

Wichita Daily Eagle FINANCE AND COMMERCE

WICHITA MARKETS.

The Receipts of Stock at the Wichita Union Stock Yards for the Past 24 Hours Were as Follows: 580 Cattle, 1400 Hogs. Shipments 34 Cattle, 237 Hogs.

CATTLE. WICHITA, July 7, 1891. The cattle receipts were lots heavier to-day than for some time. Quite a large majority of them were only unweaned for feed and water, but even the number offered for sale was larger than for several days. Some very good butchers' stuff with the usual per cent of poor grades was what was received. The buyers are ever ready for good grades and paid splendid prices for all of that kind to-day. About all the cattle offered for sale were disposed of.

Table with columns: Articles, Receipts, Shipments. Lists various types of cattle and their market prices.

As was expected, the run of hogs was heavy today and both the number and quality of stuff in was far in advance of anything for a month or more past. The market opened weak but closed active and strong. The top bunch sold for \$4.72 1/2, which was low enough for the quality of the stock. Hogs ranged from \$1.50 to \$4.65.

Table with columns: No. of Hogs, Price per Head. Lists various grades of hogs and their prices.

Wichita Horse and Mule Market. Receipts of horses and mules are very light to-day. Only a few local buyers and no shippers on the market.

Wichita Horse and Mule Market. The following quotations show the condition of the market: Good draft horses, \$100 to \$150; light draft horses, \$75 to \$100; heavy draft horses, \$120 to \$180.

Wichita Horse and Mule Market. This was the liveliest day at the yards for a long time. The packing companies' buyers were on hand today and ready to buy all that was offered if they could be used by their horses.

Wichita Horse and Mule Market. George H. Smith, manager of D. M. Kirkbride's stock ranch at Garden Plain was in with stock today.

Wichita Horse and Mule Market. The following shippers had stock on today's market: B. C. Cochran, of Eaton, cattle and hogs; S. W. B. Cochran, of Eaton, cattle and hogs.

Wichita Horse and Mule Market. D. M. Kirkbride, of Garden Plain, hogs; J. M. Horton, of Corbin, hogs and cattle; C. W. Astle, of Haven, hogs; R. W. Campbell, of Douglas, hogs; Col. Neff, of Arkansas City, hogs; Sweet & Delever, of Fall River, hogs; H. McKittrick, of Augusta, hogs; J. Williams, of Bentley, two cars of hogs; J. M. Lambert, of Latham, hogs; King & Fitcher, of Parkersburg, hogs; M. L. Falkenberry, of Elling, hogs; J. S. Norris, of Furler, hogs and cattle; Bradbury & Robinson, of Marion, hogs; George Hauser, of Marion, hogs; S. Burkett, of Eureka, hogs; C. Figg, of Nashville, hogs and cattle.

LIVE STOCK MARKET. By Telegraph. KANSAS CITY, Mo., July 7.—CATTLE.—Receipts 1000 head. Market slow, steady. Choice steers \$10 to \$12; heavy steers \$8 to \$10; calves \$4 to \$6; hogs \$1.50 to \$4.50; sheep \$1.50 to \$3.50.

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MARKETS BY TELEGRAPH.

New York Money. Money on call, easy, ranging from 2 1/2 to 3 per cent, last loans, closed off at 2 1/2.

Chicago Grain and Provisions. Chicago, July 7. Wheat—Weak, Corn—Active, Pork—Active.

Wheat—July 9th, August 9th, September 9th. Corn—July 9th, August 9th, September 9th.

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ELDRIDGE & CAMPBELL, WICHITA, KAN.



LIVE STOCK COMMISSION MERCHANTS

CITIZENS' BANK. PAID UP CAPITAL - \$ 500,000. STOCKHOLDERS LIABILITY, 1,000,000.

RAILROAD TIMETABLES. MISSOURI PACIFIC R. CO.

GOING SOUTH AND EAST. ST. LOUIS, MO. TO WICHITA, KAN.

GOING NORTH AND WEST. WICHITA, KAN. TO ST. LOUIS, MO.

PHYSICIANS. DR. JAS. C. HARRELL.

DR. MARY GAGE DAY. DR. E. EMMA COBB.

NO CURE PILES. FINEST PREPARED.

DR. C. C. FURLEY. Treats all diseases.

E. Y. MUNSSELL, M. D. SPECIALTIES.

DR. CROSKY. EYE, EAR, SURGERY.

ATTORNEYS AT LAW. J. R. HALLGREN.

HARRIS, HARRIS & VERMILION. Attorneys at Law.

ROHRBAUGH & RAUCH. Attorneys at Law.

E. R. JEWETT. Attorney at Law.

BOYD'S DENTAL ROOMS. DENTISTS.

DR. F. H. CREDITOR. DENTISTS.

ON OCEAN STEAMERS.

Clear-headed, brainy, driving men are these master mariners, and bearing patiently a responsibility that needs an iron will and a courage faltering at nothing.

No; master mariners are made, not born, and unlike many of their brethren in the government service, have to be energy, pluck, man-wisdom, and a hundred qualities the world is better for owning.

When the furnace doors are opened, the stokers' heads are seen, and the blue sparks of gas and iron over the burning coals of fuel, and great masses of flame seek half-burnt carbon over the quivering fire wall into the flues.

Through bulkhead doors the red and gold of the furnaces checker the reeking floor, and the tremulous roar of the engine dominates the sibilant splutter of the steam.

The noise and uproar are deafening; coal-trimmers trundle their barrows unceasingly from bunker to stoke hole, or if the ship's motion be too great for the wheels, carry it in baskets, and during the four long hours there is no rest for those who labor here.

First-class ships muster from twelve to fifteen men in each watch, and all of these are shipped as seamen. Of course the majority are such only in name, though there is always a definite number of sailors among them.

Jack knows all this, and he sure he stands up most boldly and assertively, at times with a great deal of unnecessary swagger and bounce, for all the articles—"sign articles"—allow him.

But they are philosophers in their sad way, and are apt, if they find themselves safely on board with a couple of shillings in their "baccy pouches," with a pan, an extra shirt, a pannikin, a box of matches and a bar of soap, to feel that the anchor can not be tripped too soon as they are equipped for an adventure anywhere, even to the "Hindus, heat or west," as their doleful city announces.

It may be at night, when you can not see a ship's length ahead, and around you, threatening disaster and death, are a dozen vessels; it may be when the ice is moving and the towering bergs lie in your pathway. Then, after a hard hour of duty, you are crossed out of a comfortable bed and jumped half awakened, into the chill and misery of the galley, hither with every nerve and muscle strained to the breaking point.

SPORTING NOTES.

The yachting season has opened auspiciously, and the white winged flyers are skimming over the oceans and lakes. There seems to be little prospect of another race for the America cup, however.

The famous English yacht Thistle, which was won by the Volunteer in the race for the America cup in 1877, is now the property of Emperor William of Germany. He has changed her name to the Meteor.

James F. Corbett says he will never fight before the California Athletic club again, and that he will not fight at all for a year. Corbett has not ceased growing, and he wishes to be at his best when he makes his next strike for a big honor in the pugilistic world.

There seems little prospect that the American college teams and the best English players will meet this year. A series of matches between the great players of the two countries would be an event of much interest.

Clarence Hobart, the tennis champion of New Jersey, will make a strong fight this year to wrest the American championship from O. S. Campbell.

R. H. Davis, of Harvard, and His Work on the Wheel. R. H. Davis, the famous Harvard wheelman, has a long list of victories to his credit, and who recently defeated W. F. Murphy, of the New York A. C., in a one mile safety scratch race at Cambridge, begun riding at Bologna, Italy, in 1886.

After capturing several other important events Davis met W. E. Crist at Hartford and defeated him in the one mile safety, establishing a new American record of 2:46. The same day he and Crist broke the 2-mile safety record for a mile, and made a new one of 5:45. In 1888 he was disqualified at the intercollegiate championships, but again broke the record in the two mile event at a trial race. His time was 6:04. The same year, at Paddington, London, he did a mile in 2:39 3/4. He again captured the intercollegiate championship last year, but was defeated this year by Pratt, whose time was slow, 6:13 3/4. Davis is equally at home on the safety and ordinary. He expects to compete in the Italian safety championships this summer.

Checkers Problem No. 119—By H. Maxwell. Black—2, 10, 12, 17. White—1, 15, 19. Black to play and win.

Checkers Problem No. 120—By Richard Lucy. Black—Three pieces. White—Eight pieces. White to play and mate in two moves.

ADVERTISE

READ AND WRITE YOUR OWN COLUMN. TWO-CENT COLUMN.

THE PEOPLE'S COLUMN. Your Wants Supplied. The following rates under the different headings will be charged for advertising in this column.

WANTED—FEMALE HELP. Under this head 2c per line per day. Domestic. WANTED—GIRL FOR GENERAL HOUSEWORK.

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THE PEOPLE'S COLUMN.

Your Wants Supplied. FOR RENT—A FURNISHED ROOM. FOR RENT—A FURNISHED ROOM.

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