



Ste. Genevieve Fair Play.

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Lawis V. Boggs, St. Louis, Mo.
Fourth Congressional District—Counties of Washington, Ste. Francois, Ste. Genevieve, Iron, Madison, Perry, Cape Girardeau, Bollinger, Wayne, Reynolds, Carter, Butler, Soddard, Scott, Mississippi, New Madrid, Dunklin, Pemiscot, Riply, and Oregon.
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TERMS OF COURT.
In Bollinger county, 2nd Mondays in March and September.
In Madison county, 4th Mondays in March and September.
In Perry county, 3d Mondays in April and October.
In Ste. Genevieve county, 1st Mondays in May and November.
In Ste. Francois county, 3d Mondays in May and November.
Ste. Genevieve County Officials.
Representative—Wm. F. Cox.
Circuit Clerk—Julius B. Guignon.
County "—John L. Boggs.
Collector—F. J. Zoigler.
Sheriff—James J. Wilson.
Counselor—Andrew Remlinger.
County Court Justices Miles A. Gilbert, residence, Ste. Mary; Herman Lillie, Ste. Genevieve; William H. Pinkston, Punjaub.
Prosecuting Attorney—H. S. Shaw.
Treasurer—J. F. Janis.
Assessor—Charles Burks.
County Surveyor—B. C. Amoreau.
Public Administrator—S. A. Guignon.
Times of Holding Circuit Court.—First Mondays in May and November.
Ste. Genevieve County Court meets on the third Mondays in January, April, July, & October.

Societies.
P. of H. Bloomsdale Grange, No. 1262, meets on the first Saturday in each month, at one o'clock, P. M. at the Bloomsdale School House.
P. of H. Union Grange No. 1165, meets first Saturday of each month, at one o'clock P. M. at Buik's School house.
L. M. STEPHENS, J. N. PERKINS, Secretary.
P. O. Chestnut Ridge.
P. of H. Cedar Bluff Grange No. 1175 meets first and third Saturdays in each month, at one o'clock P. M. at the Holman's chapel. Wm. B. KENNER, Master.
JAMES KENNER, Secretary.
P. O. River Aux Vause.
P. of H. Salline Grange, No. 1174, meets first Saturday in each month at 10 o'clock A. M., at the new church, in New Tonauessee. H. N. KELLY, President.
A. SWINK, Sec'y.
P. of H. Punjaub Grange No. 1859 meets the second and fourth Saturday in each month, at the residence of the widow McClehenan's, two miles east of Punjaub at 1 o'clock P. M.
J. F. Bailey, Wm. Hones, Secretary, Master.
P. of H. Concord Grange No. 1294, meets on the first and third Saturdays of each month, at three o'clock P. M. at Concord school house.
L. A. BRANDS, JAS. PRICHARD, Secretary, Master.
P. of H. New Offenbun Grange No. 1748, meets third Saturday in each month at one o'clock P. M. at the "New Offenbun Store."
CHAS. F. GOIN, CHAS. A. HERTER, Secretary, Master.
The FAIR PLAY BASE BALL CLUB meets every Monday night, at 8 o'clock at their club room, in Ste. Genevieve.
J. B. JOHNSON, JAMES FRICHETTE, Secretary, President.
Germania Verein, meets first Sunday in March, June, September, and December.
Jos. Schille, President, Address, Ste. Genevieve, Mo. Severin Eckensfeld, Secretary and Felix Hogenmuller Cashier, Address, New Offenbun, Mo.
Ste. Genevieve Lodge No. 97, I. O. O. F., meets at their hall in Union Hall every Saturday evening at 7 o'clock. Visiting brothers cordially invited.
HARRY S. SHAW, N. G.
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Professional Cards.

J. B. ROBBINS,
Attorney at Law,
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H. S. SHAW,
Attorney at Law,
OFFICE IN COURT HOUSE,
Ste. Genevieve, Missouri.

Will practice in the courts of the Twentieth judicial circuit, make collections, pay taxes for non-residents, and faithfully attend to any and all business entrusted to his care. 48

FIRMIN A. ROZIER,
ATTORNEY AT LAW,
(Office in Bank Building.)
Ste. Genevieve, Mo.

CHAS. C. ROZIER,
Attorney at Law,
Real Estate Agent,
Conveyancer and Notary Public,
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Will promptly and faithfully attend to all business entrusted to him, and will be assisted by Martin L. Clardy of Farmington in all Circuit and Supreme Court cases.
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PAINTS, OILS, &c.,
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F. C. ALBERT,
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STE. GENEVIEVE, MO.

WOODEN COFFINS for sale of all Sizes and Prices.

Attempted Robbery of an Express Train on the Vandalia Road.—Brutal and Wilful Murder of the Engineer.

The Gad's Hill express robbery no longer stands on the undisputed pinnacle, as it were, among the daring deeds of highwaymen, but now has a rival for the first place, much nearer to the centres of civilization. A lonely water tank on the Vandalia line, known as Long Point, in Edlingham county, Illinois, was last night the scene of an exploit involving a murder, which may fairly be said in some points, to eclipse Gad's Hill. Long Point is about three miles east of Tuetopolis, 17 miles from Effingham, and one hundred and five miles from St. Louis.

The following account of the daring and atrocious deed is furnished by a special telegram to the St. Louis Republican July 9th 1875.

At about 1 o'clock this morning an express train No. 5 bound east on the Vandalia route drew up at Long Point, a watering station about 41 miles west of this city, the Adams express car was uncoupled and two armed men boarded the engine, each presenting a revolver at the engineer Milo Ames, and commanding him to let her go. The engineer was stupefied by the suddenness of the attack and stood motionless at his post. Again he was commanded to "pull her open," but still he did not move. The robbers finding that he did not obey their commands and having no time to lose fired upon him simultaneously, one bullet passing through the heart and coming out just below the shoulder-blade. Ames was instantly killed. The other ball struck a watch in the vest pocket of Ames. The fireman, who was in the rear of the tender, where he was about to adjust the water pipe, seeing a pair of dangerous-looking customers on the engine, wisely concluding that discretion was the better part of valor, jumped off into the ditch. The robbers finding themselves in possession set the lever down to the last notch and opened wide the throttle valve. There was a full head of steam on, and under ordinary circumstances the engine could have drawn the single car attached to it for a distance of several miles, but the air-brakes were set, and of this the robbers were probably not aware, or if they were aware of it, they know nothing about the operation of the machinery connecting the brakes with the engine. At all events, the brakes remained set, and as a consequence the engine stopped after running about two miles, having exhausted the steam. When they had come to a stand-still the robbers got off the engine and approached the express car, calling upon the messenger to open the door on penalty of death should he refuse to obey. The car was provided with doors only on the sides, there being no entrance through the ends of the car. The messenger, James Burks, had guessed at the state of affairs when the car started off at such a high rate of speed, without having stopped long enough for the engine to take water. He began to barricade the doors, throwing his heavy safe and large packages of freight against them in such a manner as to make it extremely difficult for any one to force an entrance. Having done this, he examined his revolver and sat down to wait for an attack. He had not long to wait. The car stopped and he soon heard the sound of voices calling upon him to open the door. This he refused, warning his

besiegers that he was fully armed and would kill the first man who attempted to enter the car. At this the robbers began firing into the car. Finding this did not produce the desired effect, they commenced an assault upon the door with a crowbar, an axe and a sledge-hammer. For ten minutes they worked and pounded away like demons without producing any perceptible effect on the strong oak door. All at once the noise ceased and soon a party of passengers came up from the train which had been left behind, the robbers fleeing to the woods at their approach. Burke, still wishing to be on the safe side, refused to open the door. The party of passengers, among whom was Jack Vanclere an engineer in the employ of the road, got on board the engine which was backed up and coupled to the train, but not until the train had reached Casey, the next station, would Burke open his doors. The body of the murdered engineer was found on the engine. It was placed in the baggage car and brought to this city, where the dead man lived. The authorities of the town of Casey, Ill., have offered one hundred and fifty dollars reward for the capture of the murderers. The Vandalia Railroad company have offered one thousand dollars for their capture. Five men are now under arrest at Casey, on suspicion, but there is no definite proof of the guilt of any of them.

Instinct of Race-Horse.

The Baltimore American tells the following: The following is one of the most remarkable instances on record of the instinct of a horse. Immediately after the last day's meeting of the Maryland Jockey Club, at Pimlico, this spring, Business, Artist, George West and two or three other broken-down racers were put up at auction by their owner, Mr. Joseph Donahue. As is generally the case however no one wanted to purchase them, and, with the exception of Jim Crow, none were sold. They were taken back to the staesl and on the following day George West, the renowned steeple chaser, was sent to the farm of Capt. Powers, in Baltimore County, and turned out on pasture with a number of common workhorses. Strange to say however, the old racer refused to associate with the common horses and will not remain in the part of the field with them except at certain hours. Every morning and evening during a racer's training he is walked slowly around in a small circle for an hour or so. These walking circles can be found near the stables at every race track, and they are usually about one hundred feet in diameter. On the first morning after old George west was turned out of the stable at Captain Power's farm he waited around the stable doors for some time, and neighed as if impatient. The old horse spent the entire first day walking up and down in front of the stables. On the following morning he was turned out again, and after standing around the stable some time he walked off to a distant corner of the field, where he proceeded to walk around in a circle of about fifty or sixty yards. The walk was kept up for an hour as steadily as he had ever done it in his palmiest training days. After exercising about an hour the old horse left his walking ground and capered around the field as if delighted. In the evening it was noticed that shortly before sundown he threw up his head and after neighing once or twice, galloped around the

entire field seven or eight times. He then suddenly stopped and went to the small circle used by him in the morning and walked around it regularly for about an hour. At the expiration of that time he went to the stable. These exercises of walking and galloping have been repeated regularly ever since, and Captain Powers states that the time George West begins exercising each day does not vary over a half hour. He was kept in the stable two days without getting out, but when turned out on the third he at once began his walk and kept it up as usual. The other horses in the field have followed his example, and now every morning and evening seven common horses may be seen moving regularly around the small circle like a string of racers headed by George West. The sight is a novel one, and hundreds of persons have visited the farm during the past week to witness it. Beyond the walking, Geo. West does not mix with the common herd at all and takes his gallops entirely alone. George West is now over six years old, but there is probably no steeple-chaser now living in this country that in his fourth and fifth years won as many gallant races as he has done.

WANTED.—Young men to learn telegraphy: positions can be obtained when qualified, on telegraph lines. Metropolitan Telegraph, 312 North Third.

Young men, beware of this little advertisement. It is a siren song of woe to the man who listens to it. This Metropolitan humbug is in St. Louis, Mo., and has no connection with any railroad company. We speak from personal experience, having been enticed into its nauseous meshes by the flattering promises of the proprietor, and fleeced of some \$200 in money which we had earned by hard and constant labor. After learning to telegraph we applied to the nice proprietor for a position, but he could not get one for us; we wrote to five different railroads, and more than twenty offices, but no one wanted a Metropolitan student in his office or on his railroad.—There were many others there who had the same luck, and whose names we are in possession of and authorized to use in warning the young men against these sharks. As above stated this institute is not connected with any railroad company, and it has no more influence with any than a plebian has in the House of Lords of old England. We deem it the duty of every newspaper publisher in the State to warn the young men within his papers circulation to keep clear of this humbug.

If you wish to learn the art of telegraphy, go to some responsible agent on a regular line help him in his duties, do all you can for his comfort and he will take extra pains with you, and when you are competent to take charge of an office, if you have done your whole duty faithfully, you can easily get a good position on nearly any road. More than twenty men, in this and other States have written to us and their letters are on file and can be produced any day.—*Centerville Echo.*

We are very anxious to supply the public with all kinds of Job Printing. We are very fond of running our new press, and hope everybody will want lot of job work done.

Blank notes, with or without stubs, furnished at this office. We will soon have a supply of "Mortgage" or "Iron-clad" notes on hand. Prices as low as elsewhere.

A Canada Indian has accomplished the feat of running twelve miles an hour. His wife chased him the first two miles, and this fact must be taken into consideration.