DISCRIMINATIONS RAILWAY

A. J. Gustin Makes a Ringing Appeal to the Interstate Commerce Commission.

POSTAL RATES APPLIED TO TARIFF SHEETS

Condemnation of Secret Rebates, Passes, and Wholesale Bribery A Few Sample Rates Some Valuable Ideas on Railway Transportation.

KRARNEY, Neb., Jan. 5 .- [Special to THE BEE]-Mr. A. J. Gustin of this city has addressed the following letter to the Interstate Commerce commission. He says:

It coming to my notice, through the daily press, that you were soliciting suggestions touching the fifth section of the act to regulate commerce, prompts the following comment and suggestions, respectfully submitted. The paragraph stated that a call was pinde for opinions "from prominent rallway men" and "mercantile interests." The opinion of a staff of generals in a campaign is essential, but the disposition and personel of an army, whether made up of freeman fighting for liberty or mercenaries for plunder, is material to plan of action. Being an indirect payer of freight and interested as an atom of our cation one sixty-five mil-lionth-in all data found, conclusions reached

and action taken by your—as the writer believes—one of the most important of today's untional departments, is my apology to you for the tender of this line of thought Starting from the premises that any and every citizen or locality of our commonwealth is entitled to all the rights, opportunities in labor results, and business communication enjoyed by any other in agencies ere ated by rights of eminent domain; that the laborer is worthy of his hire; that he who demands equity must give equity; that so long as rail and water transit is operated by

corporations having vested interests they are entitled to an income therefrom equaling that on governmental securities, based upon the amount actually invested therein; that transit will survive speculative interests and aid in smetting the droes of speculation, watered stock, jobbing and competitive elements from its make up; that condemnation of wrong done direct or indi-rect payers of freight by agencies of transit needs no apology, even although the con-demner be obscure and the condemned noted and powerful, no attempt in this is made to kiss the blarney stone nor excuse opinion contrary to that held by any one else. Believing that citations to sworn state-

ments of railway managers, after having passed your inspection and the compilations of your statisticians, are worthy the notice and acceptance of the people and of railway committees of congress, notwithstanding the undoubted disreputable defiance shown to hwand equity by such railway managers authors of said sworn statements, it is do sired to draw particular attention to findings of fact on transportation from grouped and nationalized (or pooled) standpoints. Realizing that modern transit is of transit of earlie ages (since civilized trade first brough transit into being) what the electric light is to the pine knot and tallow dip of the past, and that it has been evolved to its present wonderful results within the past years, would explain growth of appl chanies in transit beyond that of ideas in commercial freedom. Equilibrium now de-mands analyzation of all elements at interest in transit by the best minds we have, for the Public on one hand and Hon. Aldace F Walker and managers of transit on the ow referring to the Third Annual Report

on statistics of railways page 12, in tabulated groups we find the average gross revenue per ton per mile for the whole United States to have been nine and forty-one hundredths mills (.941). On page 53, same report, the average haul per ton is shown to be one hundred plantage. be one hundred nineteen and seventy-two hundredths miles (119.72). Multiply gross average revenue by average haul and we eliminate distance and haul and we eliminate distance classification. This shows that if one do and thirteen cents (\$1.13) per ton, or five and sixty-five hundredths cents (.05%) per hundred weight, had beer exacted from all shippers, the same as 2 cents per ounce is exacted from senders of mail, the roads would have obtained the same gress income they did and every citizen, commodity and locality would have been treated alike. It would mean a "protective tariff" to the "small man" with no inducement to "cut rates" to the "big man," with free trade to all, and a reciprocity clause between legitimate transit and its patrons, the consuming public, building up industry and business enterprise, limited only by man's capacity to work. It will make practical the claims for just recom pense for labor, by those who are brave enough to fight for equal rights, and just enough to allow all others like consideration.

The writer disclaims any attempt of dis-courtesy or impassioned reference in this to any such managers of transit as are really positions by surrendering opportunities to

impose upon others.
Noting the "grouping" of this country into ten divisions reminds one of the conceding of rights to petty dukedows by a monarchy, and denotes a progress in freedom of commercial intercourse closely analagous to political evolution. Cause for making these divisions is set forth to your body as marking various physical influences in operative service, but which, to one no better pested than is the writer, seems to have been drawn largely from such "physical" (*) forces as were exfrom such "physical" (†) forces as were ex-ercised by the late lamented Mr. Jay Gould and present promoters of traffic agencies in after dinner speeches, "long haul" competition and the like.

But accepting the divisions as made, and But accepting the divisions as made, and the facts as reported to your honorable com-mission, using the postal basis or general gross average of reasoning, based on facts shown on pages 12 and 53, we find that the gross revenue from each ton transported its verage distance was as follows:

Group.

I. Gross per ton average haul was .*
II. Gross per ton average haul was ...
III. Gross per ton average haul was ...
IV. Gross per ton average haul was ...
VI. Gross per ton average haul was ...
VI. Gross per ton average haul was ...
VII. Gross per ton average haul was ...
VIII. Gross per ton average haul was ...
IX. Gross per ton average haul was ...
IX. Gross per ton average haul was ...
And a total average with transit nation And a total average with transit national-ed in a pool for the whole United States,

\$1.13 per ton by the postal system. In group II, 80 cents per ton, or 4 cents per dredweight, produces their gross in from freight service. Does any one who pays a larger rate of freight in that territory on his goods, think he can step up to the "Stock exchange" or three card monte "freight lines," and pick out the jack!

If the roads of the nation had been "pooled" on freight service and had made a 6-cent postal rate, their gross income would re exceeded the amount gotten by \$44, 500,000, had the same amount as was expended in soliciting freight and rebates been thrown away. If postal rates ruled, the shipper would buy his freight stamp as he now buys his postal card; the user seeking the means instead of the reverse. Good railroad authority has stated that freight ad passenger wars cost the roads \$100,

To illustrate, discriminations: In group To Illustrate, discriminations: In group VI, which comprises Illinois, Wisconsin, Iowa, the northern peninsula of Michigan, that part of Missouri lying north and east of the Missouri river, and that part of North and South Dakota lying north and east of the Missouri river the average gress income average haul was \$1.40 per ton, or 7 cents per hundred weight. Corn rates from west side this group, say—Council Bluffs, la., to Chicago, are 19 cents per 100 pounds, or \$3.80 per ton, as against an average gress charge on all tonnage of the nation of \$1.13. It is safe to say that the farmer and stockraiser are dissay that the farmer and stockraiser are dis-criminated against to the tune of 400 per cent, as the rate on other commedities will

In group VII, which comprises Nebraska, Wyoning, and that part of North and South Dakota lying south and west of the Missouri river, and Colorada lying north of a line drawn east and west just north of Denver, the average gross charge is \$2.97, or just double the average gross charge for like service over the nation.

ton Boots and shoes, hats and caps, clothing and dry goods make living expenses at \$27 a ton in a fruitful country, when the average charge per ton of the nation is \$1.18.

Fourth-class goods, such as many kinds of groceries in carlets (western classifica-tion), are \$5 a ton from Omaha to Kearney, as against \$1.13 a ton for the nation, and the gentle-nen who control transit say we are "calam-ity howlers" because our subsidized or hypnobated state officers are venal enough to give us no redress. It is simply patriotism and want of full comprehension of the magnitude of our commercial and industrial wrongs that prevents nibilism from growing on our prairies instead of the cereals that in-dustry and fertile—fields produce to feed the

and to your honorable body and congress we look for no faltering. The public is learning

their attorneys are the smartest, most con-genial men we have; but they are not wise nor just, and to them the temple of justice

is a "Stock exchange" with gambling table and option booth its altar. Their aim is

gratification of personal power, instead o

the development of an agency as necessary to present commercial life as is air and

water—the wrecking of a road is as legitimate with them as building one out of the subsi-dies of the public, and national aid means

personal stealings through corporate cats-paw, as in the Pacific rallways, and as will

result again if national guaranty is made the Nicaragua Canal com-pany. The American public is fair and honest, and scaled in the public mind and heart is the standard balance and

yard measure, as carefully as is scaled within the House of Commons the standard measures of value for England. It is the autocratic citizen, protected with debauched

legislation, who cries "stop thief!" while robbing the public and crippling commercial progress as did kings retard political free-dom. They who see the surface only, never below it, notice the court decisions, as in the

Councilman case, and it lowers their respect for law and tends to criminal acts of com-

nission. That a man can avoid consequence

of crime by confession that his oath would incriminate, and he thereby escape and

make nugatory plain the intent of law, is beyond the average man's comprehension of legal lore; but that does not

increase the public respect for, nor is confidence in the railway manager's veracity noticeable. The railway manager's premises

and performances are made good after per-formed but never before. This is one rule,

to which, when conflicting interests intervene, there is no exception—and their fertility in evasion is unrivaled. This data can

only be accounted for on the theory that "the king can do no wrong." This paragraph is based on present fact, Blackstone, Chitty and gray-whiskered precedent. Particular reference is made to the board of di-

rectors and its presiding genius that con-trols majorities in stocks. Emphatic dis-

claimer is made to any reference to the hon-

est, capable and hard-working employes in all or any department of operative transit.

These facts are recounted, not because it is

thought you are not cognizant of them, but because you should know they are becoming

generally known, and public opinion, that supreme court and sovereign power, beyond which there is no appeal, is being shaped on lines of a Declaration of Independence in

It is an open secret that secret rates exist -that transit agencies in rolling stock lines and waterways permit discriminations that

law cannot prevent any more than prohibi-tory laws can prevent drinking or stealing -

and that if permission to pool is given under ton per mile rates, it will mean corporate combination to exact with discriminating

In Nebraska, public official life, executive

and legislative state and county, is debased by passes. This insiduous liberality (?) in

transit permeates the courts, the secret society leaders, the Christian assembly

leaders, and every social and political divi

sion likely to shape selection of public offi

ials. With distance climinated and a general

average charge on transit, it would be un-profitable to railways to transport even a pure

(†) citizen without payment. Grant power to regulate (†) agencies based on false prin-ciples, under ton per mile rates, even as to

as honorable gentlemen as yourselves, in-volving principles of possible exactions as now held, and "time and tide" of changes

in your commission will shape its personal from a Judge Cooley to a Judge Taney, and

will make the nation cry to God for a Red sea to swallow up the hatchery of railroad

Under as rigid control as railways, should

be placed lake and river transit, sleeping

and dining car service, terminal and depot

facilities—bridge companies, and warehouse and mining agencies a part of transit. So

called "fast freight" or private rolling stock lines, those agencies of wheel-in-wheel schemes, whereby the managers and their

associate interests rob both the minority railway stockholders and the public, should

be made to show their hands above the table with sleeves rolled up. Express com-panies should be subjected to control as railways are. It is a remarkable circumstances that the government is called

upon to pay railways upwards of \$3,000,000

more for transporting mail tomage than is paid for express tomage to railways by ex-

press companies under exactly the same con

ditions and service, while express tonnage exceeds that of mail tonnage as twenty to

one. (See page 59 in Third Annual Statistical

Report in table of earnings and income.) The failure of any agency of transit or any of its

departments to report as demanded by you regulations, in detail, within reasonable

time, should subject such agency to forfeit

are of its charter to the nation, subject it

property to condemnation and appraisement

corrigible little fish inside of the big fish, easier to be kept under surveillance, while allowing the law-abiding minnow to seek food with safety in its native water. And if the big fish don't play fair, we will hold a national banquet, and serve it up to an after dinner speech. Theme: "The saddest words of tongue or pen." "We might have been raking the clover of milk and honey from the public; but we handle the shovel of regret, and two cents does for 100 pounds of

regret, and two cents does for 100 pounds of freight, what two cents did for a letter."

It is ton per mile rates and competition that means discriminations that force brain, skill and muscle to trade and manufacturing

centers, that when corralled may the easie

be forced to pay homage to the court of com

bination, where crowded surroundings help

vice and consequent misery to feed on labor's physical and moral fiber. Would it have

been desirable to bring about moral peace in

prerogative, which prerogative meant peace and justice to all? If it would, then listen to the siren song of paid attorneys, after-dinner speeches, and the lobbyists for railways, but in the name of consistency abolish all sem-blance of restraint, that their sensative

blance of restraint, that their sensative souls may not misjudge or nor be worried with consciousness of guilt in secret rate or rebate making. The one central point of corporative railway management is to wring a no limit contingent amount from public necessity in transit.—and ton per mile rates from that standpoint makes it selfish business sense to call to its aid any agency, angelic or diabolical, as will bring, at the manager's sweet will, the speedlest results, and both agencies are oftentimes blended.

So long as ton per mile rates are made and

So long as ton per mile rates are made and competition exists, so long will stock-water-

ing and jobbing exist, which means gamblin in birthrights. Transit should be permitte

to pool, and competition as to rates should

no more enter into their calculations than should fighting and jealousy exist between members of one family. But so long as postal

freight service is not made us no screw known to ingenuity of the people should be turned back on these agencies one thread, and every impulse of patrictism and sense of justice should be invoked until, as must

eventually come, independence in commer-cial intercourse becomes peer to our present political independence.

The railway managers ask that they be allowed to pool as a protection to themselves from themselves, but not for purposes of granting equalities in opportunities to all patrons and localities. Postal rates will protect them and make the contingencies of profit in building rather than wrecking—in diffusion, not in concentration.

Through you to the public press—to the public sense of reason—to the railway managers themselves, I appeal for a consideration of postal freight system.

Syllabus: Continue aggressive in all re-

The railway managers ask that they be

by allowing Lucifer to usurp God's

rights of eminent domain and at public auction. This would put the in corrigible little fish inside of the big fish

bacteria.

facilities greater than now held

faster than are railway managers, and more

that no confusion or misunderstanding in tentional or otherwise, can result _ ton nage reports required, etc. Enact the maximum tariff rate for any group to be that rate shown to be its gress average rate made, as per your fourth statistical report. Provided, that single shipments shall be charged at tariff rates subworld.

Had kings possessed the wisdom and justice of the combined people a republic would never have existed. King John made fight against Magna Charta, and had the people relented, that nor the bill of rights would not have resulted, nor will a step toward commercial rights result now if we releat. ject to a minimum charge of 25 cents for the entire shipment. Enact that inter-group rates shall not exceed the maximum average gross rates shown in your fourth statistical reports to have been realized on the average tonnage of all the groups, a minimum charge of 25 cents for the entire consignment in case tariff rate for the weight consigned faster than are railway managers, and more schooling is not amiss to either. Blind, bitter and cunning opposition, step by step, to efforts of equal treatment to the public is made against any control of transit, and a Bull Run is close at hand for the people. A Vicksburg and "March to the Sea" will follow. The railway managers and does not res... in a greater charge. A. J. Gustis.

An honest pili is the noblest work of the apothecary. DeWitt's Little Early Risers cure constipation, billiousness and sick head-

A FLORAL BELLE.

A Florist Discourses on People Who Buy

Flowers. The conservatory belle par excellence this winter is Mme. Caroline Testout, a French flower that has put every rose out of countenance except the unrivaled American Beauty. The new blossom is a thoroughgoing aristocrat. being extremely fragile in appearance, with five staying qualities that will outlast many of the cabbage variety,

says the New York Sun. "Candidly, now," remarked a casual purchaser, "is their any one with cash enough to buy of you?"

"Our best customers are plain-featured women and rich young men," replied the florist, gently spraying a plaque of maidenhair fern and lilies of the val-ley, "All New Yorkers buy flowers," he continued, "but the two I mentioned are the class on which we make big money They think uo more of paying for or chids than you do of picking poppies in a wheat field. We fill something like fifty regular orders a day for corsage bouquets of violets, and without exception the bills are sent to homely women They seem to crave beauty in some form, and then there is always the chance of creating the impression that an admirer sent the flowers. Another harmless but very amusing dodge practiced by ugly or passe ladies is to have a box of roses directed to themselves at home. We are told to write 'gentleman left no card' on our business ticket, and after enjoying the romanco of receiving an anonymous gift they come around and promptly but privately settle

up for charges. "The average New York man will spend more money in a week sending flowers to his women friends than a Londoner will in ten years," remarked the loquacious proprietor. "I have kept shop in both towns and know. Englishmen will buy growing plants, and never grudge money for gardening or conservatories, but they think cut flowers an extravagance, and except for boutonnieres rarely purchase them. Here the men are regular plungers in flowers, and you would open your eyes to see the size of some of the bills we collect. One rich young fellow who deals with us has for eighteen months had a standing schedule of blossoms sent daily to a lady he ad-On Mondays we make up a box of daisies, buttercups and lemon verbenas; Tuesdays she gets Duchess roses and smilax; Wednesday's supply pends upon the sonson whether tulips chrysanthemums or lilacs are blooming; but Thursday she has American Beauties without fail; on Friday violets, Roman hyacinths and maidenhair ferns, while Saturday we always send Jacqueminots and a sheaf of shionable men depend upon us to square up one-half of their social obligations. A box of flowers is supposed to condone for broken engage ments, belated duty calls, or neglected notes. About once a fortnight over worked dandies come in with long lists, and as they check them off we can tell to a nicety how they feel toward each When in love with the lady recipient. they fuss like old maids, demand roses with stems a yard long, violets fresh from their beds, and our highest-priced orchids. Then they usually insist on seeing the package done up, and make our heads swim giving directions. the others it is: 2'Oh, anything will do. Fix up a box for a couple of dollars, look out her address in the directory, and chuck in my card to clear off that last theater party.' We do quite a nice business in husbands, too. When a gentleman comes in and takes a long-

know it means something serious. Flowers have their mission and are potent peacemakers."

ime to select his flowers, tears up a lot

of cards before he is satisfied with what he writes, addresses them to his wife

and orders 'home immediately,

America Good Enough. "America is good enough for me, said a young woman who cently returned from Europe. "We stopped in Paris for a fortnight's shop-ping and I really found nothing at all that I cared to buy. Everything that was desirable was so exorbitantly dear and at the cheaper places I found, at I say, nothing that suited me.

"So I just gave up the idea of clothes entirely and spent a delightful time in visiting all the queer places that I had never seen before and picking up some bits of bric-a-brac for my room at home.
"Meanwhile I looked at my friend's clothes, got 'pointers' on the last modes from the best places, made up my mind as to what would become me, and on my arrival home went straight to a clever little dressmaker who has made my clothes for years and is devoted to

her at once. "I never saw any one so delighted as she was; to think that I had brought nothing from Paris and had come back to her pleased and flattered her tremendously. But the fun of it was when I first appeared at a coming-out tea, all the girls flocked around me, exclaiming what a lovely French gown I had on and how nice it was for me to have been able to get all my winter outfit in

me, and ordered a couple of gowns from

Make Girls Enlist. Frau Helene Lange, according to the Berlin papers, has come forward with a somewhat startling proposal. This is nothing more nor less than the demand for the one year's service for girls. She suggests that just as German youths are compelled to spend at least one year in barracks, so their sisters should be compelled to spend a year in kindergarten, creches, people's kitchens, hospitals, factory girls or servants homes, to which they should give their services. Of course these institutions must be greatly multiplied to give work to all. As youths may choose their garrison and troop, so the girls might be allowed to choose their branch of service. Certificates could be granted at the end of the year as to work and conduct. Those who desire to stay on, and show the necessary talent, could be promoted and allowed to direct the one-year recruits. Frau Lange considers that this year of service would form and strengthen the character of girls as no family, school or social life could. She deplores greatly the way in which German girls of the better classes spend their time in "energetic or lazy doing nothing."

COMMERCIAL AND FINANCIAL

strictive measures in order to effect reciprocity treaties; stipulating their surrender
of power to discriminate and oppress others
(such as ton per mile rates and classifications). Then pass measures protecting them
as against themselves and against the noxious elements of our nation that have bred in
the fields of secret traffic rates, rebates,
passes, terminal rates and bribery. So describe boundaries of groups as now laid out
that no confusion or misunderstanding, in-Yesterday Was Another Lively Day on the Chicago Board of Trade.

PORK OPENED WITH AN ADVANCE

Brokers Were Inclined to Predict an Opening Price of Nincteen Dollars a Barrel for Monday Morning -Stocks and Bonds.

Curcago, Ill., Jan. 7 .- It was another lively day on the Board of Trade. May park sold up to \$18.75, the fancy price of a barrel and closed strong at \$18.70 bid. Brokers were in some hardy enough to predict an opening price of \$19.00 a barrel for allouday mouning As usual, the country was bullish and appreclating the fact that pork is scarce, they sent in their orders early.

When the bell tapped the brokers jumped for pork and the market opened at \$18.60, 10c above last night's closing price. Cudaby was a heavy buyer and the market advanced within a few minutes to \$18.75. There was a brief respite and then the men who had

onded up" yesterday began to sell. The price dropped to \$18.25 in short order inder the heavy selling and "Charley" Wright was among those who realized on the pur-

was among those who realized on the purchases of yesterday.

As soon as the longs had "evened up" their deals, the old clique made its presence felt and sent the prices up to \$18.75 again. During the closing hour the market was firm and there was little inclination to sell short. Lard is 10c higher than last night. Kibs are unchanged. With only 13,000 hogs at the yards, and an excited scramble for them at another 15c to 20c advance over the preceding day's price, and other features of the hog movement of a no more reassuring character, alarm among short sellers in pork was not wonderful.

Uthe week's receipts were 160,858 head, cons-

wonderful.
The week's receipts were 160,858 head, com-pared with 244,495 on the corresponding week a year ago, and packing to date is 999,000 head, against 1,921,000 for the similar period of the previous season.

Wheat started quite strong with cables a shade better and some of the hig provision.

of the previous season.

Wheat started quite strong, with cables a shade better and some of the hig provision operators in the pit as hayers. But the indications pointing to another increase in the visible supply, the selling soen became generous and prices gradually weakened.

One of the chief causes was the discovery that Cudahy and others of the clique were taking advantage of the early strength to market large amounts of wheat. The crowd quickly talled on. The opening was about \(\frac{1}{2}\text{c}\) higher than yesterday's closing, eased off \(\frac{1}{2}\text{c}\), and then advanced \(\frac{1}{2}\text{c}\) but subsequently became easier and prices declined \(\frac{1}{2}\text{c}\), and the closing was about \(\frac{1}{2}\text{c}\) lower than yesterday. Corn was sensitive. The opening was firm at yesterday's final quotations, and remained so for a while, shorts being the principal buyers and support to the situation: but later on the offerings were greatly increased, the country selling as well as usual. Corn sympathized with pork to some extent, selling off from \(\frac{1}{2}\text{c}\) to \(\frac{1}{2}\text{c}\), rallied from \(\frac{1}{2}\text{c}\) to \(\frac{1}{2}\text{c}\) ralled steady, and \(\text{c}\) to see what smaller.

In oats there was a moderate trade within \(\frac{1}{2}\text{c}\) range, and clos

ket narrow.
Estimated receipts for Monday: Wheat,
250 cars; corn, 185 cars; oats,170 cars; hogs,
30,000 head.
The leading futures ranged as follows:

ARTICLES.	OPEN.	HIGH.	Low,	CLOSE.	YEST Y
Wheat No 2 January May July Corn No. 2	8 78 7716 7716	1314 1914 1154	7274 1814 7734	72% 78% 77%	72% 1874 7756
February. May	4674	4334 4334 463(6634	4216@56 4034	4116 4234 4616	4134 413 4634
January February May Mess Pork-	3034	3016 3116 3474	3014 3114 3414	3036 8116 34166646	3034 3114 8434
January May	18 1754 18 60	18 35 18 75	18 1736 18 25	18 30 18 70	18 07 18 1734
January	10 85 10 65	10 90	10 80 10 52%	10 90 10 77	10 80 10 65
January	9'75	9 15	9'10	y 70	9 57% 9 70

May ... | 975 | 975 | 970 | 970 | 970 |

Cash quotations were as follows:
FLOUR-Strong at the late advance, but not much doing.
WHEAT-No. 2 spring, 72½c; No. 3 spring, 60@62c; No. 2 red, 72½c.
CORN-No. 2, 41½c; No. 3 cash, 37c.
OATS-No. 2, 30%@30½c; No. 2 white, on track, 34@34½c; No. 3 white, 31½c.
RYE-No. 2, 30%@30½c; No. 3, f. o. b., 38@70c;
No. 4, 37@40c,
BARLEY-No. 2, 65c; No. 3, f. o. b., 38@70c;
No. 4, 37@40c,
FLAX SEED-No. 1, \$1.09½@1.10.
Timothy Seed-Prime, \$1.98@1.99,
PORK-Mess, per bbl. \$16.87½@17.00; lard, per 100 lbs. \$10.90; short ribs, sides (loose), \$9.5689.60; dry salted shoulders (boxed), \$9.25629.37½; short clear sides (boxed), \$10.15.

VHISKY-Distillers' finished goods, per gal. Sugar—Cut loaf, 54@5%c; granulated, 5%c; standard "A." 5c. The following were the receipts and shipments today:

RECEIPTS. | SHIPMENTS

On the Produce exchange today the butter market was firm: creamery, 22@32c; dairy 21@30c. Eggs, firm; strictly __ab, 28@28%c

LIVE STOCK MARKETS.

ARTICLES.

Sensational Starter Cut by the New Year for the Packing House People. Омана, Jan. 7.—If receipts for the first week of 1893 are to be any index to the total recelpts for the year there will be a very respectable increase in the number of cattle and sheep marketed, while there will be scarcely half as many hogs received as during 1892. If the condition of the markets the past week is to be

Receipts this week. 14,328 26,535 2,858 Receipts last week. 13,302 17,179 2,182 Same week last year 13,879 56,672 734 Same week last year......13 879 56,672 734

The week closes with a good, firm, active market. Receipts were very fair for a Saturday, about 600 heavier than a week ago but this was more than counterbalanced by the improved demand from all sources. Prices could hardly be auoted as tangibly higher than Friday but compared with the extremely mean prices pald last Saturday the market was anywhere from 20c. to 40c. higher on anything either in the beef steer or butchers' stock line. Shippers and speculators have shown more ineither in the beef steer or butchers' stock line. Shippers and speculators have shown more interest in the market than for weeks and this has improved the demand from local houses. Good to choice 1,200 to 1,700-lb. steers sold all the way from \$4.25 up to \$5.00. Fair to good 1,000 to 1,300-lb. steers sold from \$3.55 to \$4.25 with poor to fair stuff from \$3.00 to \$4.25 with poor to fair stuff from \$3.00 to \$4.25 with poor to fair stuff trade throughout and by noon nearly everything at all desirable had changed hands.

It was the same way as to cows and mixed.

healthy trade throughout and by noon nearly everything at all desirable had changed hands.

It was the same way as to cows and mixed stuff. There was plenty of it here, upward of forty loads, but the demand was good and while prices were atrifle uneven they were in the main fully steady with Friday and from 25c to 50c higher tharks week ago. The trade closed up rather weak, Good to choice cows and heifers sold from \$2.25 up to \$3.40; fair to good stuff largely at from \$2.25 to \$2.75 with common and canning grades from \$1.35 to \$2.10. There was a good demand for, and prices ruled stronger on rough stuff balls, oxen and stags selling freely at from \$1.75 to \$3.50. Common large to choice veal calves sold at fully steady prices from \$2.25 to \$5.00. Stockers and feeders have sold at good strong prices all week. Offerings have been somewhat limited. The linguity from the country, while not at all extensive, has been more than sufficient to sustain values. Regular dealers are clephed up about as close as they dare be, and desirable offerings sell readily at good long figures. There was not much going on in this branch of the trade today, sales being nostly of odds and ends with regular dealers the principal buyers. Extreme sales were from \$2.00 to \$3.25, with the bulk of the fair to good stuff at from \$2.50 to \$3.20. Hoos—The week has witnessed some sensational advances in long prices, as well as in of the fair to good stuff at from \$2.00 to 0.00.

Hous—The week has witnessed some sensational advances in log prices, as well as in host products, and the market closes fully 75c higher than a week ago, and to all appearances the advance has been strictly legitimate, occasioned mainly, if not entirely, by the short supply, and consequent strong demans to the product of the prod short supply, and consequent strong demand for hogs. Packers having been hoping for in-creased supplies after the first of the year, but they are doomed to disappointment. Receipts at Chicago this week were slightly heavier

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than last, but fell 110,000 short of the first week of January last year. Receipts here for the week, while only about 9,300 heavier than during the holiday week, were more than 30,000 short of the corresponding week last year. The shortage in the east is even more apparent, and castern packers and fresh meat houses have all been free buyers at western markets. This adds to the tribulations of the local packers, so that when all buyers get after the hogs with strict orders to get some at any cost, prices are bound to feel it and respond.

The market today for a rising one was the wildest in the history of the yards, in fact a buyer who has had over fifteen year's experience in the hog markets at Chicago and South Omaha, says he never saw a sharper advance of the same magnitude. Opening prices were anywhere from 20e to 30e higher than Friday's average trade, and the hogs went like hot cakes. After the first excitement had somewhat subsided the market wakened, and although some strength was developed at the close, the late hogs failed to sell within 5e to 10c of the early morning prices. On the early market fair to good butcher and heavy hogs sold mostly at 97,30 to 57,30, with a top of \$7,40. Light and mixed hogs went very largely at \$7,20. On the late, market it was \$7,20 and \$7,20. On the late, market it was \$7,20 to \$7,30, against \$7,50 to \$7,50 Friday and \$0.50 to \$6.60 last Saturday.

Sheep—Three loads of commonish westerns

urday.

SHEEP—Three loads of commonish westerns were received and offered. The market was quiet and prices nominally steady. Fair to good natives, \$3,50924.75; fair to good westerns, \$3.2594.50; common and stock sheep, \$2.2593.50; good to choice 40 to 100-\$ lambs, \$4.0095.50. Representative sales:

Receipts and Disposition of Stock. Official receipts and disposition of stock as shown by the books of the Union Stock Yards Company for twenty-four hours, ending at 5 o'clock p. m. January 7, 1893.

BECKRETS. CATTLE | HOUS SHEEP, HORSES & MLS Cars. Hond Cars. Head Cars. Head Cars. | Head. 102 2/00 72 4.865 0 605 DISPOSITION. 1,310 675 1,177 868 343 127 Becker & D. Ehlppers and Feeders 500 2,345) 4,873

Chleago Live Stock Market.

Chicago Live Stock Market.

CHICAGO, Ill., Jan 7.—[Special Telegram to THE BEE.]—Cattle were in very small supply, estimated at 1,000 head. They were in unasually good demand for the last day of the week, and as there are no indications of excessive arrivals for Monday the offerings were taken at strong prices, the average being a trille higher than lor Friday. The supply consisted mostly of butchers and canners stock and from \$2.25 to \$3.50 took the bulk of it. Quotations are from \$3.25 to \$6 for common to extra steers, \$2.25 to \$3.75 for stockers and feeders and from \$1.50 to \$3.75 for stockers and feeders and from \$1.50 to \$3.75 for cows, heifers and bulls.

The hog market presented much the same feature3 as on the preceding days of the week. Buyers were as hungry as before, and with only 1.200 head here to neet the demand, sellers easily remained "on top." They held their consignments from 15c to 25c above yesterday's prices, and to their surprise found eager buyers at that advance, the arrivals being swallowed up at \$7.30 to \$7.75 for very common to extra needium to beavy weights, and at from \$7.00 to \$7.65 for poor to prime light. There were only scattering sales of heavy hogs below \$7.50 and the bulk of the light weights brought from \$7.25 to \$7.50. These quotations are an advance on last week's prices of from 75e to 85c per 100 lbs. About 1,500 sheep arrived for today's markets. The limited supply contained few lots of desirable quality and the trade was quiet and devoid of interesting features. Buyers seemed indifferent and the few sales vere made at about steody prices. There was some linguiry for good standard fed western mutions, but few at hand were of suitable quality.

The lamb market shows no tendency toward resultions were. Trade continues dult and measurements and the resultions of the suitable quality.

quality.

The lamb market shows no tendency toward

The lamb market shows no tendency toward reaction as yet. Trade continues dull and unsatisfactory, with the choicest grade of lambs selling around \$6.00 and fair to good chiefly at from \$5.00 to \$5.00. Best native muttons are quotable at from \$5.00 to \$5.40; good to choice fed westerns at from \$4.90 to \$5.20; fair to mixed natives at from \$4.00 to \$4.60, and cuils and thin feeders at from \$2.00 to \$3.75. Receipts—Cattle, 1,000 head; sheep, 12,000 head; hogs 1,500 head.

The Evening Journal reports:
CATTLE—Receipts, 1,100 head; shipments, 900 head; market dull, nominally steady; choice steers, \$5.30%5.75; others, \$3.25\(\pi_5\)5.10; stockers \$2.25\(\pi_5\)3.35; cosy, \$1.40\(\pi_3\)3.40.

Hogs—Receipts, 12,000 head; shipments, 5,000 head; market active, 10\(\pi_6\)15c higher; rough and common, \$6.90\(\pi_7\)2.5; packing and mixed, \$7.30\(\pi_7\)7.50; shipping and heavy, \$7.40\(\pi_6\)7.50; prime heavy and butchers' weights, \$7.5\(\pi_6\)7.75; light, \$7.30\(\pi_7\)7.50; light, \$7.30\(\pi_7\)7.52; light, \$7.30\(\pi_7\)7.52; shipping and; shipments, \$7.5\(\pi_6\)7.75; light, \$7.30\(\pi_7\)7.52; light, \$8.50\(\pi_6\)7.20.

7.20.
SHEEP—Receipts, 2,000 head; shipments, 750 head; market steady at yesterday's prices; ewes, \$3.85@4.20; mixed, \$4.50@4.75; all others, \$4.75@5.25; westerns, \$4.85@5.15; hambs, \$5.25@6.00; natives, \$3.85@5.25; yearlings, \$5...@6.00; wethers, \$4.75@5.25.

St. Louis Live Stock Market. St. Louis, Mo., Jan. 7.—Cattle-Receipts, 1,200 head; shipments, 700 head; firm and higher; natives, \$3.00@5.65; grass fed range steers, \$2.10@3.25.

11068—Receipts, 3,100 head; shipments, 3,500 head; market 10c higher; heavy, \$7.20@7.40; packing, \$7.00@7.30; light, \$7.15@7.30. NEEF—Receipts, 400 head; shipments, none market firm; natives, \$3.00@4.50; choice mut tons, \$4.65@5.00.

Kansas City Live Stock Market. Kansas City Live Stock Market.

Kansas City. Mo., Jan. 7.—Cattle—Receipts, 2,600 head; shipments, 400 head; market strong to active, 10c higher; feeders quiet, steady; shipping steers, 83,50@5.25; stockers and feeders, \$3.30@3.35.

Hogs—Receipts, 4,900 head; shipments, 3,400 head; market active and 20c higher; extreme range, \$6.80@7.25; bulk, \$7,00@7.15.

SHEEP—Receipts, 100 head; shipments, 4,500 head, market steady to strong; common muttons sold at \$3.50@3.75.

NEW YORK, Jan. 7.—PETROLEUN—Quiet, steady; crude in barrels parkers, \$5.35; crude in bulk, \$2.85; Reäned New York, \$5.40; Philadelphia and Baltimore, \$5.35; Philadelphia and Baltimore in bulk, \$2.85\(\tilde{a}\)2.90.
COTTONSEED OIL—Pinner; wanted; crude, 43\(\tilde{a}\)42\(\tilde{a}\)42, yellow, 48c.
TALLOW—Strong; city (\$2.00 for pkgs.) 5\(\tilde{a}\)c

old.
ROSIN—Dull, steady; strained common to good, \$1,321461.35.
TURPENTINE—Quiet, steady at 30148.31c.
LONDON, Jan. 7.—LINSEED OII.—128 per cwt.

Liverpool. Jan.7.—Wheat—Steady; demand fair; holders offer moderately.
Conn—Steady; demand fair.
LARD—Prime western, 54s 6d per cwt.
BEEF—Extra India, mess, 7s per tierce.
Polis.—Prime mess, western fine, 83s 9d per harrel. BACON—Long and short clear, 550 pounds, 1s per cwt.; long clear, 450 pounds, 6s. PEAS—Canadian, 5s 1d per cental.

HIGH LIVING if you keep at it, is apt to tell upon the liver. The things to prevent this are Dr. Pierce's Pleasant Pellets,

Take one of these little Pellets for a corrective or gentle laxative-three for a cathartic. They're the smallest, easiest to take, pleasantest and most natural in the way they act. They do permanent good. Constipation, Indigestion, Bilious Attacks, Sick or Bilious Headache, and all derangements of the liver, stomach and bowels are prevented, relieved, and cured. They're guaranteed to give satis

faction in every case, or your money is The worst cases of Chronic Ca-

tarrh in the Head, yield to Dr. Sage's Catarrh Remedy. So certain is it that its makers offer \$500 reward for an incurable case.

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THIS SPECIFIC REM. EDY for Rheumatism. Neuralgia, Scintica, and all diseases which proceed from the rheumatic diathesis, has been before the public for more than cleven years under its present proprietorship, though it was used in medical practice for a much langer time. It is the strictly scientific preparation of a medical practitioner who for many years was eminent as a specialist in rheumatic troubles. It is absolutery harmless, both as to its several ingredients and as to their combination. It has become a standard remedy and it is, so far as known, the only real specific for rheumatism and kindred disorders. Its proprietors were advised and fully realized that the short out to NEURALGIA ETC. fortune would be in presenting it as a general blood-purifier, kidney remedy

and "ourc-all," but this they originally and have persistently refused to do. They knew-and the widest possible experience has proved their position-that Ath-lo-pho-ros, while it does of necessity cleanse the blood and act healthfully upon the kidneys, has its own true and clearly defined field as a prompt relief and sure cure of Rheumatism, Neuralgia, etc. In this field it has no competitor and that is enough. The public should be careful not to accept any substitute for Ath-lo-pho-ros,-especially preparations bearing an intentionally similar name and deliberately put out in underhanded ways to defraud the proprietors of Ath-lo-pho-ros and to deceive and swindle sufferers from rheumatic and neuralgic affections. There is but one Ath-lo-pho-ros (Prize-winner). It is sold by all reputable druggists. \$1 per bottle; 6 for \$5. Treatise on Rheumatism for 5c. ta tamps. The Athlophoros Co., New Haven, Conn.

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Importers and manufrs.
flour sacks, burlaps,
twine. Bleveles sold on monthis

BOOTS IND SHOES. Morse-Coa Shoa Company, Howard Street. Factory corner lith and Douglas Streets.

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Kirkendall, Jones & Amer. Hand-Sewed OMPANY, Wholesale mfrs, agents Boston Hubber Shoe Co., 1192-1191-1100 Harney St.

CORNIDE. COAL, COKE. Omaha Coal, Coke & Eagle Cornice Works LIME Co., hard and soft coal, S E cor. 16th and cornies, window metallic skylight metallic skylights.

DRY GOODS. M. E. Smith & Co., Kilpatrick-Koch Dry Dry goods, notions, fur-nishing goods, corner lith and Howard Sts.

GO ODS CO., Notions, gents furnish-inggoods, cor. lith and litrany Sts.

FURNITURE. Omaha Upholstering | Beebaa & Runyan CO., upholstered furniture, Hz 194 Nicholas 81. Wholesale only. GROCERIES. DRUGS, ETO.

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W. A. L. Gibbon & Co.

and Harney Sts.

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