

OVER THE STATE.

WILD raspberries are plentiful in Denel county.

THE York soap works is turning out five different brands.

THE railroads are offering low rates for the Fourth of July.

POTATO bugs are more troublesome than usual in Clay county.

THERE are 230 names on the pay roll of the Kearney canal company.

IN the school election at Sidney the A. P. ticket was defeated.

OMAHA is laying off some of its firemen to reduce municipal expense.

TECUMSEH now has a daily paper, published by Miss May H. Bennett.

LARGE crowds are attending the Beatrice Chautauqua and it is a pronounced success.

THE Oteo County Christian Endeavor society adopted resolutions strongly denouncing base ball on Sunday.

THE state sheriff's association meeting at Hastings has been again postponed. The date has been set now for July 11.

L. G. RENO has made a proposition to the city of Norfolk that for a bonus of \$5,000 he will build an opera house adjacent to his hotel there.

LIGHTNING struck the barn of Levi Stebbins, in Pawnee county, tearing a hole in the roof, but the heavy rain prevented it from catching fire.

Under the annual readjustment of presidential postoffices to take effect July 1 the South Omaha office is reduced from the first to the second class.

THE rain has done great things for wheat and other grains. In many instances there will be good crops where at one time entire failure was predicted.

A MAN named Simpson, residing between Falls City and Iulo, was struck by lightning and instantly killed. His head was completely severed from the body.

THE Order of Railway Conductors and Order of Railway Trainmen of southeast Nebraska will hold their annual picnic in Dillon's grove, Tecumseh, July 18.

THE body of a newly born male child was discovered in a well in Omaha last week and the circumstances surrounding its death give every indication of murder.

THE 6-year-old son of George McCoy of Omaha was run over and killed by the cars. The little fellow was leading a cow across the track when the accident occurred.

THE people of Omaha are reviving the Platte river canal scheme again. This one contemplates the voting by the county of a \$1,000,000 bonus, and is a big scheme—on paper.

A. J. MICHAEL, a young man about twenty-five years of age, was arrested at Burchard for an attempted rape on a little girl 10 years old. He was bound over to the district court.

A CHILD of Mr. and Mrs. Alexander, of Grand Island, swallowed three buttons and the family physician had two hours' work in relieving the child of the intense pain it suffered.

E. G. MCINTYRE, father of Hon. Edmund McIntyre of Seward, died at the home of his son in that city, in his 80th year. His remains were taken to his old home, Stafford, Va., for burial, accompanied by his son.

PROF. DOOLEY has finished taking the school census of Hooper and found 333 children of school age within the district. While taking the school census he also took the census of the town and found the population to be 969.

A PURSE of \$10 was made up at Tecumseh for the purpose of seeing some high diving there. Arthur Forbes and Robert Cochran jumped from the bridge into the Nemaha river, a distance of fifty-two feet, for the amount.

I. A. FORT, president of the state irrigation association, addressed the people of Elm Creek a few days ago on the subject of irrigation, after which a local irrigation association was formed with a capital stock of \$25,000.

OLA BOWLUS, the little daughter of Banker Bowlus of Scribner, fell from the second story window of her father's new house a few days ago and suffered a badly sprained ankle. It was a fortunate escape, even with that.

JAMES MCCLAIN of Albany, N. Y., a shoe luster by trade, was caught by a freight train in the yards at Gretna while trying to steal a ride, and had his foot mashed. The village authorities provided medical aid and quarters for the injured man.

A HAIL and wind storm passed over Hooper, unroofing outbuildings and houses, toppling chimneys, etc. Mr. Jacobs' large barn was blown over; the lumber yards were scattered all over town, limbs were blown off of trees and much other damage done.

A CHICAGO dispatch states that Herman Bean, a former Omaha bartender for Jack Woods, was fatally stabbed in a State street saloon by an unknown drunken man in a drunken row over the quality of a certain brand of liquor. Bean was well known in Omaha as a quiet, peaceable man and had a host of friends.

IF Nebraska would adopt the motto "Patronize Home Industry," there would be plenty of work for idle men, and a good home market for raw materials. A large number of dealers have already adopted it. When you buy enquire for the following brands of Nebraska made goods: Farrell & Co.'s brand of syrups, jellies, preserves and mince meat; Morse-Coe boots and shoes for men, women and children; American Biscuit & Manufacturing Co., Omaha.

THE franchise and entire plant, consisting of houses, reservoir and nine miles of mains of the Hastings Gas company, were sold for \$50,000. A new company will operate it under the old charter, but the franchise will be altered so that the plant can be remodeled.

WHILE Frank McGiverin and family of Fremont were absent someone went through the residence and secured a gold watch, gold chain, silver watch and a small revolver. Dave Peterson's barber shop was entered and twenty razors and three hair clippers are missing. At both places the doors were unlocked and locked again.

TAYLOR'S NEARLY LYNCHED.

Masked Men Were Waiting for Them at Brookfield.

BROOKFIELD, Mo., June 30.—A lynching was narrowly averted here yesterday. Sheriff Barton was expected in from St. Louis with George and William Taylor, wanted in this county for the murder of Gus Meeks and family, near Browning. But the sheriff had been notified by telegraph at Shelbina that there was danger should he bring his prisoners to Brookfield, and he stopped at Macon City and placed them in jail there. When the 7:45 p. m. train arrived, there were fully 1,000 people at the depot, and in the crowd were many strangers.

As the train pulled in fifty masked men, well armed, rode down the Main street to the depot, and the excitement ran high. It was supposed that the Taylors were on the train, and when the opposite was learned a sigh of relief went up from part of the crowd and the strangers looked disappointed. They were a determined lot of men and came here with a purpose which would have surely been carried out had not Sheriff Barton been warned by some friends here.

The strangers had been noticed coming into town quietly for two hours before train time, but their purpose was not fully understood until the masked riders arrived.

To a correspondent one of the mob stated that they were all from Browning and Milan, and proposed to vindicate Linn and Sullivan counties from the slurs that had been cast upon them by many of the newspapers of Missouri and other states.

The mob finally decided not to go to Macon on the 10 o'clock train. They realized that their departure could be telegraphed to Macon and the officers there would have sufficient time to prepare for them.

DEBS OR THE COURT.

Judge Caldwell Tells the Employees to Make Their Choice.

CHICAGO, June 30.—The following message was received here by Receiver Wilson of the Atchison road from Judge Caldwell of the United States court. Judge Caldwell is now in Michigan on a pleasure trip:

"WQUETONSING, Mich., June 28, 1894.—J. W. Reinhart, Boston, Mass.; John J. McCook, Boston, Mass.; Joseph T. Wilson, Chicago, Ill.; and the men to whom it is addressed must understand that the court will not tolerate any interference with the operation of the road by its receivers from any cause whatever. The men must understand that they can not remain in the service of the receivers and refuse to perform any duty required of them by the court. They must select whether they will take their orders as to the cars to be switched and handled from President Debs or the court. If they elect to obey the orders of the former, they may do so, but in that event they must understand distinctly that they are no longer in the service of the court for any purpose and that other men will be employed to take their places permanently. They will be guarded and protected in the discharge of their duties. When the situation of your road and the law applicable to this case is understood, I do not believe the court will be any at all intimidated by the boycott order in force upon it. Any effort to do so will be in direct contempt of the authority of the court and must inevitably result in punishment to the men. As soon as I learn that it is the deliberate purpose of those ordering the boycott to attempt to enforce it against the authority of the court, I will prosecute to the full extent of the law on the lines indicated in this dispatch."

HENRY C. CALDWELL, United States Circuit Judge.

Judge Caldwell has jurisdiction over such portions of the Northern Pacific as are in Minnesota and the Dakotas, and over portions of the Union Pacific as well.

AT KANSAS CITY.

The Santa Fe Sends Out Pullmans Without Much Trouble.

KANSAS CITY, Mo., June 30.—The boycott on Pullman cars on the Santa Fe railway, which was enforced in Kansas City with complete success by the American Railway Union from 9 a. m. until 6 p. m. yesterday, was not successful to-day, the Santa Fe company having sent out its passenger trains on time with the usual number of Pullman cars. The freight business, however, of the Santa Fe company in Kansas City and Argentine is totally stopped on account of the strike of the switchmen. In fact the company has refused to receive freight excepting subject to an indefinite delay and is doing no freight business whatever here to-day. One switch engine out of about twenty is at work in the Argentine yards and it is only handling cars used by or destined to the Kansas City Consolidated Smelting and Refining company.

Twenty-six United States deputy marshals under command of Hubert Lardner, Marshal Neely's deputy for the Third division, are stationed in or about the Santa Fe yards or about the offices and buildings belonging to the company.

Henry A. Salzer, manager of the John A. Salzer Seed company, La Crosse, Wis., is in Europe looking up rare novelties in vegetables and new things in the farm-seed line. He will visit the celebrated farming districts of France, Germany, England, Belgium, Russia and Bohemia, and the customers of this wide-awake firm can congratulate themselves upon his bringing along the cream of farm and vegetable seeds that these foreign countries offer.

TAKEN FROM A TRAIN.

A Negro Murderer Lynched by a Mob Near Monet, Mo.

MONETT, Mo., June 30.—Ulysses Hayden, a negro, was taken from the sheriff of Newton county at this place and hanged to a telegraph pole half a mile south of town at 9 o'clock last night by a mob.

Hayden was arrested for shooting Bots Greenwood, a brakeman at this place June 20 and was being taken to Cassville jail for safe keeping.

The sheriff and prisoner were on the south bound train, which was stopped by the mob.

TIE-UP FOLLOWS TIE-UP.

THE GREAT RAILROAD STRIKE RAPIDLY SPREADING.

ROCK ISLAND SYSTEM PARALYZED.

Reports of Walk Outs Are Pouring In From All Over the West—Every Switchman in Kansas City Ordered Out—Santa Fe Hiring New Men and Calls for More Deputy Marshals.

CHICAGO, July 2.—The apparent lightening of the boycott of the American Railway union on Pullman cars yesterday was seemingly but a mere temporary rest in the gigantic movement. To-day the reports from all points indicate that the struggle has been renewed with fresh force by the union and that the strike is involving fresh lines and more seriously crippling the railroad business of the West than ever.

None of the general managers of the various systems now make any positive predictions as to the immediate future. Mr. Frye of the Santa Fe declares that the prospect on his line

passenger trains are standing there one behind the other—four trains belonging to the Erie and one to the Monon. The first train has been there since 4:40 yesterday. The passengers are tired and hungry.

The Illinois Central suburban service is completely tied up. The engineers and firemen to-day refused to take out their engines.

Employees of the Fort Wayne railroad began quitting work in the suburban district to-day. One or two trains were manned by officers of the road and kept in service, but traffic was practically suspended.

Vice President Howard of the American Railway union to-day issued an order tying up all Milwaukee and St. Paul road in all branches at 6 o'clock this evening. An order was also issued to tie up the Big Four at Cairo.

The Chicago and Northwestern reports to-day that its passenger service is moving without interruption.

Sheriff Gilbert sent forty special deputies and many regular deputies to the border of the county at the Indiana state line and near Hammond, Ind. There is considerable suffering among the passengers on the trains held at Hammond which have not been moved to-day. There is no water on the trains nor any to be found near the trains. Women and children are complaining bitterly.

Twenty deputy sheriffs who started for Blue Island were stalled a long time at Fifty-fifth street. Superintendent Hubbell threw the switches but the strikers threw them back and forbid any interference by officers of the road. The deputies walked around and viewed the situation but took no action. A large crowd gathered but no violence was offered.

The last train to reach the blockade was a mail train and some of the strikers advised that it be allowed to proceed, but the switchmen were firm and the train was held.

WHAT THE MANAGERS SAY.

The General Managers' association issued the following to-day: "There is no attempt made to deny that the strike is widespread and is serious. This embarrasses the freight traffic of the West to the most serious extent of any strike since the Eastern labor troubles in 1877 and 1878. The companies have no idea of entering into a compromise with the strikers, on any basis whatever. The railroad companies fail to see the justice of the position taken by the A. R. U. of fighting Mr. Pullman over the heads of the railroad companies, who have no control over Mr. Pullman's movements or his manufacturing business. The men who are now on a strike are considered as employees who have resigned their positions and who are not anxious for work. Any men who desire employment under the railroad companies centering in Chicago and who are competent will be furnished all positions and will be afforded all the protection that lies in the power of the companies, police of the city of Chicago, sheriff of Cook county and the state of Illinois. Men are now being hired in the East and brought to Chicago to take the places of men who will not work. I have been charged by the A. R. U. that the general managers' association is importing men from Canada. This statement is absolutely false. The railroad companies do not propose to employ any men to take the places of the men now on strike, unless such men are American citizens and where ever we can find a man who wants to work, to take the place of a man who will not work, whether the substitute comes from New York or California we propose to give him a job and see that he is protected."

IN Kansas City the Santa Fe is sending out passenger trains, but the freight service is completely paralyzed. All Kansas City switchmen who belong to the A. R. U. have received an order to strike at noon Sunday, and if it is obeyed, as it doubtless will be, the local situation will become serious.

In Chicago the stock yards switchmen are all out and the business of the yards and the packing houses is completely paralyzed. The Rock Island is tied up tightly to-day and the Illinois Central is paralyzed worse than ever. Strikers have begun resorting more or less to violence and the general situation is more serious than at any time since the boycott began.

In St. Louis, 2,000 yardmen have struck and only passenger trains are being run with officials of the roads in charge. The freight business on every road in St. Louis and East St. Louis is at a standstill.

ON THE SANTA FE.

General Manager Frey Thinks the Situation is Improving.

TOPEKA, Kan., July 2.—General Manager Frey says that the strike situation on the Santa Fe system shows a decided improvement over yesterday, and he believes that it will grow better hourly until the final dissolution of the strike, which he is confident is not far off. Passenger trains were reported moving on time this morning except in Colorado and New Mexico, where the strikers still have possession, although last night the company moved three trains with Pullman equipment out of La Junta.

The management is not undertaking to move freight trains, and their agents are instructed to accept freight only subject to delay and no perishable freight at all.

Referring to the statement that 10,000 men were out on the Santa Fe system, Mr. Frey said that he did not estimate the number of actual strikers on the entire system at to exceed 1,000 men. An entire train crew could be forced out by the refusal of a single fireman to perform his duty, but only the fireman could be classed as a striker.

DENVER, June 30.—Train No. 8 on the Santa Fe, after a wait of twenty-four hours, left last night, a fireman willing to fill the deserted post having been found. All A. R. U. men on the Santa Fe road at this point have stopped work on the order of President Debs. No trains with Pullmans have arrived on the Santa Fe. The Santa Fe California train over the Colorado Midland was sent out to-day but is not likely to get beyond Colorado City where the Midland employees have joined the strike.

FLORENCE, Kan., June 30.—All the Santa Fe employees here except the station agent, cashier, roadmaster and roadhouse foreman are out. Twelve federal officers are here, but all is quiet.

OTTAWA, Kan., June 30.—The American Railway union shopmen here are out and the Santa Fe shops are idle. The yard crews have not yet struck, but they have nothing to do as no trains are moving.

SWITCHMEN TO STRIKE.

Those on All the Roads Entering Kansas City to Come Out.

KANSAS CITY, Mo., July 2.—To-day an order was given for a strike of the switchmen in all the Kansas City railway yards at noon to-morrow. The men will not strike as members of the Switchmen's Mutual Benefit association of North America, of which Miles Barrett of Kansas City is chief,

but as members of the American Railway union.

The general switchmen's strike, if carried into effect, will be by far the most important phase the strike has assumed since its beginning. It will include switchmen in the employ of the Chicago and Alton, Rock Island, Union Pacific, Missouri Pacific, Burlington, Milwaukee, Memphis and Chicago Great Western railways and will probably draw in switchmen from the Kansas City, Pittsburg and Gulf, Osceola and Southern and other smaller lines.

There are probably 400 switchmen employed in all the Kansas City yards and it is pretty safe to say that 300 are A. R. U. members. It is certain there are enough switchmen to practically stop all switching in case the strike order is obeyed.

The Santa Fe company to-day asked United States Marshal Neely at Leavenworth for forty more deputies to assist in protecting property at Argentine.

The company began to-day hiring new switchmen and firemen and as soon as the number is sufficient an effort will be made to move freight trains.

PULLMAN TALKS FREELY.

The Trouble Now Beyond the Car Company—The Fight of the Roads.

CHICAGO, July 2.—George M. Pullman, president of the Pullman Palace car company, who is now at his home here said last night of the strike is no longer a fight against the Pullman company alone. It has spread and grown beyond us until now the Pullman strike is a subordinate feature. The railroads are now trying whether or not they have the right to control their own roads and manage their own property. While the strike was confined to our company we at no time asked the railroads to assist us, and when, a few days ago, the general managers of the great roads centering in Chicago decided to oppose the American Railway union they asked neither advice nor assistance from the Pullman company. It was plainly, distinctly and decidedly their fight, as was patent to everybody. In reality this movement is a demonstration of anarchy. Here are men organized and banded together attacking and endeavoring to crush institutions which are necessary and are operated for the welfare and convenience of the general public. We have done all that could be done—all that we could do at least—for the comfort and welfare of our employees. As high wages were paid as could possibly be afforded in these hard times. So far as I can see, there was nothing left undone for the good of the men which it was in our power to do.

"Were the men employed at the Pullman car shops paid enough so that they could live without getting into debt?"

"That is something I do not care at this time to discuss."

ST. LOUIS MEN IDLE.

Two Thousand Employees Out—Freight Business Paralyzed.

ST. LOUIS, Mo., July 2.—The strike of the American Railway union is on here in all its force and traffic is rapidly coming to a standstill. The Terminal men struck last night and as a result of conferences held and orders from headquarters the switchmen on both sides of the river refused this morning to handle any cars whatsoever and freight movement immediately stopped. Passenger traffic, however, moved as usual, all trains leaving on time, not with the assistance of the striking American Railway union men, however, but with the aid of the Terminal association yardmaster and assistants, who had never been allowed to join any labor union.

The strikers at this point now number in the neighborhood of 2,000 men. These include the switchmen of the Terminal association, 200 in number, and also those in all the individual railroad yards, between 1,500 and 1,800 in number. As the strike became general the idle men began to gather in knots in the various yards and discuss the situation.

ON THE NORTHERN PACIFIC.

Two Trains So Far Sent From St. Paul—Engineer Refuses to Come Out.

ST. PAUL, Minn., July 2.—No trains came in on the Northern Pacific to-day, but the regular morning train went out after twenty-seven minutes' delay. A vigorous attempt was made to get the engineer to go out but he refused, and the train left here at 9:27.

A passenger train on the Northern Pacific went through Wadena at 5:12 this morning bound for Winnipeg. It was the first mail from the East since Wednesday.

CINCINNATI TIED UP.

Only Passenger Trains Moving—No Freight Received on Any Road.

CINCINNATI, Ohio, July 2.—The railroads are paying off the strikers here to-day and employing new men, but only passenger trains are moving. At the stock yards the yardmaster is running the only switch engine and with new switchmen is unable to relieve suffering live stock. No live stock or freight has been received.

No Change on the Coast.

SAN FRANCISCO, July 2.—There has been no improvement in the situation on the Southern Pacific since yesterday. Passenger and freight business is paralyzed. No trains are running, north or south, and from Orden, Deming and El Paso west not a wheel is turning.

Midland Men Out.

COLORADO SPRINGS, Col., July 2.—The order calling out the A. R. U. men employed on the Colorado Midland was received here last evening and the road is tied up.

The Equitable Pays the Fraker Claim.

LIBERTY, Mo., July 2.—The New York Equitable company has settled its insurance of \$10,000 in the Dr. G. W. Fraker case. Other companies are negotiating for settlement.

FIGHTING PULLMAN.

The Boycott Precipitates a Coal Famine in Chicago.

CHICAGO, June 28.—The Illinois Central has given notice that it can accept no freight of any kind. The strike has precipitated a coal famine on the steamboat docks, and the business on the river is at a standstill. Arrangements are being made to put hard coal on some of the tugs that can use it. The strike came so suddenly that it found the coal men utterly unprepared for it, and, while they have plenty of coal in the switch yards of the Illinois Central, they cannot get it to the docks.

This morning a conference of Knights of Labor, Brotherhood of Firemen and American Railway union officers was held. General Master Workman Sovereign of the knights, President Debs of the union, and Secretary Arnold of the firemen were all present.

The switching crews in the yards of the Wisconsin Central struck to-day and the road is badly crippled. In the freight yards long lines of cars laden with perishable freight are standing. A number of ice trains that daily come into the city over this route are also tied up and the ice is melting rapidly. The only cars moving during the day were switched by the officials.

This afternoon the 800 employees of the Illinois Central company in the Burnside shops joined the strike. They walked out of the shop in a body and took a train for this city.

When the hour arrived for the departure of the Washington and New York train over the Baltimore and Ohio road the forward coaches stood 100 feet down the track from the Pullman sleeper and no effort was made to make the connection. The Pullman conductor stood by his car and the porter at the steps, while a crowd of travelers fussed outside of the gates but were not permitted to enter the cars.

When the through trains from Sioux City and on the Baltimore & Ohio road arrived at the Grand Central station the switching crews refused to take them out to the yards. The road crews of the trains also refused to back their own trains out. When the engineer of the Sioux City train pulled into the depot he was asked to take his train back to the yards by Superintendent Kelly. He refused and both he and the fireman left the cab. Superintendent Kelly then boarded the engine and took the train down the yards himself. In every instance the railroad trainmen refused to do any switching as long as the Pullman cars were attached to the train.

RIOTING AT GRENOBLE.

The Mob Makes an Attack on the Italian Consulate.

GRENOBLE, June 28.—At 2 o'clock yesterday afternoon the Italian cafes were attacked. A number of Italian stores were treated in the same manner. The mob marched through the streets, shouting "Down with the Italians." Several Italians who were met in the streets were beaten and kicked. The mob was reinforced and proceeded to the Italian consulate. The police vainly tried to check the mob. The leaders procured a ladder, fixed it to the balcony of the consulate, and several rioters, headed by a drunken carpenter, entered the consulate, tore up the Italian flag, smashed the entrance, broke the furniture, threw the statues upon the floor and kicked them to pieces and, seizing upon two large, handsome oil paintings, representing King Humbert and Queen Margaret of Italy, threw them into the street.

A detachment of military engineers was summoned and the soldiers charged upon the mob. After a short conflict the rioters were driven out of the consulate, which was then occupied by the troops and the prefect made an apology to the Italian consul.

Thompson Will Come Home.

SEDALIA, Mo., June 28.—A letter was received yesterday from J. C. Thompson, cashier of the defunct First National bank, who is now residing in the City of Mexico, by P. D. Hastain, mayor of Sedalia. The document is an appeal for sympathy, with threats to expose citizens of Sedalia if the prosecution is turned into persecution. He claims that he used no disguise while traveling and will return to Missouri and stand trial when charges are preferred against him, either in the state or United States court.

Santa Fe Depot Demolished.

GIRARD, Kan., June 28.—A heavy windstorm commenced here about 8:30 o'clock Monday evening and lasted until about 3 o'clock yesterday morning. The waiting-room of the Santa Fe depot was completely demolished, the ticket-office unroofed and much other damage done to the depot.

LIVESTOCK AND PRODUCE MARKETS

Quotations from New York, Chicago, St. Louis, Omaha and Elsewhere.

CHICAGO.

Butter—Creamery print..... 15 @ 17

Butter—Choice country..... 12 @ 14

Eggs—Fresh..... 9 1/2 @ 10

Honey..... 25 @ 25 1/2

Poultry—Old hens per lb..... 6 @ 6 1/2

Chickens—Spring per lb..... 12 @ 13

Lemons..... 3 5/8 @ 4 00

Oranges—Florida..... 3 5/8 @ 3 7/8

Apples—Per doz..... 1 75 @ 2 00

Potatoes—New..... 1 00 @ 1 10

Beans—Navy..... 2 00 @ 2 11

Peas—Per bu..... 1 50 @ 1 60

Beans—Wax, per bu..... 1 50 @ 1 60

Onions—New..... 45 @ 45 1/2

Apples—Per 4 bu. box..... 1 00 @ 1 25

Hogs—Mixed packing..... 4 75 @ 4 80

Hogs—Heavy weights..... 4 80 @ 4 85

Beefves—Prime steers..... 3 25 @ 3 35

Beefves—Stockers and feeders..... 2 25 @ 2 35

Steers—Fair to good..... 4 25 @ 4 40

Steers—Western..... 3 00 @ 3 30

Sheep—Lamb..... 3 00 @ 3 25

Sheep—Choice natives..... 3 25 @ 4 00

Wheat—No. 2, red winter..... 62 @ 62 1/2

Corn—No. 2..... 45 @ 45 1/2

Oats—Mixed western..... 50 @ 50

Pork..... 12 25 @ 12 00

Lard..... 6 50 @ 6 25

CHICAGO.

Wheat—No. 2 spring..... 50 @ 50 1/2

Corn—Per bu. depot..... 40 @ 40 1/2

Oats—Per bu..... 45 @ 45 1/2

Pork..... 12 50 @ 12 57 1/2

Lard..... 6 80 @ 6 85

Hogs—Packer and mixed..... 4 00 @ 4 05