# SELLERS LOST COURAGE

## WHEAT OFFERINGS EXTREMELY LIGHT, ALTHO CROP CONDITIONS WERE PROMISING.

## BULLS' HEAVY HOLDINGS MAKE SHORT SIDE WARY

**Disposition to Go Slow Until Government Report is Out of Way Monday—Prices Advance From Shade Lower Opening—Corn Unchanged to Shade Higher—Oats Up—Provisions Down.**

Short sellers in wheat seemed to have lost courage today. In the main the offerings were extremely light, altho general rains in the west and southwest continued and had extended over a good part of the Ohio valley. According to one authority, heavy holdings of July and September by bulls made the short side market unattractive until the government report is out of the way Monday. Prices opened a shade lower to ¾ higher with September at 1.02⅞ to 1.03, which advanced to 1.03⅛. Receipts in Chicago, Minneapolis and Duluth were 152 cars.

Some profit taking was done in July and September under cover of strength in May. Wheat closed firm with September at 1.03¼@1.03⅜, net gain of ½@⅝.

**Corn.**

There was a good scattered demand for corn, which opened unchanged to a shade higher, with September at 64. Subsequently a gain ⅛@¼ was scored. Receipts were 51 cars.

Corn turned weak on local selling and closed easy, with September 63⅞, a shade under last night's close.

**Oats.**

In oats local traders were trying to bull the September option and received some help from a cash house, who were taking May delivery. September opened at 38⅞@39 to 39 and touched 39⅛. Receipts were 124 cars.

**Provisions.**

Provisions opened 5 to 40 lower.

**Chicago Grain Close.**

Chicago, May 7.

Wheat—No. 2 red, 1.05@1.17½; No. red, 1.11@1.15¼; No. 2 hard, 1.14½@1.16½; No. 3 hard, 1.08@1.15.

Corn—No. 2, 62@62¼; No. 2 white, 66@66½; No. 2 yellow, 63@64; No. 3, 61@62; No. 3 white, 64½@65½; No. 3 yellow, 62@63.

Oats—No. 2 white, 44½@45; No. 3 white, 42@44¼; standard, 44½@45.

**Range of Chicago Grain Prices.**

Chicago, May 7.

Wheat—September opened at 1.02⅞@1.03; highest, 1.03⅜; lowest, 1.02⅞; closed, 1.03¼@1.03⅜; July, 1.05⅝@1.05¾; May, 1.15.

Corn—September opened at 64; highest, 64¼; lowest, 63¾; closed, 63⅞; July, 62⅞; May 61.

Oats—September opened at 38⅞@39 to 39; highest, 39⅛; lowest, 38⅞; closed, 38⅞@39; July, 40⅝@40¾; May, 42⅝.

**Chicago Produce.**

Chicago, May 7.

Pork—September, 22.37½.
Lard—September, 12.55.
Ribs—September, 12.32½.
Rye—Cash, 79@80.
Barley—48@65.
Timothy—May, 4.25.
Clover—Nothing doing.

Butter—Easy; creameries, 23@27; dairies, 22@26.

Eggs—Steady; receipts, 18,200; at mark, cases included, 16@18; firsts, 18½; prime firsts, 19.

Poultry—Quiet; turkeys, 15; chickens, 16.

Cheese—Steady; daisies, 14¾@15; twins, 14@14½; poung Americas, 14@14½; long horns, 14½@14¾.

**The Potato Market.**

Chicago, May 7.—Potatoes, steady.
Choice to fancy ..... 28@30
Fair to good ..... 25@27

**Range of Prices.**

The following range of prices are furnished by A. J. Clark, broker, member Chicago Board of Trade, room 8, Tremont block.

| | Open | High | Low | Close May 7 | Close May 6 |
|---|---|---|---|---|---|
| **Wheat—** | | | | | |
| May | 113⅜ | 115¼ | 113⅜ | 115 | 113¼ |
| July | 105 | 105⅞ | 104⅞ | 105⅝ | 104⅞ |
| Sept. | 102⅞ | 103⅜ | 102⅞ | 103¼ | 102¾ |
| **Corn—** | | | | | |
| May | 61 | 61¾ | 60⅞ | 61 | 61 |
| July | 63 | 63⅜ | 62¾ | 62⅞ | 63 |
| Sept. | 64 | 64¼ | 63¾ | 63⅞ | 63⅞ |
| **Oats—** | | | | | |
| May | 42¾ | 42⅞ | 42½ | 42⅝ | 42⅝ |
| July | 40⅞ | 40⅞ | 40⅝ | 40⅝ | 40⅝ |
| Sept. | 39 | 39⅛ | 38⅞ | 38⅞ | 38⅞ |
| **Pork—** | | | | | |
| May | 21.90 | 22.15 | 22.15 | 22.15 | 22.30 |
| July | 22.37 | 22.37 | 22.10 | 22.35 | 22.45 |
| Sept. | 22.35 | 22.37 | 22.17 | 22.37 | 22.45 |
| **Lard—** | | | | | |
| May | 12.30 | 12.30 | 12.30 | 12.30 | 12.30 |
| July | 12.55 | 12.65 | 12.45 | 12.65 | 12.60 |
| Sept. | 12.45 | 12.55 | 12.35 | 12.55 | 12.52 |
| **Ribs—** | | | | | |
| May | 12.47 | 12.47 | 12.45 | 12.52 | 12.60 |
| July | 12.35 | 12.37 | 12.22 | 12.37 | 12.42 |
| Sept. | 12.32 | 12.32 | 12.20 | 12.32 | 12.35 |

**Minneapolis Cash Grain Close.**

Minneapolis, May 7.

(Furnished by E. J. Moore, Grain Merchant, 24 East Main, Phone 68).

Wheat—No. 1 hard, 1.15; No. 1 northern, 1.13@1.14½; to arrive, 1.12½@1.14½; No. 2 northern, 1.11@1.12½; to arrive, 1.10@1.12½; No. 3, 1.09@1.09½; No. 1 durum cash and to arrive, 91; No. 2 durum cash and to arrive, 89.

Corn—No. 3 yellow, 58½@59; No. 3 corn, 53@57.

Oats—No. 3 white, 40@40⅝; to arrive, 40⅛; No. 3 oats, 37⅝@38⅜.

Barley, 52@60.

Rye—71@73½; to arrive, 72½@73½.

Flax—Cash and to arrive, $2.35¼.

**Kansas City Wheat.**

Kansas City, May 7.

Wheat—No. 2 hard, 1.10@1.13; Sept. 99⅛@99¼ sellers.

Corn—No. 2 mixed, 63½@64; Sept. 60⅝@60⅝ sellers.

Oats—No. 3 white, 43@46.

**Minneapolis Wheat.**

Minneapolis, May 7.

Wheat—Cash, Closed; No. 1 hard, 1.15; No. 1 northern, 1.13¼@1.18½; No. 2 northern, 1.11@1.12½; No. 3, 1.09@1.10½.

**Peoria Grain.**

Peoria, May 7.

Corn—No. 3, 61½.

**St. Louis Grain.**

St. Louis, May 7.

Wheat—July, 1.04.
Corn—64.
Oats—40.

**New York Grain.**

New York, May 7.

Wheat—September, 1.10½.
Corn—71¾.

**New York Produce.**

New York, May 7.

Butter—Easy unchanged; receipts, 5,200 eggs; steady unchanged, receipts, 17,900.

Poultry—Alive, unsettled; broilers, 90@1.00 per pair; fowls, 17½; turkeys, 10@15; dressed steady; fowls, 18@20; turkeys, 17@23.

**New York Exchange.**

Chicago, May 7.—New York exchange, 25 premium.

**Weekly Bank Statement.**

New York, May 7.

The weekly bank statement shows the banks hold $10,773,000 more than the requirements of the 25 per cent reserve rule.

Loans, decrease, $23,438,000.
Deposits, decrease, $21,478,000.
Circulation, decrease, $225,000.
Legal tenders, decrease, $2,700,000.
Specie, increase, $1,332,000.
Reserve decrease, $1,368,000.
Surplus, increase $4,001,000.
Ex. U. S. deposits, increase, $3,998,000

The statement of banks and trust house shows:

Loans, $1,182,078,000.
Specie, $128,369,000.
Legal tenders, $21,008,000.
Total deposits, $1,244,315,000.

## PRODIGAL SON'S FINISH.

**After Dissipating His Share of Estate is Arrested for Forgery.**

Chicago, May 5.—Francis C. Pope, formerly of Chicago, was arrested in Denver today, on a charge of forgery. He is a son of the late Francis Pope, Sr., once prominent in the social and business affairs of Chicago and a member of the board of trade. The son dissipated his $25,000 share of his father's estate, while the daughter, Miss Florence Pope, has devoted her fortune to settlement work in Hull House district.

## BLACK EGGS TO BURN.

**New Yorker Claimed to Have Produced Colored Hen Fruit.**

Norwich, N. Y., May 5.—Frank J. Dedrich, formerly of Oxford, N. Y., has developed a breed of hen which lays black eggs. He produced this result, he says, by feeding his hens fine coal dust. The shells have been analyzed and are found to contain particles of coal dust. According to Dedrich, experiments are now being made to determine the value of the eggs as fuel.

## TAFT GETTING BACK.

**Will Devote Rest of Week to Conferences on Railroad Bill.**

Cincinnati, May 5.—President Taft passed thru here this afternoon on his way back to Washington. He will devote Friday and Saturday to important conferences regarding the railroad bill.

## DEAD AT 108.

**Bernard White Was Oldest Man in Nutmeg State.**

New Haven, Conn., May 5.—Bernard White, the oldest man in Connecticut, is dead at his home here of old age. He was 108 years old. Five children, twenty grandchildren and five great grandchildren survive him.

**Has Valuable Mementos.**

A member of the Institute of France possesses a unique and historic collection which had a very small beginning. At the proclamation of the empire in January, 1853, this gentleman, knowing one or two of the then ministers, sent them his carte-de-visite. They returned the compliment, and then the idea struck him to pay a similar attention to the other ministers. This he did, and received a similar acknowledgment. Having his first ministry complete, he has kept up the custom ever since, and has now what Cowper terms "a faithful remembrancer" of every minister who has served his country during 57 years.

**Prize for Collectors.**

There was recently sold at auction in Berlin the celebrated Lana collection of antiquities and art objects. Probably the most valuable of the relics was a bumper of hammered tin, which brought the top price at the sale, something more than $8,000. This piece has beeen known by connoiseurs the world over as the "Breslau tin bumper," because it is supposed to have been made in that city. It dates from about the year 1500, and is octagonal in shape, its sides having scenes from the lives of evangelists and other religious figures. It is one of the finest specimens of hammered metal extant.—Harper's Weekly.

**An Old Fashion.**

"When I was a boy," said Charley White, the old-time prize fight referee, "every saloonkeeper had to have a parrot or a monkey in his place to keep up with his competitors. First-class saloons displayed both parrot and monkey. Sailors used to pick up a good deal of spending money in those days by bringing parrots and monkeys from South America or Africa and selling them to the saloon men. Usually the sailors had taught the parrots a fine brand of marine language. Nowadays you never see a bird or a monk in thirst parlors. I wonder what happened to change the fashion?"—New York Sun.

**Remarkable Longevity.**

A record for longevity is claimed for an old couple named Fayet, residing at Chateldon, Puy de Dome, the husband being 103 and the wife 101. Both are in excellent health, and work, unaided, their small holding.

**Blessed Are They That Want Little.**

Those who want fewest things are nearest to the gods.—Diogenes.

# HOGS DOWN AGAIN

## DAY'S DECLINE OF 15 TO 25, EVEN SCALPERS FAILING TO SUPPORT MARKET.

## UNUSUAL LARGE SATURDAY SUPPLY CAUSE OF SLUMP

**Active Demand Puts Steers Back to High Closing Prices of Last Week, Supply Not Being Heavy—Lambs Selling at $8.90, Even $1 Under High Point of Previous Week.**

Chicago, May 7.—Hogs declined 15 to 25 cents, even scalpers failing to support the market. This was accounted for by the unusually liberal supply for Saturday. The latest top price was $9.45.

Receipts for the week show a gain of 16,000 over last week, but are still remarkably light for this time of the year and are 35,000 less than a year ago. Packers are cutting their orders down to the lowest limit in the hope of stopping the upward flight of the market, but have been beaten at every turn this week, except on Monday, when they took off such a big chunk that it effectually checked the supply from the country. Shippers immediately saw that a heavy contribution would paralyze the trade, and that only light offerings would brace the market up. They quickly cut the supply down so that since Monday the runs have been very light.

**Cattle.**

Active demand put the price of steers back to last week's closing prices. In addition to the active demand the supply was not very heavy.

Market had a bad opening and a red-hot finish this week. The opening, however, could have been better had there been a more equitable distribution of supplies. Monday's big run of 25,000, which was considerably in excess of demands, effected the poorest trade in weeks, but the fact that the call for beef still remains moderately good, where too much of it is not offered in one day, was demonstrated Wednesday and Thursday, when full recovery of the Monday decline, and more, too, in some cases, was brought about.

Receipts for the week total 45,500 against 54,545 in five days last week and 46,744 a year ago. This cut in supplies, of course, has been a strong factor in bringing about reaction in the prices, while a good shipping demand, coupled with packers' moderate needs for beef, also was another strong influence. All classes have caught the price appreciation since Wednesday, but biggest gains were the medium to good grades, which kinds were hardest hit early in the week.

Altho the market has been boosted back to last week's closing level there is still a general decline of 15@25 cents in force compared with two weeks ago, and the trade does not look upon the situation as particularly encouraging to continued strength in prices next week unless the country takes the late price up shoot conservatively and does not overload next Monday's market. In the event of a big Monday supply buyers are very likely to eliminate price gains made since Wednesday and begin operations on a low basis once more.

While there is a moderate demand for beef at current prices, the trade can handle only just so much of it, and at any time killers are given the advantage of getting their purchases lower they are quick to grasp it. The big drop early this week well indicated packers' position, and while there is a pretty good inquiry from shippers the eastern concerns also are in a mood to effect lower prices, since they can find a better market for beef when the cost is lower.

**Sheep.**

Sheep and lambs were steady. The close showed prime lambs selling at $8.90, just $1 lower than the high point of last week.

**Chicago Livestock.**

Chicago, May 7.

Cattle—300, opened steady. Beeves, 5.60@8.35; stockers and feeders, 3.90@6.65; cows and heifers, 2.70@7.35; western, 4.85@6.85; Texas, 4.70@6.40; calves, 6.00@8.25.

Hogs—10,000, fifteen lower. Light, 9.20@9.55; mixed, 9.20@9.60; heavy, 9.20@9.57½; rough, 9.20@9.35; good choice heavy, 9.35@9.60; bulk, 9.45@9.50.

Sheep—2,000, opened steady, 4.25@7.80; lambs, 7.25@9.00.

**Kansas City Livestock.**

Kansas City, May 7.—Cattle—Estimated receipts for today, 1,000; steady.

| | |
|---|---|
| Natives | 6.25@8.10 |
| Cows and heifers | 3.50@7.50 |
| Stockers and feeders | 4.00@6.60 |
| Westerns | 5.75@7.75 |
| Southerns | 7.25@7.65 |

Hogs—Estimated receipts for today, 2,500; 10 to 15 cents lower.

| | |
|---|---|
| Heavies | 9.30@9.40 |
| Packers and butchers | 9.25@9.40 |
| Lights | 9.10@9.25 |

Sheep—Estimated receipts for today, 1,000; steady.

| | |
|---|---|
| Muttons | 5.50@7.75 |
| Lambs | 6.50@8.75 |

**Omaha Livestock.**

Omaha, May 7.—Cattle—Estimated receipts for today, 100; unchanged.

| | |
|---|---|
| Natives | 5.75@7.85 |
| Cows and heifers | 3.00@7.00 |
| Westerns | 3.75@6.75 |
| Stockers and feeders | 3.50@6.50 |

Hogs—Estimated receipts for today, 2,500; 10 to 15 cents lower.

| | |
|---|---|
| Heavy | 9.15@9.30 |
| Mixed | 9.10@9.15 |
| Light | 9.00@9.30 |

Sheep—Estimated receipts for today, 100; steady.

| | |
|---|---|
| Muttons | 7.00@8.00 |
| Lambs | 8.75@9.50 |

**St. Louis Livestock.**

St. Louis, May 7.—Cattle—Estimated receipts for today, 300; steady.

| | |
|---|---|
| Natives | 6.70@8.25 |
| Cows and heifers | 3.50@8.00 |
| Stockers and feeders | 4.00@6.25 |

Hogs—Estimated receipts for today, 6,000; 10 to 15 cents lower.

| | |
|---|---|
| Pigs and light | 8.00@9.55 |
| Packers | 9.30@9.60 |
| Butchers and best heavies | 9.40@9.65 |

Sheep—Estimated receipts for today, 5,000; steady.

| | |
|---|---|
| Muttons | 7.00@7.90 |
| Lambs | 7.50@9.00 |

**Trolley.**

The trolley is the poor man's automobile.

# EDWARD'S REIGN ENDED; GEORGE V PROCLAIMED

[Continued From Page 1.]

cussed the momentous event quietly and soon dispersed. The streets were deserted by 1 o'clock.

Within a few minutes after the death of the king, the home office was telegraphing the intelligence to the heads of other governments and the British diplomats and colonial officials thruout the world.

All who knew the king expected his death would be sudden, and it would not have occasioned great surprise if it had occurred without warning at some social function, as a result of heart trouble. Almost to the end he refused to take to his bed, and was sitting up yesterday in a large chair, so the palace stories go, corroborating the description of him as an unruly patient, which Dr. Ott gave to a Vienna interviewer last evening.

## WAS POPULAR MONARCH.

**Late King Beloved Among His Subjects as Man and Ruler.**

London, May 7.—When Edward VII breathed his last there came to a close the life of a unique personality. He was loved almost universally, first of all as a man whose natural attributes made him dear to the hearts of his subjects, and next as a monarch whose ability to fulfill the role which he was called on to assume was demonstrated conspicuously.

"Edward VII by the grace of God, of the United Kingdom of Great Britain and Ireland and of the British dominions beyond the seas, king, defender of the faith, emperor of India," was his title.

Subject to fierce criticism in his youth because of his manner of life, he lived down a rather unenviable reputation thru long years of more careful conduct and succeeded in winning the confidence of all of the people as almost no other sovereign of Great Britain, except his mother, Queen Victoria, had done.

As a statesman he was active and successful, particularly in the field of foreign affairs. The fact that he was the idol of the people made him a useful instrument of the ministry and enabled him at the same time to wield more influence than had been conceded to the throne in the past. He was an able diplomat and in all the more important questions of foreign politics which came up during his short reign he made himself felt.

**Made Stronger.**

In domestic politics he was less active, but he succeeded in strengthening the position of the monarchy with the masses, effectually killing whatever anti-royalist sentiment existed at the time of his accession. His influence with his ministers in an advisory capacity was much more pronounced than was that of Queen Victoria, altho his attitude on the political questions of the day was not defined.

Edward VIII assumed the throne on the death of Queen Victoria on Jan. 22, 1901, so that he was king less than ten years.

It was as a sportsman that the British people loved most to think of him. He was an enthusiastic patron of horse racing and was fond of yacht racing, cricket, athletics and shooting. His love of cards was almost a passion in his earlier days and his gambling for high stakes got him in trouble several times.

When, in 1909, his horse Minoru won the Derby at Epsom, there was a scene of enthusiasm at the track which was unparalleled. Twice before he became king he won the derby, with Persimmon in 1898 and with Diamond Jubilee in 1900.

He was rather below the average stature, of strong and heavy build. His ruddy face betokened good health and good spirits up to a short time ago. He wore his gray beard trimmed to a sharp point. His thin circle of gray hair diminished until he was quite bald. Even in his latter days he continued to be one of the best dressed men in Europe and was regarded as a model for quiet refinement of dress and bearing.

At the state functions in which he participated King Edward revived all the pomp and circumstance of medieval days. He drove to Westminster on the opening of parliament in one of the sumptuous royal coaches, attended by heralds, equeries and outriders and a vast retinue, forming a pageant of royal splendor. On these occasions the king wore the full robes of majesty.

**Frank But Tactful.**

Tactfulness, which he possessed to a marked degree, was a conspicuous characteristic of the late king, altho he was frank, loyal and warm hearted always. Those who associated with him have said that he was emphatically the "good fellow," simple and courteous, but a stickler for the deference which his rank demanded.

He was born at Buckingham palace on Nov. 9, 1841, the son of Queen Victoria and Prince Albert of Saxe-Coburg and Gotha. Educated by private tutors on a plan outlined by his father he later studied at Edinburgh, Oxford and Cambridge. A long period of travel followed, during which he went over Europe and the east. In 1860 he made a triumphant tour thru the United States and Canada.

The prince was married on March 10, 1863, to Princess Alexandra, oldest daughter of the Danish prince who became some months later King Christian IX.

Six children were born, two of whom—the duke of Clarence and Prince Alexander—died. The surviving children are George Frederick, prince of Wales, duke of Cornwall and York, who now becomes king; Princess Louise, who was married to the duke of Fife; Princess Victoria Alexandra, and Princess Maud Charlotte, who was married to Prince Karl of Denmark, now King Haakon VII of Norway.

The king was of the house of Hanover, which dates from the accession to the throne of King George I, in 1714.

**Not First Serious Illness.**

Twice before ascending the throne Edward's life was despaired of. In 1871 he was seriously ill with typhoid fever, and for weeks his death was expected. In 1898 he fell on the stairs while on a visit to Baron Ferdinand de Rothschild at Waddesdon manor and fractured a knee cap. Complications ensued and for a time his condition was dangerous.

His coronation, originally set for June 26, 1902, and postponed until Aug. 9 on account of illness was a pageant of almost unparalleled splendor, and the occasion of a celebration thruout the world. His short reign was a peaceful one, after the conclusion of the Boer war, which was in progress when he became king.

Several times the king has been in danger from anarchists or cranks. On April 4, 1900, when as a prince he was in Bhussels, Kean Sipido, a boy of 15 years, fired at him as he was seated in a railway coach. The shot did no harm. The boy was held to be mentally irresponsible.

A plot to assassinate him and King Carlos of Portugal, while he was in Lisbon, in 1903 was discovered and frustrated.

The king was always a great traveler and was nearly as well known on the boulevards of Paris and in the casinos of Biarritz and Hamburg as he was along Piccadilly. He always exhibited a marked preference for the society of Americans.

# EARLY FREIGHT RATES HEAVY

**Time When "All the Traffic Will Bear" Was Interpreted in Most Literal Sense.**

Formerly the only practical means of transportation from the eastern part of the United States to the extreme western part was by water around Cape Horn. In 1854 the Panama railroad was built. After that goods were carried by water from New York to Colon; by rail from Colon to Panama, and by water from Panama to San Francisco. The first transcontinental railroad was finished in 1869 by the completion at Ogden, Utah, of the Central Pacific from the west and the Union Pacific from the east. In that primitive period of railroad history the traffic manager knew only one principle of rate-making. He "charged what the traffic would bear." He did not mean by this that he charged all that the existing traffic would bear. That would prevent the development of more traffic; and to develop more was his main object. He meant that he charged all he could without hampering the movement or growth of traffic. The situation of the first transcontinental road, running through an undeveloped country, much of which was inhabited only by wild animals and wilder men, was such that it had to apply this principle rigorously. To get any of the traffic from the Atlantic to the Pacific coast it had to make rates which would be as attractive to the shipper as the low rates made by water. It did not have to make rates as low in proportion on traffic from the Pacific coast into the interior; it had a monopoly of that business. It, therefore, made its rates from the east to the interior relatively high. Nor did it have to make low rates to get traffic moving from the east to the western interior. If goods from the interior came by water the shipper had to pay the ocean rate, plus the rate of the railroad back from the coast. To all points within 400 or 500 miles of the coast the railroad made rates that were equivalent. When its trains on their way from the east dropped goods off at these points, it charged as much as if it had hauled them to the coast and back. If its rate from New York to San Francisco was one dollar and its rate from San Francisco to Reno, Nev., 50 cents, its rate from New York to Reno, Nev., was $1.50. The places to which rates were based on the rates to coast terminals were called "intermediate" points.—Samuel O. Dunn, in Scribner's Magazine.

# ALL WITHOUT A FATALITY

**Remarkable Results of Blowing Up of Runaway Engine on Baltimore & Ohio Road.**

Strange freaks were the result of the blowing up of engine No. 1878 on the Newburg grade of the Baltimore & Ohio railroad, in which five men were injured, says a dispatch from Cumberland, Md. The engine collided with another engine while running beyond the control of the engineer down the grade and the explosion followed. The bell was blown half a mile and fell into the parlor of the home of C. P. Ellis, leaving a gaping hole in the roof and ceiling. The whistle, weighing 100 pounds, dropped into the yard of another resident of the town a good half mile away, and other heavy portions of the engine were blown away. Windows were shattered in all houses within 200 feet of the accident. Telegraph poles were torn down, and communication was suspended for an hour. The runaway engine was demolished completely, and it almost totally wrecked the two engines of the double-header which was bringing a coal train over a crossover. A part of one of the engines was blown through the hardware store of John T. Hartman, doing considerable damage, and a fire started at the residence of C. P. Ellis from hot fragments of the bell which went through the roof. Railroad men say that such an accident without one of the six men on the three engines being killed, or even fatally injured, is without parallel.

**The Coming Railroad Tie.**

In a recent address before the American Railroad Engineering association J. W. Hendrick, vice-president of the Atchison, Topeka & Santa Fe line, briefly discussed the proposed substitutes for the wooden tie. That it will ever be replaced by one of concrete he believes improbable, because that material is lacking in elasticity. Steel seems to him undesirable, chiefly because of its cost, though doubts of the expediency of using it are also inspired by the comments of men who have given it a trial. If metal is ever adopted for railroad ties, in Mr. Hendrick's opinion it will be in combination with wood.

**Bad Record for Year.**

There were 478 persons killed and 1,404 injured on Canadian railroads in 1909.

**How He Lost It.**

"How did that man lose his supremacy at home?"

"His wife probably tried to 'phone him at the office one day, and the office couldn't understand the name."

# NEW MAN ON JOB

## SHARP SELECTED AS CHIEF POSTOFFICE INSPECTOR IN UNITED STATES.

## HAS MADE A RECORD IN HUNTING CRIMINALS

**Has Made War on Moonshiners and Distillers of the South—Statue Proposed to Medical Men Who Have Fought Yellow Jack—Washington Gossip.**

[Special Correspondence.]

Washington, May 7.—"Bob" Sharp, of Tennessee, who has just been appointed chief postoffice inspector for the postoffice department and has just been sworn into office, is one of the interesting figures among Washington officials. He comes to Washington from the office of internal revenue collector for the district of Tennesesee. There, he made a record that attracted notice, by his efforts to break up illicit distilling and to enforce the laws of the state against the illegal manufactnre and sale of liquor.

"'Bob' Sharp made a great record," said one of his admirers. "He will make as good a one in the postoffice department as he did as collector of internal revenue. As collector, he broke up moonshining. But he did something more than that. He went after the man in the automobile just as hard as he did after the poor mountaineer who was running a still."

Among other objectives singled out by Sharp was the Cascade Distilling Company. Some wealthy men were connected with it. One of the wealthiest men in Tennessee was at the head of it. Sharp tackled it and did not let up until he had won out, despite opposition. He won the thanks of the W. C. T. U. and the Anti-Saloon League for his course in law enforcement. Postmaster General Hitchcock was so well pleased with what he heard of him that he made him chief inspector. He is not without postoffice experience, as he was formerly in the department. Moreover, he takes the place his father held years ago. He was formerly a school boy in Washington. He comes here directly from Chattanooga. He is about 40 years old and a fine specimen physically.

Representative Poindexter of Washington, who is running for the senate, is much cheered up over the advices from his state. At least one of the opposition newspapers concedes that Poindexter will have a plurality in the primary. This, however, will not make his selection for the senate absolute. His opponents are said to be bent on beating him in the legislature, regardless of the primary, much as was talked of in the case of Governor Chamberlain of Oregon. Poindexter is an insurgent republican and is making the race for the senate on a platform in which he pledges himself to progressive policies.

* * *

Senator Burkett was talking about art and an art commission in the senate and was telling about two statues erected on a great battlefield. One, he said, was made by someone whose name was practically unknown. It was ideal. The other was made by a great artist.

"It was artistic," said Burkett, "But, as General Ainsworth, who is a most competent judge of what an American soldier looks like, said, no soldier ever saw a soldier look like that statue."

* * *

Senator Owen has proposed a statue to be erected in honor of the men who have taught the world how to protect itself against yellow fever. They include Maj. Walter Reed, Dr. James Carroll, Dr. Jesse W. Lazear, Dr. Aristides Agramonte and others. Of them, Senator Owen had this to say to the senate recently:

"They are the men who established in this country the medium by which yellow fever is really conveyed, and therefore taught the world how to protect itself against an epidemic of yellow fever. Except for their work, we would not have been able to build the Panama canal. They ought to be rewarded while they are alive."

Senator Owen protested against the plan proposed by Senator Carter preventing the erection of any monument or statue in the district to any person until fifty years after his death.

## BASEBALL RESULTS YESTERDAY.

**American League.**

At Boston—New York 11, Boston 0.
At Philadelphia—Philadelphia 4, Washington 3.
At Detroit—Chicago 4, Detroit 0.
At Cleveland—Cleveland 4, St. Louis 3.

**National League.**

At New York—New York 3, Philadelphia 2.
At Chicago—Pittsburg 6, Chicago 1.
At Brooklyn—Boston 8, Brooklyn 5.

**American Association.**

At Kansas City—Kansas City-Indianapolis; rain.
Minneapolis—Minneapolis 6, Toledo 2.
At St. Paul—St. Paul 4, Columbus 2.
At Milwaukee—Milwaukee 3, Louisville 2.

**Central Association.**

At Kewanee—Monmouth 4, Kewanee 3.
At Ottumwa — Ottumwa-Hannibal; rain.
At Burlington—Quincy 6, Burlington, 2.
At Galesburg—Galesburg 2, Keokuk 1.

**Western League.**

At St. Joseph—St. Joseph-Omaha; rain.
At Topeka—Topeka-Lincoln; rain.
At Wichita — Sioux City-Wichita; rain.
At Denver—Denver 9, Des Moines 6.

**Evil in Fear of Poverty.**

The prevalent fear of poverty among the educated classes is the worst moral disease from which our civilization suffers.—William James.

**At Least Show Good Intent.**

An optimistic Washington preacher told his congregation that broken resolutions were better than no pavement at all.

**Boat Driven by Waves.**

There is a boat, of Italian invention, whose motive power is supplied solely by the action of waves. Elastic floats, submerged a short distance, are attached to the stern or bow of the boat. One end of the float is left free to bend up and down with the impulse of the water. The result of the action of the waves is to drive the boat in a direction away from the free end of the floats. The speed is two or three miles an hour. The motion of the boat is independent of the direction of the waves, and can be across or against as well as with the wind. The inventor received his inspiration from his study of the motions of fishes, and he regards the action of the elastic floats as resembling that of a fish's tail.

**The Comet's Tail.**

The tail of a comet is composed of gas, existing in a highly rarefied condition. Little particles of electricity called corpuscles, or ions, are being constantly given off at enormous speed by the sun. Each meteorite in the comet's head is surrounded by its own rarefied atmosphere. When one of these little ions strikes one of the molecules of gas in the comet's atmosphere, it carries it off with it to form the tail. The electrical charge makes the gas luminous, and it is by this light, and not by reflected sunlight, that the tail is made visible to us. A comet's tail, therefore, seems to be merely a very extended aurora.—Century.

**Such a Waste.**

Sculptor (to his friend)—"Well, what do you think of my bust? Fine piece of marble, isn't it!" Friend—"Magnificent! What a pity to make a bust of it! It would have made a lovely washstand."—Tit-Bits.

**Insuring Secrecy for Voters.**

In Chile and in many of the Swiss cantons the voting paper, for greater secrecy, is inclosed in an envelope before it is deposited in the ballot box, while in Italy and Spain the urn, or box, is transparent.

**Studies in Gratitude.**

"All I got for my trouble was a 'thank you,'" said the man who begrudges friendly effort. "You're lucky," replied the billionaire philanthropist. "I'm expected to say 'thank you' to people who find me a suitable method of giving my money away."

**Imitation of Pewter.**

Brass may be given a color resembling pewter by boiling it in a cream of tartar solution containing a small amount of chloride of tin.

**To What Point?**

Attached to a tombstone in a Harlesden (Eng.) undertaker's shop, is a card which reads: "You may telephone from here."

**The Mean Thing!**

Mrs. Nagg—"Who was it that said: 'I thank God I am not as other men?'" Mr. Nagg—"Some bachelor."—Lippincott's.

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