

THE CAIRO BULLETIN

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Notice to Subscribers
Advertisers will confer a favor by reporting
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CIRCULATION STATEMENT.

Average number of complete and perfect copies of The Cairo Bulletin printed daily and Sunday during the year 1907..... 2115

Average number of complete and perfect copies of The Cairo Bulletin printed daily and Sunday during the month of November 1908..... 215

November	Circulation.
1.....	2150
2.....	2039
3.....	2038
4.....	2596
5.....	2061
6.....	2084
7.....	2113
8.....	2130
9.....	2138
10.....	2128
11.....	2107
12.....	2172
13.....	2170
14.....	2114
15.....	2098

The above is a correct statement of the circulation of The Cairo Bulletin for the year 1907 and for the month of November 1908.

CLYDE SULLIVAN,

Business Manager.
Subscribed and sworn to before me this first day of December, 1908.

LEO J. KLEB.

(Seal) Notary Public.

The Bulletin is on sale at the following places:

Coleman's, 214 Eighth Street.
Halliday House News Stand.
Blue Front Restaurant.

Those newspapers which displayed the president's message to congress last week under the head-line "Roosevelt's Last Message as President" or words to that effect showed their utter lack of appreciation or understanding of the president's character. The Brownsville affair was the subject of a special message yesterday, and there's said to be a sizzler in course of preparation on the subject of the secret service and there are others in prospect. But it is safe to say that every one of them will be read with interest by the public because when Roosevelt writes a message he generally says something.

The Merchants' Luncheon gatherings have reached another point for Cairo in the happy outcome in the matter of unsatisfactory service over the Iron Mountain railroad into Missouri territory. The conference between officials of the railroad and Cairo shippers at the Halliday yesterday was the result of the discussion at the luncheon last Saturday and that the result has been so quiet and so satisfactory to all concerned speaks well for the gentlemen concerned in the matter on both sides. It seems to be demonstrated, in this instance as in others, that Cairo can get consideration from the railroads centering here if her people will go after it in the right way. But it is demonstrated also that what the shipping interests of Cairo need above almost everything else is organization so that a watchful eye may be always kept upon the city transportation interests, and prompt, effective action may be taken whenever an injury is about to be done, or is being done. The establishment of a traffic bureau is one of the prime necessities of the commercial interests of the city, the benefits of which would be felt by all classes of business and industrial concerns, great and small. Other cities that make our position as leading commercial centers, have such bureaus and when Cairo's interests are injuriously affected by any new regulation on any railroad, it is not necessarily the result of evil design on the part of the railroad company owning this city, as some would have us believe, but rather because these are usually organized, ever-watchful traffic bureaus in other cities have been working in their work and there has nothing to say. It is time that Cairo was being heard from occasionally.

the railroad officials—just as she was in the case of yesterday; and it is safe to say that both the railroads and the people of Cairo will be better fitted.

More than likely the ordinance committee of the city council will consider carefully, in all their hearings, the two ordinances referred to it at last week's council meeting, relating to peddlers' and mowers' licenses. The committee met yesterday and heard what the retail dealers had to say, in whose behalf, presumably, the measures were introduced. It is said the committee will also hear what the aneksters or peddlers have to say, and after that the committee might and probably will spend a little time to hearken to the interests of the consumer. The ordinances are reported elsewhere in this paper, and it will appear to the average reader that they go rather too far in some directions. It is evident from even a superficial reading of them that they were not carefully drawn. They seem to have been as haphazardly and recklessly thrown together as was our fire limit or building ordinance, but while the latter is only negatively shameful, these new ordinances would be positively so. If they had been carefully drawn they would probably not provide, as now they do, that my such ice cream as shall have been raised on farms in Illinois must be peddled in Cairo. And it makes no difference how rich the cream, or how exquisite the flavor, or even though it be of the real, white and fine—*it has been raised on an ice cream that grew on Kentucky or Missouri farm, or on any farm but an Illinois farm, it is absolutely barred from the piazzas of Cairo.* Now, surely, this is an altogether fair to people who have come to have been born with, or have acquired, a taste for the Missouri or Kentucky raised cream, but how could these culprits present the selling of all ice cream that was not raised on Illinois farms, but also my other products of the farm that happened to be grown on any states outside of this state? They would prevent Kentucky and Missouri farmers from coming to Cairo to sell any of their own products; they would prevent, except on payment of a \$50 license, the peddling of oil, kerosene, coal or gas or any of the many necessary things which the poorer classes of people must buy in small quantities and can't have brought to their doors by the peddler or peddler. Other things might be pointed out in the measures, which are faulty and against the public interest. The trouble is that the motives which prompted the framing of these ordinances was wrong. It was to prohibit certain things in the interest of a certain class of citizens, with little or no regard for the general public interests and such measures are resulting in the long run even to those for whom they were made.

TODAY IN HISTORY

December 16.

1882—Jesse Walton died, Paris, Ind., 95 yrs.

1780—The first circulation library was established in Salem, Mass.

1790—“Mad” Anthony Wayne died at Presque Isle, Pa. Born in Easttown, Pa., Jan. 1, 1757.

1837—Post office and post office in Washington opened.

1846—The first restaurant in San Agustín, Mexico, was organized in Potosí.

1852—Talson L. Gossom, U. S. Senator from Louisiana, died at Hot Springs, Ark.

1853—A provincial pharmacists of Paris, Edward Fisher, invented quinine for the cure of malarial fever.

1868—The two largest empires, Russia and China, were at peace.

Biography.
Captain John C. Ellsworth, chief of the Navigation Bureau of the Navy Department, was born in Falmouth, Mass., December 15, 1845, and was educated in the Naval Academy in 1863. President Lincoln, throughout his naval service Captain Ellsworth is recognized as an expert in hydrography and geodesy work and some of his reports on the lake line from New England were highly commended.

Ordinances Before Council Committee to Prohibit Peddling and Hawking in the City.

The ordinance committee of the city council was presented yesterday by the members from each ward, and the measure was referred to the Peddlers' and Hawkers' committee, and it is expected to be voted on January 13, 1909, for the formation of a Board of Directors and for the transaction of other business. Polls will be given from 10 o'clock a.m. to 4 p.m. on said day.

High License for Peddlers

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