1/2; U.S. 4's 2332... 119 1/4 119 1/2; U.S. 4's 2337... 119 1/4 119 1/2; U.S. 4's 2342... 119 1/4 119 1/2; U.S. 4's 2347... 119 1/4 119 1/2; U.S. 4's 2352... 119 1/4 119 1/2; U.S. 4's 2357... 119 1/4 119 1/2; U.S. 4's 2362... 119 1/4 119 1/2; U.S. 4's 2367... 119 1/4 119 1/2; U.S. 4's 2372... 119 1/4 119 1/2; U.S. 4's 2377... 119 1/4 119 1/2; U.S. 4's 2382... 119 1/4 119 1/2; U.S. 4's 2387... 119 1/4 119 1/2; U.S. 4's 2392... 119 1/4 119 1/2; U.S. 4's 2397... 119 1/4 119 1/2; U.S. 4's 2402... 119 1/4 119 1/2; U.S. 4's 2407... 119 1/4 119 1/2; U.S. 4's 2412... 119 1/4 119 1/2; U.S. 4's 2417... 119 1/4 119 1/2; U.S. 4's 2422... 119 1/4 119 1/2; U.S. 4's 2427... 119 1/4 119 1/2; U.S. 4's 2432... 119 1/4 119 1/2; U.S. 4's 2437... 119 1/4 119 1/2; U.S. 4's 2442... 119 1/4 119 1/2; U.S. 4's 2447... 119 1/4 119 1/2; U.S. 4's 2452... 119 1/4 119 1/2; U.S. 4's 2457... 119 1/4 119 1/2; U.S. 4's 2462... 119 1/4 119 1/2; U.S. 4's 2467... 119 1/4 119 1/2; U.S. 4's 2472... 119 1/4 119 1/2; U.S. 4's 2477... 119 1/4 119 1/2; U.S. 4's 2482... 119 1/4 119 1/2; U.S. 4's 2487... 119 1/4 119 1/2; U.S. 4's 2492... 119 1/4 119 1/2; U.S. 4's 2497... 119 1/4 119 1/2; U.S. 4's 2502... 119 1/4 119 1/2; U.S. 4's 2507... 119 1/4 119 1/2; U.S. 4's 2512... 119 1/4 119 1/2; 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