

## A MAN OF PRIVILEGE

LONDON'S LORD MAYOR A PERSON-  
AGE OF POMP AND POWER.

The First Holder of the High and  
Mighty Office Was Elected in 1389  
and Proved Popular—Dick Whittington and Other Ancient Worthies.

The most impressive thing about the  
mayorality of London is its great au-  
thority. In Saxon and Norman times  
London was an independent state, and  
the chief magistrate—the prievee, or  
the baillif—was an absolute ruler. The  
first mayor was elected in 1389, and he  
was so popular that he retained the  
office for twenty-four years. The first  
lord mayor's pageant was in the reign  
of Henry VIII, and in it he figured as  
chief butler to Anne Boleyn.

Through the long intervening years  
the lord mayor has retained many of  
his prerogatives as a ruler. Most peo-  
ple have no idea how extensive his  
privileges are.

He has his own chaplain (in olden  
days, like the monarch, he had his  
dearer, too, and badges of royalty are  
attached to his office—the scepter, the  
swords of justice and mercy and the  
mace). He has right of precedence in  
the city before all the royal family.  
Soldiers in any number cannot march  
through the city without his consent.

He has the right of private audience  
with the king. He has the privilege  
of direct entrance without question at  
royal levees. He can at any time dis-  
close the city courts, even that of the  
common council, by removing the  
sword and mace from the table. He  
is lord of the river Thames, of the con-  
servancy, and he controls the city  
purse.

The majesty of his state is pretty  
considerable too. The city gives him a  
sum of £10,000 to expend. His palace,  
the Mansion House, is furnished with  
plate and ornaments worth £100,000.  
He has a splendid retinue of servants,  
including a sword bearer, mace bearer  
and seven trumpeters, whose liveries  
cost some £1,000 annually. He gives  
a yearly banquet, which costs thou-  
sands of pounds, and employs an army  
of 150 waiters, cooks and carvers.

Best of all, he has the power to raise  
sums of money for charitable pur-  
poses. In the last quarter of a century  
the lord mayors of London have raised  
nearly £600,000 for the relief of vari-  
ous people in distress.

Another feature which makes the  
lord mayorality attractive is its glamour  
of romance. More often than not the  
king of the city is a self-made man.  
Dick Whittington started out as an  
apprentice, as many other lord mayors  
have done. The mayor of 1611 came to  
London in rags in a carrier's cart. The  
wealthy mayor of 1418 had been a  
founding. As recently as 1800 we had  
a lord mayor of London who began life  
as a bricklayer's laborer.

When men of this character are ex-  
piled to the seats of the mighty they  
are apt to do frockish things at times.  
The laborer mayor instanced above  
had a son who fell from a high ladder  
and was killed, and the mayor on being  
brought to the spot broke through the  
crowd, exclaiming, "See that the poor  
fellow's watch is safe!"

Another self-made lord mayor gave  
Charles II, a taste of his quality.  
Charles dined with him in the city, and  
the wine passed so freely that the  
guests grew noisy and the mayor fa-  
miliar. Charles therefore stole away  
to his coach in Guildhall yard, but the  
diligent mayor pursued his majesty  
and, catching him by the hand, cried  
out, with a monstrous oath, "Sir, you  
shall stay and tak' tother bottle!" And  
the merry monarch actually turned  
back and saw the fun to a finish.

The temerity of this may seem all  
the more remarkable in view of the  
Stuart king's tyrannical dealings with  
the city, the episode of twenty of the  
principal citizens because they refused  
to pay to the king of the north of the  
southern and western parts of the

simple minded, patient, docile  
Indian of Mexico is not in this class at  
all. He is evidently peaceful. Boun-  
tiful nature and perpetual summer com-  
bine to palliate his improvidence. He  
cannot see the necessity of laying up  
anything for a rainy day. It rains half  
the days in Mexico anyhow, but that  
only makes the mangoes grow larger  
and cheaper. If he has no tortillas to-  
day some of his neighbors have, and  
they will gladly share for conditions  
may be reversed tomorrow.

These Mexican Indians make the  
best and the poorest servants in the  
world. Their greatest charm from this  
standpoint is their perfect appreciation  
of their position. Always polite, never  
presuming, with hat in hand, it is always  
"your servant" and "with your  
permission." In the household they  
ask a half holiday once a fortnight,  
with never a word of complaint when  
working hours last from daylight to  
midnight.

So different are these people from  
the northern Indian that it seems an  
injustice, as has been said, to call them  
by that name to those who know only  
the Indian of the cold country. The  
Mexican Indian does not want to fight.  
All he asks is to be let alone. His po-  
liteness and affectionate nature are in-  
born. His love for children is partic-  
ularly marked.

It is a common sight to see a laborer  
in the street with but two pieces of  
white cotton clothing to his back or his  
mane stop a woman with a baby in her  
arms and, holding the child's face be-  
tween both his hands, deliver a re-  
sounding smack and chuck it under the  
chin. And in the same unconscious  
and entirely unaffected manner will a  
young man take his sombrero from his  
head and reverently kiss the hand of some  
ancient relative in a tattered  
dress when he encounters her in the  
crowded thoroughfare—"Modern Mex-  
ico!"

## TODAY'S MARKET QUOTATIONS

## NEW YORK STOCK QUOTATIONS.

(By Correll and Thompson, Brokers, Eaton, Ohio.)

New York, Jan. 28.—

	Open	High	Low	Close
American Copper	507 <sup>1</sup> <sub>2</sub>	521 <sup>1</sup> <sub>2</sub>	505 <sup>1</sup> <sub>2</sub>	507 <sup>1</sup> <sub>2</sub>
American Car Foundry	39 <sup>1</sup> <sub>2</sub>	40 <sup>1</sup> <sub>2</sub>	39 <sup>1</sup> <sub>2</sub>	39 <sup>1</sup> <sub>2</sub>
American Locomotive	67 <sup>1</sup> <sub>2</sub>	67 <sup>1</sup> <sub>2</sub>	65 <sup>1</sup> <sub>2</sub>	65 <sup>1</sup> <sub>2</sub>
American Smelting	66 <sup>1</sup> <sub>2</sub>	68 <sup>1</sup> <sub>2</sub>	66 <sup>1</sup> <sub>2</sub>	67 <sup>1</sup> <sub>2</sub>
American Sugar	114 <sup>1</sup> <sub>2</sub>	115 <sup>1</sup> <sub>2</sub>	113 <sup>1</sup> <sub>2</sub>	114 <sup>1</sup> <sub>2</sub>
Austinson	72 <sup>1</sup> <sub>2</sub>	72 <sup>1</sup> <sub>2</sub>	72 <sup>1</sup> <sub>2</sub>	72 <sup>1</sup> <sub>2</sub>
B. & O. Railroad	45 <sup>1</sup> <sub>2</sub>	47 <sup>1</sup> <sub>2</sub>	45 <sup>1</sup> <sub>2</sub>	46 <sup>1</sup> <sub>2</sub>
Canadian Pacific	151 <sup>1</sup> <sub>2</sub>	151 <sup>1</sup> <sub>2</sub>	149 <sup>1</sup> <sub>2</sub>	149 <sup>1</sup> <sub>2</sub>
C. & O. Railroad	20 <sup>1</sup> <sub>2</sub>	20 <sup>1</sup> <sub>2</sub>	19 <sup>1</sup> <sub>2</sub>	19 <sup>1</sup> <sub>2</sub>
C. G. W. Railroad	52 <sup>1</sup> <sub>2</sub>	52 <sup>1</sup> <sub>2</sub>	51 <sup>1</sup> <sub>2</sub>	51 <sup>1</sup> <sub>2</sub>
C. M. & St. Paul Railroad	113 <sup>1</sup> <sub>2</sub>	113 <sup>1</sup> <sub>2</sub>	111 <sup>1</sup> <sub>2</sub>	111 <sup>1</sup> <sub>2</sub>
C. F. & I. Railroad	197 <sup>1</sup> <sub>2</sub>	198 <sup>1</sup> <sub>2</sub>	197 <sup>1</sup> <sub>2</sub>	197 <sup>1</sup> <sub>2</sub>
Dixie Steel	34 <sup>1</sup> <sub>2</sub>	34 <sup>1</sup> <sub>2</sub>	34 <sup>1</sup> <sub>2</sub>	34 <sup>1</sup> <sub>2</sub>
Ericsson	10 <sup>1</sup> <sub>2</sub>	10 <sup>1</sup> <sub>2</sub>	9 <sup>1</sup> <sub>2</sub>	9 <sup>1</sup> <sub>2</sub>
National Lead	29 <sup>1</sup> <sub>2</sub>	30 <sup>1</sup> <sub>2</sub>	29 <sup>1</sup> <sub>2</sub>	29 <sup>1</sup> <sub>2</sub>
New York Central	10 <sup>1</sup> <sub>2</sub>	10 <sup>1</sup> <sub>2</sub>	10 <sup>1</sup> <sub>2</sub>	10 <sup>1</sup> <sub>2</sub>
Norfolk & Western	20 <sup>1</sup> <sub>2</sub>	20 <sup>1</sup> <sub>2</sub>	20 <sup>1</sup> <sub>2</sub>	20 <sup>1</sup> <sub>2</sub>
M. K. & T. Railroad	41 <sup>1</sup> <sub>2</sub>	41 <sup>1</sup> <sub>2</sub>	41 <sup>1</sup> <sub>2</sub>	41 <sup>1</sup> <sub>2</sub>
Missouri Pacific	125 <sup>1</sup> <sub>2</sub>	128 <sup>1</sup> <sub>2</sub>	126 <sup>1</sup> <sub>2</sub>	127 <sup>1</sup> <sub>2</sub>
Northern Pacific	113 <sup>1</sup> <sub>2</sub>	113 <sup>1</sup> <sub>2</sub>	111 <sup>1</sup> <sub>2</sub>	111 <sup>1</sup> <sub>2</sub>
Pennsylvania	88 <sup>1</sup> <sub>2</sub>	89 <sup>1</sup> <sub>2</sub>	86 <sup>1</sup> <sub>2</sub>	87 <sup>1</sup> <sub>2</sub>
People's Gas	29 <sup>1</sup> <sub>2</sub>	29 <sup>1</sup> <sub>2</sub>	28 <sup>1</sup> <sub>2</sub>	28 <sup>1</sup> <sub>2</sub>
Roading	161 <sup>1</sup> <sub>2</sub>	161 <sup>1</sup> <sub>2</sub>	161 <sup>1</sup> <sub>2</sub>	161 <sup>1</sup> <sub>2</sub>
Republic Steel	17 <sup>1</sup> <sub>2</sub>	17 <sup>1</sup> <sub>2</sub>	17 <sup>1</sup> <sub>2</sub>	17 <sup>1</sup> <sub>2</sub>
Rock Island	71 <sup>1</sup> <sub>2</sub>	71 <sup>1</sup> <sub>2</sub>	70 <sup>1</sup> <sub>2</sub>	70 <sup>1</sup> <sub>2</sub>
Southern Pacific	74 <sup>1</sup> <sub>2</sub>	74 <sup>1</sup> <sub>2</sub>	74 <sup>1</sup> <sub>2</sub>	75 <sup>1</sup> <sub>2</sub>
Texas Pacific	11 <sup>1</sup> <sub>2</sub>	11 <sup>1</sup> <sub>2</sub>	10 <sup>1</sup> <sub>2</sub>	11 <sup>1</sup> <sub>2</sub>
Union Pacific	191 <sup>1</sup> <sub>2</sub>	191 <sup>1</sup> <sub>2</sub>	191 <sup>1</sup> <sub>2</sub>	191 <sup>1</sup> <sub>2</sub>
U. S. Steel	28 <sup>1</sup> <sub>2</sub>	28 <sup>1</sup> <sub>2</sub>	28 <sup>1</sup> <sub>2</sub>	28 <sup>1</sup> <sub>2</sub>
Wabash	92 <sup>1</sup> <sub>2</sub>	93 <sup>1</sup> <sub>2</sub>	92 <sup>1</sup> <sub>2</sub>	93 <sup>1</sup> <sub>2</sub>
Wabash	122 <sup>1</sup> <sub>2</sub>	122 <sup>1</sup> <sub>2</sub>	122 <sup>1</sup> <sub>2</sub>	122 <sup>1</sup> <sub>2</sub>
Great Northern	122 <sup>1</sup> <sub>2</sub>	122 <sup>1</sup> <sub>2</sub>	122 <sup>1</sup> <sub>2</sub>	122 <sup>1</sup> <sub>2</sub>

## Chicago.

## CHICAGO GRAIN AND PROVISIONS.

By Correll and Thompson, Brokers,  
Eaton, O.

Chicago, Jan. 28.—

## Wheat

	Open	High	Low	Close
May 100 <sup>1</sup> <sub>2</sub>	102	100 <sup>1</sup> <sub>2</sub>	101 <sup>1</sup> <sub>2</sub>	101 <sup>1</sup> <sub>2</sub>
July 98 <sup>1</sup> <sub>2</sub>	98 <sup>1</sup> <sub>2</sub>	97 <sup>1</sup> <sub>2</sub>	97 <sup>1</sup> <sub>2</sub>	97 <sup>1</sup> <sub>2</sub>
Sept. 105 <sup>1</sup> <sub>2</sub>	106 <sup>1</sup> <sub>2</sub>	105 <sup>1</sup> <sub>2</sub>	104 <sup>1</sup> <sub>2</sub>	105 <sup>1</sup> <sub>2</sub>

## Corn

	Open	High	Low	Close
May 61 <sup>1</sup> <sub>2</sub>	61 <sup>1</sup> <sub>2</sub>	61 <sup>1</sup> <sub>2</sub>	61 <sup>1</sup> <sub>2</sub>	61 <sup>1</sup> <sub>2</sub>
July 50 <sup>1</sup> <sub>2</sub>	50 <sup>1</sup> <sub>2</sub>	50 <sup>1</sup> <sub>2</sub>	50 <sup>1</sup> <sub>2</sub>	50 <sup>1</sup> <sub>2</sub>
Sept. 50 <sup>1</sup> <sub>2</sub>	50 <sup>1</sup> <sub>2</sub>	50 <sup>1</sup> <sub>2</sub>	50 <sup>1</sup> <sub>2</sub>	50 <sup>1</sup> <sub>2</sub>

## Oats

	Open	High	Low	Close
May 53 <sup>1</sup> <sub>2</sub>	53 <sup>1</sup> <sub>2</sub>	53 <sup>1</sup> <sub>2</sub>	53 <sup>1</sup> <sub>2</sub>	53 <sup>1</sup> <sub>2</sub>
July 45 <sup>1</sup> <sub>2</sub>	46 <sup>1</sup> <sub>2</sub>	45 <sup>1</sup> <sub>2</sub>	46 <sup>1</sup> <sub>2</sub>	46 <sup>1</sup> <sub>2</sub>
Sept. 38 <sup>1</sup> <sub>2</sub>	38 <sup>1</sup> <sub>2</sub>	38 <sup>1</sup> <sub>2</sub>	38 <sup>1</sup> <sub>2</sub>	38 <sup>1</sup> <sub>2</sub>

## Pork

	Open	High	Low	Close
May 183 <sup>1</sup> <sub>2</sub>	183 <sup>1</sup> <sub>2&lt;/</sub>			