

Money Saved in Cement Buying. Marquette Portland Cement. Write us about any cement work you are thinking of doing.

Marquette PORTLAND CEMENT. "The Sidewalk Brand". Write us about any cement work you are thinking of doing.

A. J. Clark Grain, Stock

Provision Broker

Member of National Board of Trade. Good Bank References Furnished.

W. E. SNELLING, LAWYER

Over 106 East Marshalltown, Main Street, Iowa

RAILWAY TIME TABLES

Iowa Central Railway

Table with columns for arrival and departure times for various routes like St. Paul, Peoria, and Chicago.

GOING WEST

Table listing train numbers and destinations for the Westbound route.

GOING EAST

Table listing train numbers and destinations for the Eastbound route.

CHICAGO GREAT WESTERN RY.

Table listing train numbers and destinations for the Chicago Great Western Railway.

WEST BOUND

Table listing train numbers and destinations for the Westbound Chicago Great Western route.

EAST BOUND

Table listing train numbers and destinations for the Eastbound Chicago Great Western route.

TIME CARD ELECTRIC STREET RAILWAY

Table listing departure and arrival times for the Electric Street Railway.

WHEAT ADVANCE LOST

Favorable Weather and Realizing Sales Offset the Opening, Which Was Strong

CORN MARKET ALSO EASED OFF

Reports of Damage by Drouth in Kansas and Nebraska, and Firm Cables, Caused Strength Early in the Session, However - Oats Quiet and Steady, Provisions Quiet.

Chicago, June 11.—Wheat opened strong and somewhat excited today, because of the fact that Liverpool was 3/4 higher.

After the first hour the market held steady at the decline, July closing off 1/2 at 83 1/2.

Corn was firm at the opening, but eased off later on profit taking. Reports of damage by drouth in Kansas and Nebraska, and firm cables, caused strength.

July closing 5 1/2 at 51 1/2. Receipts were 475 cars. Covering by shorts sent prices up, July closing 1/2 higher at 51 1/2.

Oats were quiet and steady, July 31. Receipts were 176 cars.

Provisions were quiet.

Chicago Grain

Wheat—No. 2 red, 83; No. 3 red, 84 1/2; No. 2 hard, 83 1/2; No. 3 hard, 84 1/2; No. 2 white, 83 1/2; No. 3 white, 84 1/2; No. 2 yellow, 83 1/2; No. 3 yellow, 84 1/2; No. 2 white, 51 1/2; No. 3 white, 52 1/2; No. 2 yellow, 51 1/2; No. 3 yellow, 52 1/2; No. 2 white, 51 1/2; No. 3 white, 52 1/2; No. 2 yellow, 51 1/2; No. 3 yellow, 52 1/2.

Oats—No. 2, 36 1/2; No. 3, 36; No. 2 white, 37 1/2; No. 3 white, 37 1/2; No. 2 yellow, 37 1/2; No. 3 yellow, 37 1/2; No. 2 white, 37 1/2; No. 3 white, 37 1/2; No. 2 yellow, 37 1/2; No. 3 yellow, 37 1/2.

Chicago Produce

Pork—July, 16 1/2; September, 16 5/8; Lard—July, 8 1/2; September, 9; 07 1/2.

Ribs—July, 9 5/8; September, 9 3/4; 9 3/4 @ 9 1/2.

Flax—1.08 1/2 @ 1.12.

Butter—September, 4.00.

Eggs—Cash, 13 1/2 @ 17.

Poultry—Steady; chickens, 11 1/2; turkeys, 9.

Range of Prices

Table showing price ranges for various commodities like wheat, corn, and oats.

New York Stock Market

The following range of prices are furnished by A. J. Clark, broker, over the private wire of the Hammond Elevator Co. office over 5 West Main:

Wheat—July, 84 1/2; August, 84 1/2; September, 84 1/2; October, 84 1/2.

Corn—July, 51 1/2; August, 51 1/2; September, 51 1/2; October, 51 1/2.

Oats—July, 37 1/2; August, 37 1/2; September, 37 1/2; October, 37 1/2.

Provisions—Pork, 16 1/2; Lard, 8 1/2; Hams, 11 1/2.

Grain—Wheat, 83 1/2; Corn, 51 1/2; Oats, 37 1/2.

Stocks—Wells Fargo, 155; American Express, 155; Union Pacific, 107 1/2.

Peoria Grain

Chicago, June 11. Wheat—No. 2, 83 1/2; No. 3, 84 1/2; No. 2 white, 83 1/2; No. 3 white, 84 1/2; No. 2 yellow, 83 1/2; No. 3 yellow, 84 1/2.

CATTLE WERE STEADY

Some Choice Offerings Brought Even Higher Prices in Market Today

HOG MARKET CLOSED STRONG

Scalpers Were Early Factors in Lifting Prices, and Both Shippers and Packers Came into the Market Later—One Splendid Sale Made—Sheep Were Generally Steady.

Chicago, June 11.—Cattle—The demand for export and shipping cattle was the life of the trade today.

In spite of a heavy rain there was a better tone to the market than had been the case for over a week.

Prices were steady with some choice cattle selling a little higher.

A good feature was the improvement in the demand from packers.

An air of confidence pervades the trade just now, many believing that the worst effects of the beef agitation will subside within a few weeks.

The market will then take on new courage. It is reasonable to expect that that big shipping operations must be over for the season, and that from now on only moderate weekly supplies will be landed at markets.

Confidence of the feeders is needed at this time, and the local traders urge smaller marketing of light and half-finished hogs, believing that holders of such grades will do well to finish them rather than sacrifice half-finished kinds now, when demand is small and competition from the Texas heaves puts lower priced natives in second favor with slaughterers.

Hogs—The market was strong, in some cases 5c higher.

A scalper paid 6 7/8, with one exception the highest price of the season.

A light summer hog run is now regarded as a certainty in stock yards circles.

The course of trade events of the past week has shown the untenable nature of the packers' position and the big June run of which they appeared so confident has already faded into thin air.

While for publication purposes packers have been rampant bears, a suspicion exists that they were fully aware of the pending deficiency in supply.

For a week past quality has been deteriorating rapidly, an inflexible herad of a mounting demand on the part of the country has been scraped bare and little held back in the hope of higher prices.

May quotations suited the grower and he cut loose. Prices have steadily advanced this week despite a scant eastern shipping demand owing to the exposure and a high level market all summer is assured.

Sheep—Sheep were active and generally steady.

BASE BALL SUNDAY

American League

At Chicago—Chicago 1, New York 0.

At St. Louis—Philadelphia 5, St. Louis 2.

American Association

At Toledo—Toledo 2, Milwaukee 6.

At Columbus—Columbus 3, Kansas City 4.

At Louisville—Louisville 8, Minneapolis 3.

Western League

At Omaha—Omaha 8, Lincoln 5.

At Pueblo—Pueblo 6, Des Moines 5 (first game). Des Moines 11, Pueblo 6 (second game).

At Denver—Denver 4, Sioux City 2 (first game). Denver 5, Sioux City 6 (second game).

Three-Eye League

At Dubuque—Dubuque 5, Cedar Rapids 4.

RAILROAD MEN WIN

Employers' Liability Bill Forwarded Thru Congress After Years of Vain Effort

JUDGES' POWER IS REDUCED

Degree of Contributory Negligence Will be Settled by Jury, Not the Judge, Hereafter - Relief Association Does Not Debar Railroad Employees for Recovering for Injuries.

Washington, June 11.—After twenty years of effort, the railroad employees of the country have finally forced thru congress an employers' liability bill.

The effect of the measure is to make a railroad in interstate commerce liable to any of its employees for all damages resulting from negligence or any defect of insufficiency in cars, engines or appliances of the road generally.

Under the system that has prevailed the courts have not allowed damages to a railroad employee injured thru the negligence of a co-employee. It does not matter whether the employee injured has been in position in which he could know nothing that his fellow employee was negligent.

Under the Abinger decision in England in 1847, it was held that the servant could not collect damages from his master for injuries sustained thru the negligence of his fellow servant.

This precedent has been followed by the federal courts in this country, altho the railroad employees' organizations have succeeded in getting employers' liability laws enacted in a majority of the states.

It was in the Fifty-seventh congress that the railway employees' organizations first took up the fight for a new law on this subject, vigorously, since then they have been incessantly active.

The American Federation of Labor has joined in the contest. Of the railroad employees alone there are 230,000 who are interested in employers' liability legislation, and the influence they have had with congress has been considerable.

Even with the backing of the American Federation of Labor, however, they were on the verge of getting beaten again in the session of congress that ended last year.

Senator Daniel, of Virginia, filed a motion to reconsider it, and it was not out of the woods until a few days later, when the motion to reconsider was tabled.

Assurances were promptly given by H. R. Fuller, representing the railroad employees' organizations in matters of legislative procedure, that the house would concur in the senate amendments and that the bill would become a law.

Not only does the new measure make an important change as regards the right of a railroad employee to recover for damages resulting from the negligence of the co-employee, but it makes another important change in the present practice in the federal courts in requiring that the degree of contributory negligence shall be settled by jury, not by the judge.

Judges in state and federal courts have held in many cases recently that the question of the degree of contributory negligence was a law question for the judge to decide.

Under the present law, a railroad employee who is injured if guilty of contributory negligence in any degree cannot recover even if the employer is guilty of gross negligence.

The new measure, if it is passed, will give a new measure, if the employee injured is guilty of slight and the employer of gross negligence, the employee is not barred from recovery in the proportion in which the negligence was that of the employer.

The new measure also provides that the acceptance of relief benefits from the relief associations some of the roads conduct, or the signing of contracts relative to such benefits, shall not constitute a bar to recovery for personal injuries on such roads as are in Pennsylvania, the B. & O., the Burlington and others operate relief departments, the principal part of the funds thereof being contributed by employees.

The testimony of the railroad employees' committee brought out that the roads got all the employees possible to join these relief departments or organizations and sign waivers of claims for damages for injuries. The new law will operate to prevent this practice.

In the states in which employers' liability legislation has been enacted, it is asserted it does not tend particularly to increase recoveries for damages, but that it does operate to require greater care on the part of railroads to prevent accidents to employees, thus resulting in greater caution and more efficient service.

The employers' liability bill is the only measure of importance affecting labor that seems likely to go thru this session. The anti-injunction bills are dead for the session and so is the bill to fix the hours of labor of railroad employees. The eight hour bill is not expected to pass this session.

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