THE BULLETIN.

Metal Paper of the City and County.

JOHN H. OBERLY, Editor and Publisher

TERMS OF THE DAILY BULLETIN

One week, by carrier	$ 25
One year by carrier, in advance	10 00
One year by carrier if not paid in advance	12 00
One month, by mail	1 00
Three months	3 00
Six months	5 25
One year	10 00

TERMS OF WEEKLY BULLETIN.

One Year	$1 00
Six Months	75
Three Months	50

Invariably in advance.

Sending matter on every page.

THE ILLINOIS RAILROAD LAW.

LETTER OF JOHN H. OBERLY TO THE COMMISSIONERS.

CAIRO, ILLINOIS, August 11, 1873.—To Messrs. Cook, Brown and Pearson, Railroad Commissioners—*Gentlemen:* Your determination to make one schedule of freight and passenger rates for all the railroads of this state is, I believe, unwise. The more I study the subject the stronger this belief becomes. I cannot, as I must write in great haste, state to you in a manner satisfactory to myself the reasons which have led me to this conclusion. Some of them I mentioned at the conference last week, and a few others I shall put upon record in this communication.

In the first place, in the law under which you purpose to make the proposed general schedule, you are expressly directed (sec. 8) to make for *each* of the railroad corporations doing business in this state a schedule of reasonable maximum rates of charges for the transportation of passengers, freight and cars, on each of said railroads. This section further provides, that as soon as you have prepared a schedule for a railroad corporation, you shall make publication of it in a newspaper published at Springfield, and that, after a date named, said schedule shall, in suits brought against any railroad corporation doing business in the state, in which suits the charges of said corporation for the transportation of freight, etc., are involved, be taken in all courts in this state, as prima facie evidence that the rates therein fixed are reasonable maximum charges upon the railroads for which said schedules may have been respectively prepared. The letter of the section emphatically directs the preparation of a schedule for each railroad corporation doing business in this state. There can, I believe, be no doubt of this, and therefore unless you can find in the spirit of the section a contradiction of its letter,—your conclusion to prepare one schedule for all such corporations cannot be sustained by the law under which you propose to act.

In seeking to justify your proposed action, I understand you to maintain this proposition, that if the rates you may fix for one road, should be, in your opinion, the rates which should also be fixed for another road, there can exist no reason why a schedule should be prepared for each; that, if you should decide that the rates fixed by you for two roads, should be rates fixed for all the roads in the state, no necessity can exist for more than one schedule. The reasoning is ingenious, but the conclusion is unsatisfactory, and a proper construction of the law would, I have no doubt, convince you that you cannot, without doing violence to its spirit as well as letter, maintain your present position.

I am well grounded in the belief that the legislature never for a moment thought that the commissioners could, in the face of the plain language of the law of May 2, 1873, come to the conclusion that rates prepared for a general schedule would satisfy the requirements of section 8; but if I am mistaken, I hold this to be an incontrovertible proposition, that, if you should conclude that rates may be established and applied to all the roads, the rates must be published in a schedule for each road.

The law defines railroad corporations to be "all corporations, companies or individuals now owning or operating, or which may hereafter own or operate any railroad, in whole or in part in this state" and also all persons, firms and companies, and associations of persons, whether incorporated or otherwise, that shall do business as common carriers on any of the lines of railroads in this state." From this definition the conclusion is deduced that a company which is not a railroad company, and persons and firms, may become railroad corporations, although they have no interest in any railroad in the state. The law directs you to make a schedule for each association of persons, firms and companies as well as for each railroad company. I cannot understand how you could fix a rate of freight reasonable to the Chicago and Alton Railroad company which would be applicable to the business done by person controlling the Red, Blue, Green or star line on some other railroad. The business of railroad companies and of these individual or associated common carriers, appears to be so dissimilar, to be influenced and controlled by considerations so unlike, that a schedule for the companies would not be a proper schedule for the other common carriers and vice verse.

I might here properly enter into an argument to prove that rates which might not be high enough on roads doing a light business; that rates on north and south roads might not be proper rates on east and west road; that rates on roads easily and cheaply operated might be too high on roads operated with difficulty and at great expense, etc., but I have neither time nor disposition to do so. In reply you would probably say that roads doing little business work for lower rates than established and paying roads; that the expenses of operating a road on the amount of business by it should not be taken into consideration when a schedule of rates for the road is being prepared, and that therefore the rates should be general. I cannot agree with you, but if I were to admit that you are correct in this belief, the reply is, that the legislature when it enacted the law evidently believed that there was something in the business of each railroad corporation requiring a schedule for each of such corporations containing differential rates established on the amount of business done, the cost of operating, etc., and graduated according to quantities, class, direction and distance. You may be right in your conclusions, and, as legislators, may have aided in the enactment of a better law than the one of May 2, 1873, under which you are now acting, but the legislature, not having the benefit of your advice, came to another conclusion. As commissioners you cannot correct the mistakes of the legislature, and therefore, if I am not mistaken, you have but one course to pursue, and that is to execute the law as you find it, and allow the responsibility for its imperfections to fall upon its authors.

The rates that are to be fixed by you in the proposed schedules are to be held as only *prima facie* reasonable. It is, therefore, in my opinion, your duty to not prepare a schedule in any manner that may weaken the presumption that the rates contained in it are reasonable. Would not the preparation of a general schedule weaken the presumption of the reasonableness of the rates contained in it? If the maximum rates fixed in a general schedule were just high enough to be not unreasonably high on a road doing much business, or on a road carrying freights and passengers great distances, would not the presumption that such rates were high enough on roads doing not much business, or on short roads be greatly weakened, and would not the people go into court at a great disadvantage under such a schedule, in cases against non-paying or short roads? If, on the other hand, the rates fixed should be reasonable maximum rates for new and weak roads, would not such rates, being general, give the roads doing heavy business the opportunity to legally extort from the shippers patronizing them? Would it not be less difficult to convince a jury that rates established for all the roads were not reasonable when applied to a particular road, than it would be to convince the same jury that rates, possibly the same, prepared for that particular road were not reasonable—not high enough?

But, whether a general schedule, no matter how prepared, could be made *prima facie* evidence under the law, has not been determined. The rule of evidence established by section 8, is a statutory rule changing the common law rule, and it must and will be construed strictly. Now, suppose you prepare, as the law directs you to do, a schedule for each road, and after the Fifteenth of January next you bring suit against the Chicago and Alton railroad company for extortionate charges on freight from Chicago to Springfield. You introduce evidence showing that the road has charged 75 cents per 100 pound from Chicago to Springfield. Then, under section 8 you put in evidence the schedule you have prepared for the Chicago and Alton railroad corporation, which schedule shows the reasonable maximum rate per 100 pounds from Chicago to Springfield to be 50 cents. The charge of extortion is thus made out, *prima facie*, and the burden is thrown upon the railroad corporation to prove that the rate charged by the corporation is reasonable. But suppose you prepare a general schedule establishing for all the roads rates per mile, and the Chicago and Alton railroad company should charge 75 cents per 100 pounds of freight carried by it from Chicago to Springfield and you should begin suit against it for extortion. You would, as in the other suit, introduce evidence and prove that the road charged 75 cents per 100 pounds, from Chicago to Springfield. Then you would attempt to introduce your general schedule in which the rate for the distance between Chicago and Springfield was fixed at, say 50 cents per 100 pounds. The attorney for the road would object, because the schedule would not be a schedule made for the Chicago and Alton railroad company, and therefore establish no *prima facie* reasonable maximum rates between Chicago and Springfield, or for that distance on that company's road. The rule of construction being strict, is it not probable that the court would sustain the objection and you would either have to go out of court or be compelled to establish your case under the common law rule by taking the burden of proof upon yourselves? And thus, might not the object of the legislature in enacting section 8 be defeated by your mistake? By doing what the legislature has directed you to do—by making a schedule for each road you will make plain your way in litigation with the roads; by doing what you believe you may do—by making a general schedule—you will plant the seed of very intricate questions, you will involve yourselves in new difficulties, and difficulties are already too numerous.

I do not intend to say that you may not exercise in preparing the schedule, your discretion and construe the law in the interest of the people. I believe the contrary. Section 8 declares that if a railroad corporation shall charge, etc., the same or a greater amount for any distance than is charged for a greater distance it shall be guilty, *prima facie*, of unjust discrimination, and that it shall not be deemed a sufficient excuse or justification of such discrimination on the part of such railroad corporation that the railway station or point at which it made such charge, etc., is a station or point at which there exists competition with another railroad or other means of transportation. This was law before it was enacted by the legislature. The language is that of the supreme court of the state, as announced by Judge Lawrence in the McLean case. But to charge the same or more for any distance than is charged for a greater distance, though "on its face" unjust discrimination, may not be unjust discrimination. It may be discrimination in the interest of the people. This doctrine was also announced in the supreme court, in the case mentioned above. If, therefore, you should ascertain, in your investigations, that, at certain points on any road, such discrimination might be allowed to the advantage of the public, you might, in my opinion, prepare your schedules so as to allow such discriminations. For instance, it is to the advantage of the public that there should be competition between railroads, and heretofore a railroad in competition for through freight with a shorter road, has carried through freight over its line for the same amount charged by the shorter road for its through freight. Under the law, however, if the longer road does so now, it must do its way business at a lower rate than that on which the shorter road does its way business. Thus the longer road may be driven out of competition with the shorter road and be compelled to make up its loss on its way business. If in your opinion this is to the disadvantage of the public, you might, I believe, arrange your schedules so that the shorter of two roads having the same termini might charge a reasonable amount for doing its through business, and allow the longer road to carry through freight for the same amount between the termini, and yet charge on its way business the same rate charged by the shorter road on its through business. Whether it would be wise to do this I have not sufficiently investigated the question to determine myself, but that you may do so in strict accordance with the spirit of the law I have no doubt whatever.

The interest I feel in the success of the law, and particularly of section 8, mutilated as it has been by the railroad sympathizers, and your request for my opinion on this subject, must be my excuse for the undue length of this letter. Truly yours, JOHN H. OBERLY.

San Francisco.

SAN FRANCISCO, February 17.—The Steamer City of Melbourne brings particulars of the death of the Hawaiian king, Lunalilo, on the third inst. His demise has been expected for several days. The members of the cabinet ordered a meeting of the legislative assembly for the 12th of February to consider the condition of affairs. At a mass meeting on the 4th the people at Kawahiae declared in favor of David Kaliskia as the king's successor. Queen Emma, widow of Kamehameha, is also named as the successor, and there will probably be a severe contest in the legislature over the succession.

The U. S. Steamer Tuscarora has left at Honolulu—whence she proceeded immediately, sounding for China and Japan cables—news from Sydney, not important.

Ling Lunalilo died February 3d of a bronchial disease, aged thirty-nine years. Steamer Tuscarora brings the news.

TELEGRAPHIC.

Reported Expressly for the Bulletin.

THE LATEST.

BOLD SWINDLE ON THE NEW YORK STOCK EXCHANGE.

THE TEMPERANCE MOVEMENT IN OHIO STILL RAGING.

DESTRUCTIVE FIRE AT SING SING, NEW YORK.

FURTHER FROM THE SEAT OF THE INDIAN TROUBLES.

TELEGRAPHIC MARKET AND RIVER REPORTS.

New York.

NEW YORK, February 17.—The Stock Exchange was informed by letters to-day of a new issue of ten million dollars in stock in the Toledo, Wabash and Western, and nine millions in the Western Union Telegraph. The effect was a decline of ½ to ¾ per cent and a great depression in the entire list. The letters are proved to be forgeries.

A GREAT FRAUD

was preparated on the Stock Exchange to-day, the greatest in the history of the institution. After a second call an individual handed to one of the pages of the board a letter addressed to Moses H. Wheelock, vice-president, which the page delivered to the gentleman named, read it to the board, which was as follows:

WESTERN UNION TELEGRAPH CO., NEW YORK, February 17.

Moses H. Wheelock, Vice-President of the Stock Exchange:

As required by the rules of the New York Stock Exchange, you are hereby informed that the directors of this company, after mature deliberation, and acting as they believe in accordance with the ultimate best interests of company, have decided to increase the capital stock of this company from 41,073,410 dollars to fifty million dollars. The proceeds of the sale of the additional stock together with the sale of $7,295,235 of stock lately in the possession of the company, will be expended in repairs and improvement of the present lines and the extension of the lines of the company to nearly all the post offices in the United States and for the establishment of a line to California and Mexico. The directors beg leave to state that while the establishment of new lines may delay a little the expected dividends to stockholders, they express a confident hope that by thus taking possession of the whole field and effectually thwarting the establishment of a rival company, the ultimate value of the stock will be in no way diminished and that reasonable dividends can be paid at no distant day. Yours truly,

[Signed,] WILLIAM ORTON, President.

ANOTHER LETTER.

Hardly had the reading of this letter been finished when one of the pages of the board was handed another letter addressed to the vice president, which was read by that gentleman as follows:

Toledo, Wabash and Western Ry., February 17th, 1874.

To the vice president of the New York stock exchange.—In accordance with the rules of the stock exchange you are hereby notified that at the expiration of thirty days this company will issue a hundred thousand shares of additional capital stock, increasing the common stock of the company from 15 to 25 million dollars. The proceeds of such additional shares will be used for the purchase of new rolling stock and engines, and for repairs of the present rolling stock; for constructing new bridges, for building additional double track, for the purchase of steel rails, for obtaining improved terminal facilities, and for other similar purposes of the company. Very respectfully,

[Signed,] J. D. COX.

The reading of these letters caused great excitement on 'Change, and immediately there was a general stampede to sell stocks, especially T., W. & Wabash.

Amid the general confusion some of the members of the board had good sense enough to examine the letters, and being familiar with the signatures of Messrs. Orth and Cox, pronounced them forgeries. The officers of exchange immediately sent letters to the Western Union telegraph company and Wabash Railway company. The Wabash letter was returned with the following note at the foot:

"The above is not genuine. Mr. Cox is in Toledo, and there has been no meeting; neither is this Mr. Cox's signature. [Signed.] P. W. BRIGGS, Transfer Clerk.

NOTE FROM ORTON.

Mr. Orton sent the following reply on behalf of his company:

NEW YORK, February 17, 1874.

To H. G. Chaplain, Esqr., President Stock Exchange: I have just learned an announcement has been made on stock exchange that the directors of the Western Union Telegraph Company have recently voted to increase their capital to $50,000,000. This announcement has no foundation; in fact no meeting of directors has been held for several months, nor has the matter of the increase of the capital stock of the company been a subject of consideration at any meeting of the executive committee

WILLIAM ORTON, President,

Detectives are already on the track of the perpetrators of these forgeries. It is expected that a handsome reward will be offered for the detection of the forgers. The vice president is blamed by some of the members for reading letters without first consulting the president of the exchange, and it is stated that this matter put under discussion. Every effort will be made to ferret out this audacious swindle on the stock exchange.

The Commercial says the most suspicious feature of the nefarious transaction is Mr. Wheelock assuming to act as vice president and reading the forged communications from the Western Union Telegraph and Wabash offices, when he is nothing more than chairman of the floor committe. Mr. Wheelock is an old member of the stock exchange and has sustained a reputable character up to this time. It behooves the board to inquire into his dealing in these stocks, as well as to find out who have been late buyers and sellers, for themselves and other parties. The sales of Western Union stock after the forged letters were received amounted to 65,000 shares, and that of Wabash to 20,000 shares.

London, England.

DISCOVERED.

LONDON, February 17.—Dr. Beke, an English traveller, reports that he has discovered the true Mt. Sinai. It is situated one day's journey northeast of the village of Akaba, Arabia, at an elevation of 5,000 feet above the level of the sea. Dr. Beke says he found the remains of animals that had been sacrificed. He also discovered a sinaiatic inscription, which he copied.

Berlin.

BERLIN, February 17.—At the request of the Americans residing here, Rev. J. P. Thompson is to deliver a lecture descriptive of the late anti-catholic meeting in St. James Hall, London. He will also repeat his speech delivered on that occasion.

Cleveland.

CLEAVLAND, O., February 17.—The Herald special from Sandusky, says in the case of the Cincinnati, Sandusky and Cleveland railroad company, against Rush R. Sloane, the defendant failed to appear and his bond, $40,000, was declared forfeited. The excitement in regard to this matter is very great.

Richmond.

RICHMOND, February 17.—Page McCarty, recently convicted of duelling, was to day pardoned by Governor Kemper. The pardon set forth that the sole ground upon which executive clemency is extended is, that physicians certify further confinement will be fatal to McCarty.

Sing Sing, N. Y.

FIRE.

SING SING, February 17.—The fire here this morning broke out in Olive Hall, and before it was got under control destroyed twenty-six places of busines, principally on Main, Spring and Leonard streets and Central avenue. Most of the buildings were of wood. Olive hall was a new brick structure four stories high. The fire originated from the heater in Olive hall. Loss $115,000. Insurance $7,700.

Jeffersonville, Ind.

TEMPERANCE UNIONS.

JEFFERSONVILLE, February 17.—The ladies temperance union made a flank movement on the non-union element this morning by quietly assembling at the Presbyterian church, to the number of seventy, where all reporters and persons, not members of the union, were excluded. After these secret preliminary arrangements were effected and they marched to Johnson's saloon in the eastern part of the city, who met them kindly but positively refused to sign the pledge. Several hymns were sung and prayers were offered up that bedimmed many eyes. From this point they moved down to Leonard Carl's saloon on Chestnut street. Here the doors were closed and devotional exercises were held on the sidewalk and street. By this time the crowd had increased to several hundred. At this hour, 8 o'clock, services are being held in the street in front of Caspar Lansman's saloon, which is closed. The movement so far to-day has been exceedingly quiet and orderly. The boisterous manner shown by the bummers yesterday seems to have subsided. As yet no effect has been produced upon any of the saloon proprietors.

Omaha.

UNTRUE.

OMAHA, Neb., February 17.—The report telegraped yesterday about the Indians having attacked the settlers of Red Willow, Nebraska, proves to be untrue. Gen. Ord received a telegram to-day from Ft. McPherson, which says the mail carrier has just arrived from Red Willow, and reports that there is no alarm there, and that no attack has been made. Before receiving this news, a company of cavalry had been ordered out in that direction. A carrier has been sent to recall them. News to-day from the vicinity of Ft. Laramie is meagre, indicate the hostilities in the vicinity of Red Cloud and Spotted Tail agencies are not imminent. Mr. Connelly, in charge of this agency and supply trains, was killed on the 13th, in an attack made near the Platte river. Frontiersmen continue to come in with their families, feeling unsafe. Arrivals from Red Willow up to yerterday morning say no Indians have been seen and no alarm whatever. Week before last the Indians robbed a camp beyond the head of Frenchman's creek. The hunters followed them up and recaptured part of the property.

CAPTURED.

McWaters and Crooked who killed a German named Roff, at Nebraska City a few days ago, have been captured, and are now in jail at Hamburg, Mo. A party of their friends tried to release them last night but were driven off by the sheriffs' posse.

RIVER NEWS.

Office of Observation, Signal Service U. S. army. Daily report of the stage of water, with the changes for the 24 hours ending 3 o'clock p. m., February 17, 1874.

STATIONS.	Above low water.		Changes. Rise.		Fall.	
	Ft.	In.	Ft.	In.	Ft.	In.
Brownsville	0	0				
Brunswick	0	0		0		
Cairo	25	7	2	5	0	
Cincinnati	28	4	3	9	0	
Davenport	6	6	0	0	0	
Dubuque	4	5		0	0	
Evansville	0	0		0	0	
Freeport	28	1				
Hermann	0	0				
Jefferson City	0	0				
Kansas City	0	0				
Keokuk	2	11	0	1	0	
LaCrosse						
Leavenworth	3	5	0	.1	0	
Lexington	0	0				
Little Rock	0	0				
Louisville	10	2	0	2	0	
Marietta	0					
Memphis	16	5	0	0	0	
Morgantown	0	0				
Nashville	20	2	1	6	0	
New Geneva	0	0				
New Orleans	4	3	0	0	0	
Oil City						
Omaha	0	0				
Paducah	0	0		0		
Pittsburg	10	2	0	0	1	7
Plattsmouth						
Shreveport	22	9	0	2		
St. Joseph	0	0				
St. Louis	11	5	0	11	0	
St. Paul		0				
Vicksburg	32	10	0	0	0	
Warsaw						
Yankton	0	0				

*Below high water mark.

EDWIN BOOTH, Observer Sig. Ser. U. S. A

NEW ORLEAN, February 17.—Arrived—Belle Memphis. There no departures to-day. Weather cloudy and pleasant.

LITTL ROCK, February 17.—Mardi Gras was celebrated here to-day on a small scale. Weather cloudy and rainy. River falling with 6 feet 9 inches by gauge. Arrived—Nashville, Memphis.

NASHVILLE, February 17.—River still rising, 18 feet 9 inches on shoals. The weather is rainy and cold. Arrived—Eddyville, Upper Cumberland. Departed—Ella Hughes, Upper Cumberland.

CINCINNATI, February 17.—River 25 feet and rising. Arrived—Andy Baum, Memphis; Charmer, Evansville; Junista, Pittsburg; Fearless, Pittsburg. Departed—Minnesota, Memphis; Shannon, New Orleans; R R Hudson, Wheeling.

LOUISVILLE, February 17.—River rising slowly with 10 feet 6 inches in the canal, 8 feet 6 inches in the chute. Weather windy and cold. Arrived—Andy Baum, Memphis. Departed—Nick Longworth, Andy Baum, Cincinnati. The Longworth came up over the falls Monday night with difficulty.

Frederick.

FREDERICK, MD., February 17.—An engine boiler at the Catarian furnace, Frederick county, exploded this morning killing three negroes and wounding three others, one mortal.

St. Louis.

ST. LOUIS, February 17.—The robbers of the Adams express agent at Granby City a few nights ago have been discovered and the money recovered. No prosecution will follow.

Chas. Carter (colored), raped an old German woman named Hablers near St. Charles, Missouri, Saturday evening last, was arrested yesterday and after confessing the crime a desperate attempt was made to lynch him by citizens, but the officers finally lodged him in jail.

Evansville, Ind.

EVANSVILLE, February 17.—Mardi Gras was celebrated by a procession of about one thousand masks and the streets were thronged all along the line, which was several miles long. The masks were almost all of a comic character, a moderate proportion being elaborate. Three brass bands furnished the music. No disturbance occurred during the procession. King Comus was represented by a large pork packer. About five thousand strangers were in the city.

The St. George hotel was opened this eve by a most brilliant banquet and ball. About 300 guests were present, a large number of them were distinguished men of Indiana, Illinois and Kentucky.

Probabilities.

WASHINGTON, February 17.—For Lower Lake region, Ohio Valley, Middle Atlantic and South Atlantic states, falling barometer, Southeast to Northeast wind, cloudy and rain or snow.

For Upper Lakes and Northwest, rapidly falling barometer, southerly and easterly winds and partly cloudy weather and possibly light rain or snow.

MARKET REPORT.

EVANSVILLE, February 17.—Wheat hor cloudy and cold with a driving snow storm this afternoon; mercury 32 to 36 degrees. River rised 6 inches. Up—Silverthorn, Arkansas Belle, Fayette, Red Cloud, Ben Franklin. Down—Mary Ament, Tarascon, Exporter, Quickstep.

CHICAGO, February 17.—Flour dull, nothing doing. Wheat dull and unsettled, No 1 spring 1 18⅛, 1 18½; No 3 1 13; No spring 1 16¼ cash; 1 17½ March. Corn dull, unsettled and lower, No 2 mixed 54⅞@55 cash; 55½ March. Oats fair demand, lower rates, No 2 41½ cash; 41⅝ March. Rye scarce and firm, No 2 fresh 84@84½. Barley dull and unsettled, No 2 1 78@1 80; No 3 nominal 1 63@1 65. Pork dull and lower 14 15 cash or March; 15 35@15 40 April. Lard dull and lower 8¼ cash or March; 9½ April. Bulk meats steady, shoulders 5¾; S R 7⅞, both packed; S C 7¾ loose; S R April loose 7 9-10. Whisky dull and nominal, 95 bid; 96 asked.

CINCINNATI, February 17.—Flour very dull. Wheat dull and lower at 1 40@1 43. Corn dull and a shade lower at 59@61. Oats quiet and steady at 47@53. Rye dull and drooping, No 2, 1 01@1 02. Barley firm for the best grades, No 2 fall 1 80@1 85. Linseed oil steady at 1 05. Lard oil firm 85. Eggs steady at 17. Butter steady. Cheese firm. Pork quiet at 15. Lard quiet, steam 8¼; kettle 9@9½. Bulk meats quiet and steady. Shoulders 5¾; clear rib 7¼@7⅜; clear 7¾@77. Hogs dull, no choice offering light grades 5@5 25; heavy 5 75@5 90. Receipts 1,300; shipments 1,138. Whisky firm at 75.

ST. LOUIS, February 17.—Hemp dull and unchanged. Flour unsteady; demand for light grades 5 90@6 00; family brands dull and weak. Wheat dull and heavy and generally lower; No 2 spring 1 18@1 19; soft 1 22@1 25; 1 40 bid for No 3 red fall; No 2 1 56@1 57. Corn dull; No 2 mixed offered cash regular 59@59½ for February; March 60½. Oats dull and lower; No 2 mixed 45½@46. Barley steady and firm; Iowa spring 1 70; northern 1 80@1 85. Rye steady at 87. Pork easier for buyers at 15@15¼; dry salt meats dull; loose country shoulders 5½; clear sides 7¾; hams 8; loose city shoulders 5¾; clear rib 7¾; clear 8; packed lots one-eighth higher. Bacon dull; shoulders 6¼@7; clear rib 8¾; clear 8½@9. Lard dull at 8¾. Whisky steady 96.

John Q. Harman. Chas. Thrupp

JOHN Q. HARMAN & CO.,

REAL ESTATE

—AND—

HOUSE AGENTS

COLLECTORS

CONVEYANCERS,

NOTARIES PUBL

And Land Agents of the Illinois Cent and Burlington and Missouri Railroad companies.

Orth Cor. of 6th St. and Levee

CAIRO, ILLINOIS.

THE NEW

ARLINGTON HOUSE

COMMERCIAL AVENUE,

Between Sixth and Seventh Streets, Cairo, Illinois.

T. B. ELLIS, Proprietor.

The New Arlington House is now open for the reception of guests. The house is located in the heart of the business portion of the city, and convenient to steamboat landings and railroad depots. Good sample rooms for commercial agents. Watch kept day and night for boats and trains. 88—1-29-tf.

COAL

C. C. C. C.

CAIRO CITY COAL

COMPANY,

Is prepared to supply customers with the best quality of

PITTSBURG AND ILLINOIS

COAL.

ORDERS left at Halliday Bros. office, on Ohio Levee, or at the Coal Yard below the St. Charles Hotel, will receive prompt attention. The TUG "MONTAUK" will bring coal longside to steamers at any hour.

COMMISSION MERCHANTS.

H. A. Thoms L. D. Thoms

THOMS & BROTHER,

Successors to H. M. Hulen,

COMMISSION MERCHANTS, BROKERS

AND DEALERS IN

Staple and Fancy Groceries,

Foreign and Domestic

FRUITS AND NUTS

134 Commercial Avenue,

CAIRO, - - ILLINOIS.

MILLER & PARKER,

GENERAL COMMISSION

AND

FORWARDING MERCHANTS,

DEALERS IN FLOUR, CORN

Oats, Hay, etc.,

AGENTS FOR FAIRBANK'S SCALES

Ohio Levee, CAIRO, ILLINOIS.

BOAT STORES

SAM WILSON,

DEALER IN

{ BOAT STORES }

GROCERIES

PROVISIONS ETC

No. 110

OHIO LEVEE..... CAIRO, ILLINOIS

MISCELLANEOUS.

DR. W. BLAUW

GERMAN PHYSICIAN.

Buders Block (up stairs) corner 8th Street and Washington Avenue.

96—31-tf. CAIRO, ILLINOIS.

THE SOUTHERN HOTEL.

MRS. T. N. GAFFNEY

Takes pleasure in announcing to the public that she has taken possession of this, popular and convenient hotel on the Ohio Levee, and that she has REFURNISHED and RENOVATED it in many respects, and is now prepared to accommodate the public with good fare, good rooms, good beds, and everything necessary to, and usually found in a first-class establishment. Thankful for past patronage, she hopes to merit its continuance.

☞ Day boarders received at reasonable rates. 52-1-20-1m

C. W. WHEELER,

Dealer in

WOOD AND COAL

OFFICE AND YARD:

Tenth Street, between Washington and Commercial avenues.

A large supply of Pittsburg and Big Muddy coal constantly on hand. Stove wood sawed to order. Orders for coal or wood should be left at the office on Tenth street. Terms, cash on delivery.

CAIRO BOX AND BASKET CO.

Dealers in

LUMBER OF ALL KINDS

HARD AND SOFT.

Keep constantly on hand

FLOORING AND SIDING, ALSO LATH.

Orders Solicited.

MILL AND YARD CORNER THIRTY-FOURTH STREET AND OHIO LEVEE.

CAIRO, - ILLINOIS. 30-7

NEW LIVERY STABLE.

TENTH STREET,

BETWEEN WASH'N AVENUE AND WALNUT

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His Stables will be furnished with none but in

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No. 63 Ohio Levee, CAIRO, ILLS.

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