

The Cairo Evening Bulletin.

OFFICE: No. 13 Tenth Street, Thornton's Building.

DAILY EDITION

TUESDAY EVENING, JANUARY 18, 1870.

JOHN H. OBERLY & CO

Accounts from San Domingo represent the people as considerably excited over the question of annexation to this country. Considerable diversity of opinion said to exist on the subject. President Baez was preparing to issue a proclamation ordering an election to decide the question, and as an intimation of the kind of element it is proposed to introduce into American politics we are told that if Baez does not make haste he may have another revolution on hand!

Miss. Valley Transportation Company.

Its Officers and Vessels

In the office of this company, East St. Louis, Illinois, an election was held last week, for directors for 1870. The following gentlemen were elected: E. O. Stangard and H. C. Harsnick, of St. Louis; Jacob Leubert, of Belleville, Illinois; Henry Riley, of East St. Louis, and W. L. Huse, of Peru, Illinois. Next week the managing officers will be elected. This institution, sometimes called the large line, transports freight in barges between St. Louis, Cairo and New Orleans, and has existed some three years only. The company owns one wharves, thirty-five barges of great capacity, constructed for the trade, and the following towing steamers all stern wheelers: Mohawk, John P. Arnold master; Shark James Goode, master; Kellogg, James Dawson, master; Dec. W. A. Gail, master; Atlantic, A. M. Grant, master.

WHAT BECOMES OF THE GRAIN?

This is a question that is just now puzzling the people of Buffalo, who find that their grain trade in 1869 fell off largely from 1868 and who lament the fact that while the grain receipts of Western ports increase, those of Buffalo diminish. The Buffalo Courier, treating of these facts, says: "It appears that of the enormous total of Western grain receipts, of which formerly the great bulk reached this city, there are now scarcely three eighths shipped to Buffalo, while less than one-fourth seeks its way to the seaboard by the Erie canal." It then gives figures to show that a large amount of the grain that is unaccounted for has reached the seaboard at points other than New York. It has come by railway, and as we have often said, when grain takes the cars, it reaches tide-water at a dozen points; when it travels by water, it comes necessarily to New York, and New York city may as well make a note of this and give all the aid it can to the Erie canal. At Montreal alone the grain receipts this year are over 12,000,000 bushels, against less than 6,000,000 last year. Boston, Baltimore and Philadelphia will show similar returns.

But there is one fact about the movement of grain which is not generally understood. The Liverpool price controls the price here, and yet the total export of grain from this country is hardly worth mentioning beside the total crop. The estimated crop of corn and wheat in the United States for 1869 was 39,000,000 bushels. Other grains were 10,000,000 more. The total export for the year was 18,000,000 bushels, less than 2 per cent of the crop. Of this almost 15,000,000 bushels were exported from this city. Of 85,000,000 bushels received at the five lake ports, only a little more than one-fifth went abroad; the last was shipped Eastward and dropped along the route as food for the people. These two consumed the whole thousand millions of grain in bread, in whiskey, and in other provisions. The Eastern States produce bread-stuffs to the value of only eight or ten dollars for each of the population. The West produces from sixty to seventy dollars worth. And it is of this abundance that our wants are supplied. So, the question is answered. Most of the grain goes into the people's mouths, and a little of it across the seas. —[New York Commercial.]

INSURANCE ON THE STONEWALL.

Capt. Shaw, of the steamer Stonewall, the destruction of which vessel by fire, late in October last, with its terrible concomitants of loss of life so shocked the country, has just returned from Pittsburg whither he went on business connected with the insurance on the ill-fated boat. The Stonewall was insured for \$5,000 each in the Eureka, Boatman's, Merchants' and Manufacturers', Allegheny, Monongahela and Citizens' companies of Pittsburg. Capt. Shaw informs us that all these companies very promptly adjusted their losses in full, without hesitation, and in a manner that convinced him of their entire reliability. He speaks in the highest terms of the officers of all these institutions.

AROUND THE WORLD.

A company has lately been formed in New York for the purpose of getting up pleasure trips around the world. Parties may travel together, but there will also be single through tickets issued. The tickets will cost about \$750 in gold, and it is stated that the first trip is to be made on or soon after the first of February. The whole travel will probably be made in the northern hemisphere, with the exception of the passage of the line in the Indian archipelago, while the British steamers usually pass through the straits between Java and Sumatra, though they might pass through the straits of Malacca, and thereby not touch the equator during the entire passage around the globe. From New York the tourists will take passage to England, thence to Alexandria on the regular British packet, thence pass through the Red Sea, from whence English East-India boats will take them to Canton or

Shanghai, in China, or to Nagasaki, in Japan. Thence they will have to cross the Pacific to San Francisco and return to New York by rail. The whole trip can be made in ninety days under ordinary circumstances, provided that the Pacific Mail Company run their steamers every two instead of every four weeks.

St. Louis and Her Southern Outlets.

THE MOBILE & OHIO R. R. BLOCKADE. Mobile Favors Direct Railroad Communication with Cairo.

THE REPUBLICAN SUGGESTS AN EXTENSION OF THE IRON MOUNTAIN RAILROAD TO HICKMAN.

The disunion between merchants and railroad agents, in relation to the lack of facilities for a prompt transportation of merchandise from this city to interior Southern points, has developed counter-charges as to the causes of delays and detentions of shipments from connecting railroads, notably the Iron Mountain and Mobile and Ohio roads, each contending that the other is at fault in arranging a through schedule, and the latter especially complaining that the delay in making connections at Columbus with the river bank and ferry rests upon the municipality or citizens of that city. Ordinarily this would be a matter of private rather than public discussion; but when the interests of a whole mercantile community suffer from acts of omission, and when a large and increasing commerce, which should centre in our city and add to the general prosperity, is being diverted to competing and more distant markets, even against the desires of purchasers, it is proper that all statements bearing upon the matter should be fairly understood. We have before us a letter written by a prominent firm in Columbus to E. G. Smith & Co., of this city, from which we extract the following sentence as illustrative of the present condition of freight transportation at that point:

"The banks on both sides of the river are literally covered with goods; platform scales are exposed, and alternate sun and rain; while thousands of purchasers and consumers down the road are greatly inconvenienced just from the fact that the Mobile and Ohio Railroad cannot or do not furnish transportation to get the goods away. It is strange that in the face of such destruction and delay as are now occurring, and have constantly occurred since the Mobile and Ohio Railroad should expect to your furnishing cars to run over their road, or to the use of any other means by which this trade could be retained."

There is no necessity to add a word to the picture of destruction so graphically drawn in the above sentence. To continue or rather not to take means to remove such an embargo upon our trade with the South will be equivalent to surrendering it to Cincinnati, Louisville and Chicago. The same writer makes the following statements and suggestions in relation to the connection of the railroads at Columbus with the ferries and each other:

"Major Fleming's General Freight Agent Mobile and Ohio Railroad claims as to obstacles thrown in the way of Mr. Gray is all fudge. You will notice by the contract that any two thousand feet they may select is accorded to them for railroad purposes, and they can make their selections at any point for two miles up and down the river, leaving, if they desire Gray and his interests all out in the cold. There is no railroad depot to move, and the only thing in favor of Gray is the thirteen acres of ground donated by him. Gray and the road are at law about wharfage, but nobody here cares which whips, the truth of the matter being, as stated by Mr. Murdock, that the Mobile element is strongly in favor of a continuation of the road to Cairo, so as to make a close junction with the Illinois Central. Why cannot your merchants send down a sensible person, accompanied by a competent engineer, to confer with our people, and see how easily an inclined plane could be built, to aid in which, if the washing of the bank could at the same time be prevented, our city would doubtless issue bonds. If the city has not sufficient power to grant a charter in its limits to your Iron Mountain road, the matter should be attended to at once, so as to get the necessary privileges from the Legislature now in session. Now is the time to strike. There is territory enough on which to erect 'planes' and necessary buildings, but if the matter is put off and legislative action afterwards becomes necessary, it will lead to another delay of two years."

This statement places the matter fairly before our public; not that it is to the interest of our merchants and business men to participate in and become partisans of either the Iron Mountain road, the Mobile and Ohio road, or the city of Columbus. In that case either or both the roads might say unpleasant things of St. Louis enterprise. It might even be said that St. Louis merchants had not been as liberal as they should have been in aiding the construction of railroads throughout the South, which had a tendency to radiate from the city as from a common centre. The Mobile and Ohio road might complain that it had received no aid in giving to St. Louis a new outlet for its commerce, and Mr. Allen might justly complain that the bonds of his road had not been taken here in amounts proportionate to the interest St. Louis had in the connection established through his enterprise. These are matters of the past to be deplored, but the discussion of which between the interested parties can but lead to wider dissensions. They can, however, be referred to with great propriety if the use

thereof can be made to stimulate our merchants into active co-operation to remedy present grievances and repair past negligence. Our commerce demands prompt transit of freight from the west bank of the Mississippi at Belmont to the east bank at Columbus. It demands a close and immediate connection of the railroad tracks at those places, so that cars laden here may be run through to points of destination without breaking bulk. It demands the providing of more rolling stock for these connecting roads, in order to insure the speedy and prompt transmission of freights. St. Louis has the advantage of all cities north of the Ohio river, in being connected with the South through a road using the Southern gauge. This advantage is completely lost through the lack of immediate connection at Columbus, and the want of sufficient rolling stock. It may require half a million, or even a million dollars to provide these necessities. Against this outlay is to be placed the control of the interior trade of the South in breadstuffs and provisions, and to a certain extent, in dry-goods, groceries, boots and shoes, etc.

It matters little how the lapse of communication is to be supplied. If the organization of a fast freight line, and the building of two or three hundred cars is not sufficient, more should be done. If the Mobile and Ohio road cannot repair its track, obtain locomotives and build its inclined plane at Columbus, from lack of means, it should be generously aided. If that road will not do it because it claims a different connection at Cairo, then the Iron Mountain road should be aided in making the plane on the other side, and connections should be established with roads at Hickman and other points. Above all, what is to be done should be done quickly, as the Columbus correspondent suggests a delay of a few months may enforce a delay of two years, and we ask our merchants what their trade with the South will be worth two years hence if the present delays of shipments are to be continued, while Cincinnati and Chicago are daily increasing their facilities for competition in the trade.

The blockade complained of has been broken, and freight are now going forward over the Mobile & Ohio railroad without any considerable delay.

Tragic Affair.

A Former Citizen of Nashville Shot Down in Cold Blood.

We are shocked to hear of the killing of Andrew Hynes Ewing, formerly of this city, and the oldest son of the late Hon. Andrew Ewing, of this city. He was shot three times, yesterday, at Guthrie, by Thomas Yancey, and from the account brought to us the deed seems to have been a cold-blooded murder.

But a few days since we met the deceased on the streets of Nashville in life and health. He was a native of Nashville and a school-mate of the writer. We can say of him personally, that a more amiable and even-tempered gentleman we have never known. The announcement of his death will shock this whole community where he was well known. He was a grandson of the late Colonel Hynes of this vicinity. He was also a brother-in-law of Mr. Henry Watson, editor of the Louisville Courier-Journal. We deeply deplore the tragic and untimely death, and tender our heartfelt sympathies to his friends and relatives.

A gentleman who came down from Guthrie informs us that Mr. Ewing had a farm near Guthrie, through which ran a road used by Yancey. The deceased closed up the road and this caused the law-suit. While the case was being heard a few days ago, Yancey grossly insulted and abused Mr. Ewing in court, and struck him in the face when the two happened to meet in a store at Guthrie. Yesterday they met on the railroad track about half way between Guthrie and Bibb's. Yancey at once fired upon Mr. Ewing and shot him in the breast. The wounded man turned to escape, when Yancey placed his pistol close to his head and fired, with immediate fatal effect. Yancey went off toward Allensville, saying that he intended to give himself up.

New York to Be Reconstructed.

Grant Hissed and Lee Applauded by a Gotham Audience.

FEARFUL EVIDENCE OF DISLOYALTY.

A Washington telegram bears us the assurance that Senator Sumner has it in contemplation to introduce a joint resolution, instructing the joint committee on Reconstruction to inquire whether the government in form, and whether any legislation is necessary to secure to the loyal citizens of that State the blessings of a republican government, and to report by bill or otherwise. It is believed that the facts will show that the members of the General Assembly from New York county are not entitled to their seats, as they represent a disloyal population and cannot take the oath prescribed in the reconstruction acts. Among the facts relied upon to establish this conclusion is the prevailing character of the performances at Fisk's Grand Opera-House, where night after night crowds assemble to cheer the rebel leaders and to treat the chiefs of the republican nation with dignified contempt. An eye witness writes that he "went the other night to the Grand Opera House with some Western friends, who wished to entertain themselves with the very poor medley of performances that have lately been carried on there by Lugard and Paul. One of the items of the varied programme of the evening was the appearance on the

stage of a number of characteristic figures representing the notable men of the day—such as Fisk, Greeley, Grant, Lee, and perhaps half a dozen others. The figures walked to the fore-ground from behind a curtain, appearing in succession, one at a time. Most of them excited but feeble interest in the audience, and called forth only a little laughter. When the figure of Grant appeared, however, in military costume and smoking a cigar, there were some signs of waking up in the house, and about one-fourth of the audience applauded, and another quarter hissed, while fully one-half of the whole body took no part with either side but maintained their ordinary stillness. Immediately after the counterfeit presentation of General Grant had disappeared, the figure of General Lee, grave, stately and white bearded, stood in the foreground; and instantly the house rang with long continued applause, that seemed to come from the whole body of the spectators. There were doubtless persons present who did not join in the acclamations; but certainly one would rarely see or hear a more vigorous demonstration in any theatre than was made on this occasion upon the appearance of the Southern rebel leader.

A Human Wonder.

Finding of a Nude Woman, and a Child Covered with Hair, on the Pacific Coast.

[From the London Lancet.]

The existence of males covered with downy hair is by no means uncommon; but the most extraordinary example of this deformity we have ever seen was brought to our office a few days since by two Spanish gentlemen. The subject is a dark complexioned, rather short Mexican Indian woman, of about twenty-two years of age, and who, from the singular nature of her deformity, and the history that attaches to her mother, has received the name of Maria, the orang-outang. It is stated that the mother of this woman belonged to the Indian tribe called the Quiche, inhabiting the province of Soconusco, on the Pacific coast of Mexico. At the age of twenty-five she became a servant to a Spanish family, and ten years afterwards disappeared in the mountains, where she remained for several years. A Spanish merchant, so goes the tale, traveling in that part of the country, met an Indian with a child, the subject of this notice, then five years of age, and marking her peculiarity purchased her. Both the mother and child were in a state of nudity and the mother informed the gentleman that it was the offspring of an orang-outang. He took the child home and reared it to the age of fifteen, when she made her escape, and sought to gain her living by exhibiting herself. She was recaptured, and brought over to this country by the Spaniard who first endeavored to reclaim her. The girl, when stripped, is well proportioned, and presents precisely the appearance of having on a pair of bathing trousers, colored, made of the skin of some animal. The hairy surface extends to about the level of the umbilicus in front, and the sixth dorsal vertebra behind, covers the buttocks, is replaced in front by the ordinary hair of the pubes, and extends about half way down both thighs. The surface of the skin of the body generally is smooth and soft but that of the hairy surface is blackish, coarse and ferruginous, reminding the observer somewhat of the skin of the back of a pig; the hair is short, black, and slightly curled. The margins of the hairy surface are sharply defined. Its sensibility is stated to be as acute as that of the other parts of the body. The patient, who seemed to feel her condition acutely, has an agreeable expression of face, with full dark eye, and the ordinary Mexican type of countenance. The supposition that she owes her parentage on one side to an orang-outang, we utterly deride; and, although she has been brought over to this country for the purpose of exhibition, we trust that so demoralizing a procedure will be prevented yet it may be expedient to obtain a model of her for the Pathological Museum of the College of Surgeons.

NEW ADVERTISEMENTS.

BOAT LUMBER.

W. M. NEWELL. Wholesale and Retail Dealer in HARD AND SOFT LUMBER of all descriptions. Steamboat Lumber sawed to order on short notice. Also a general assortment on hand in yards.

NOTICE—Orders left with G. T. Cushing, Agent, will be promptly filled night or day.

NOTICE.

THE PARTNERSHIP OF St. Leger, Hood & Co., is this day dissolved by mutual consent of all partners. The unsettled business of the firm will be settled by St. Leger, Hood & Co., their successors in the business, who are authorized to use the name of St. Leger, Hood & Co., in making such settlements.

JOHN ST. LEGER, E. R. HOOD, J. A. P. TEN EYCK.

Jan 17th 1870. Mount City Journal copy it and send bill to this office.

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Reading, Guttering, Spouting and Steamboat Work done in a neat and substantial manner, at short notice.

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No. 72 Ohio Street,

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References: Merchants of Cairo.

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Grocers and Commission Merchants,

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SAMUEL WILSON,

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BOAT STORES, GROCERIES AND PROVISIONS,

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PETER CUHL,

Exclusive

FLOUR MERCHANT AND MILLERS' AGENT.

No. 80 Ohio Street, Cairo, Illinois.

Orders solicited and promptly and satisfactorily filled.

DYAST PARKER, JOHN B. PHILLIPS,

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Liberal Advances Made on Consignments.

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Also, Passage Tickets from Liverpool, London, Havre, Antwerp, Bremen, and Hamburg, to New York.

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