TRACKLAYING TO START APRIL 1.

Western Pacific Proposes to Put Down Rails in Utah on That Date.

CONTRACTORS ARE RESTING.

Owing to the Frost and Mud in Idaho And Utah Men Are Going Slow.

The prevailing cold weather has, to all intents and purposes, put a stop to construction work in Utah and Idaho. In the Gem state the government work on the Minidoka project has ceased and there is very little doing on the Yellowstone railroad.

In Utah there is some work being done on the Western Pacific but the Utah Construction company and subcontractors have practically completed the grade for 70 miles out and accordingly owing to the long haul for supplies active work will not be resumed until the track is laid over the grade. This work, it is anticipated, will be commenced during the first week in April. Between Garfield and this city, however, there is some work being done.

Deal Brothers and Mendenhall, the sub-contractors on the Western Pacific, and again the sub-contractors under this firm are now working on the branch being built from Las Vegas to Bullfrog to connect with the Salt Lake Route. This proposition is being rushed with him and indications are that the grading will be completed in time for the outfits to be moved back to the Western Pacific work as soon as spring opens up.

Those sub-contractors remaining are jogging along preferring to just make expenses than remain idle during the winter. When spring opens up, however, the dirt will fly in great shape and some money will be made by the contractors. The "kicks" that have been registered by some of the sub-contractors on the work have been traced by the "News" to some small men who took contracts for grading after they had been sub-let three times, cutting the original estimates squarely in two. Owing to the mud and frosty ground it is at the present time impossible to move dirt under such conditions and make expenses.

INSTRUCTIONS TO AGENTS.

Traffic Men Notify Local Officers to Observe Elkins Law.

The general agents of the various big roads represented here have received personal letters from their respective traffic managers wherein emphasis is laid on the fact that all the railroads have agreed to furnish the interstate commerce commission with particulars of any violations of the Elkins and other laws. The agents are warned to do nothing that in any manner can be construed as an illegitimate attempt to get business. The giving of stop-over privileges on tickets, the extension of the time limit, the giving of reduced or free transportation as an inducement to get business or any other "tricks of the trade" are one and all tabooed.

YARDS BLOCKADED.

Heaviest Freight Traffic in History of The West Through Odgen.

(Special to the "News.")

Ogden, Jan. 13.—Never before in the history of the local freight business was the union freight depot yards so congested with cars as at the present time. The freight business over the Harriman lines, and the Rio Grande Western in and out of Ogden has been enormous during the past few months, and the cars have been coming into Ogden so fast during this week that every bit of spare trackage is packed with them, many of which are empty. So congested did the freight yards become yesterday that the railroad people found it necessary to ship some of the cars to the West Weber switch and others to other spare trackage just outside of the city. This condition of affairs is making the work on the freight employes in every department very hard, and the indications are that there will be little relief so long as the great demand continues for fruit cars for California.

It is an evidence that the shipping business throughout the country has greatly increased during the past year. Last month nearly 8,000 more freight cars were handled in the Ogden yards than during the same month the year before.

ROADS GETTING EVEN.

Big Systems Now Propose to Make no Discriminations.

If the administration is turning the search light on the railroads the big companies are coming back in a characteristic manner. On the first of the year the big eastern roads omitted to send annual passes to Congressmen and others connected with affairs at Washington. Accordingly quite a number of "deadheads" are now paying their fare like ordinary mortals.

Now comes another move in the direction of tightening up the screws. By the action of the Central Passenger association, which was announced on Wednesday in Chicago, together with the decision of the Eastern Trunk Lines association, soldiers discharged from the army, on their way home from the Philippines or other places, will be obliged to pay full fare of three cents per mile instead of the special reduced rate of one and one-third cents which has been in force for the last five years. This is the first new regulation upon military or quasi-military shipments made by the railroads, and similar action is to be taken at the coming meeting of the Western Passenger association.

MORE BLOCK SIGNALS.

Oregon Short Line to Install 50 Miles This Year.

Plans have been completed for the installation of additional block signals on the Harriman lines during the coming year. The 1906 appropriation calls for 43 miles of block signal equipment on the Salt Lake division of the Southern Pacific, nearly all of the track between Ogden and Green River and 50 miles on the Oregon Short Line. This work is decidedly costly and is generally estimated upon the basis of $1,000 for each mile to be placed under operation. The Short Line people, however, believe that it is money well spent as means of saving in human life and equipment, not to mention blocked tracks following a possible wreck.

As an instance of the good work of the block signal system the case of the wreck of the mail train over in Nevada last Tuesday can be cited. The train was forging ahead under all steam when the engineer noticed the block signal arm at danger. He stopped his train and in the distance heard the rumble of two runaway freight cars.

APPOINTMENT TO NAVAL ACADEMY.

Interest Now Centers in That to Be Made by Senator Reed Smoot.

IS A SPLENDID OPPORTUNITY.

Examinations Will be Held in Supt. Nelson's Office, This City, Feb. 9 to 10.

Another opportunity will be given the young men of this state to strive for appointment to the naval academy at Annapolis. Acting upon the request of Senator Reed Smoot, who will make the appointment, State Supt. of Schools Nelson has arranged for the examination of applicants for the appointment to be held in his office at the city and county building on Friday and Saturday, Feb. 9 and 10. Those who are on the examining committee with Supt. Nelson are President J. T. Kingsburg of the University of Utah, and Col. Willard Young. The physical examination of the applicants will be conducted by Dr. E. H. Gowans on Thursday, Feb. 8.

A letter is being prepared by State Supt. Nelson to be sent to the heads of all the leading educational institutions of the state calling the attention of the students to the great opportunities which an appointment to either Annapolis or West Point affords. In the east an appointment to either institution is eagerly sought for by a large number of young men, but as yet the young men of this state have not shown much interest in the matter. However ,those who have heretofore been appointed have always stood in the front ranks after their entrance to the institutions and have done credit to the state. Supt. Nelson is endeavoring to work up an unusual interest in the coming examination and expects to see a spirited contest for this appointment among some of the brightest young men of the state.

The entire crew lost no time in taking to the sage brush and from a safe distance witnessed the cars plunge into the waiting engine. Had there been no warning beforehand the result would have been appalling.

HERE TOMORROW.

The special train bearing the classification committee en route to the big meeting in Los Angeles Tuesday arrives in this city at 8 a. m. tomorrow coming in over the Colorado Midland and the Rio Grande Western. H. C. Bush, traffic manager of the Midland, is with the party which is made up of some of the leading freight experts of the west.

After visiting the Tabernacle and taking in the city the special will pull out for Los Angeles over the Salt Lake Route tomorrow night with District Freight and Passenger Agent J. L. Moore as master of ceremonies.

CAR REPAIRERS MEET.

C. A. Shroyer, superintendent of the department of car building of the Chicago & Northwestern, together with representatives of the Southern Pacific, Union Pacific, Oregon Short Line, O. R. & N., Denver & Rio Grande and Rio Grande Western, met yesterday at the Knutsford and discussed a uniform method to be inaugurated in the care of cars and repairs generally on rolling stock en route on through business.

SAN PEDRO MAKES A RECORD.

The Salt Lake Route is establishing a fine record with the trainload of sheep consisting of 24 double-decked cars which left Butte at 11 a. m. Thursday. The consignment was fed in transit here and left Salt Lake at 9:30 yesterday morning. The stock special arrived at Las Vegas at 7:05 this morning where the sheep were unloaded and fed. They will be re-loaded this afternoon, and, all being well, will arrive in Los Angeles at 11 a. m. tomorrow.

SPIKE AND RAIL.

J. F. Dunn, superintendent of motive power and machinery of the Oregon Short Line, has returned from a business trip to the east.

D. E. Burley, general passenger agent of the Oregon Short Line, leaves today for Chicago to attend the meeting of the Trans-Continental Passenger association.

The work of changing the Ogden yards and the erection of the viaduct across the Short Line tracks in this city is scheduled for March or just as soon as the winter breaks.

Kenneth C. Kerr, traveling passenger agent for the Salt Lake Route, has returned from a trip to Butte. All of Butte and Anaconda papers gave him half a column notice together with a boost for his road and the "See America First" scheme.

F. W. Gray, who on Jan. 1 took the contract for supplying the news and magazine service on all Oregon Short Line trains throughout the system, has established headquarters at the depot. He has also opened a branch establishment at Pocatello.

NOT AT ELK'S CLUB.

Secretary Raybould Says Gambling There is Strictly Prohibited.

The impression seems to prevail in certain quarters that, since the order was given to close up the gambling houses, gambling will go on in certain clubs in the city. This morning Secretary Raybould of the Elks stated that if there were any truth in the said "impression" there would be one notable exception, namely, the Elks' club.

"Gambling has never been permitted in any Elks' club," said Mr. Raybould. "And, under the charter, it never will be permitted in any form whatever. However, I believe that the idea that gamblers will go to the different clubs is absurd."

BEFORE JUDGE DIEHL.

Mexican Sentenced to Sixteen Days For Stealing a Meal.

Alexander McKay, aged about 78 years, charged with vagrancy several times, was before Judge C. B. Diehl again this morning. The unfortunate old man pleaded guilty to the charge and was sentenced to 30 days in jail.

C. Smith, the Mexican charged with obtaining a meal by means of false pretenses, was adjudged guilty and sentenced to 15 days in jail.

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50 per cent off odd Chairs and Rockers, while they last. See our Show Window for display.
H. DINWOODEY FURNITURE CO.

IDAHO TIMBER LAND FRAUDS.

Bench Warrants Issued Out of Federal Court Against Indicted Individuals.

CAPITAL NEWS CASE CLOSES.

Arguments in R. S. Sheridan vs. J. H. Bradey and Others Before Judge Stewart This Week.

Special Correspondence.

Boise, Jan. 12.—Bench warrants have been issued out of the federal court here against all of the parties who were indicted by the federal grand jury at Moscow last fall for complicity in timber land frauds in north Idaho. The parties for whom warrants have been issued are: William F. Kettenbach, Geo. H. Kester, William Dwyer, William Benton, Clarence Robnett, Fred Emery, C. W. Colby, all of Lewiston, for conspiracy; William Dwyer, Clarence Robnett and William B. Benton, for subornation of perjury, and E. L. Knight for perjury before the grand jury. It is reported that the parties have all been placed under arrest, and were released on $500 bonds each. It is expected that these cases will all be tried at the spring term of the federal court in Moscow. W. E. Borah of Boise, is associated, in the defense of the indicted parties, while the prosecution will be handled by District Attorney Ruick, and his assistant, Miles S. Johnson, of Lewiston.

CAPITAL NEWS CASE.

On Monday and Tuesday of this week Judge Stewart of the district court listened to arguments in the case of R. S. Sheridan against J. H. Brady and others, and it was finally determined to postpone further hearing until Jan. 17, when attorneys will file briefs. This is the case in which the voting ownership of over 800 shares of the capital stock of the Capital News newspaper is involved. The defendant Brady at present holds the stock under an agreement entered into last spring by which in consideration of $9,000 loaned to plaintiff and his associates in the ownership in stock, Mr. Brady was to be given absolute control of this stock for the three years for which the loan was made. The plaintiff Sheridan was associated with C. H. Fisher, then editor of the News, and Jack d'Arcy, a stockholder, in the agreement. Later Sheridan was induced to believe that Fisher and d'Arcy intended to "freeze him out" of the paper. He then entered into an agreement with the Idaho Statesman ownership (which holds two-fifths of the stock of the Capital News). Fisher was deposed from the presidency of the company and the editorship, and the News inaugurated a series of bitter personal attacks on Brady, who is chairman of the Republican state central committee. When the time for the annual meeting of stockholders approached, Sheridan began suit to restrain Brady from voting his stock. He alleged conspiracy. The taking of testimony lasted throughout a week. The evidence was an eye-opener in the way of political motives on the part of a large number of democratic politicians. The Dubois and anti-Dubois factions were each eager to secure control, once it was ascertained that Brady claimed control of the stock. It developed in the testimony that Sheridan at one time endeavored to sell the paper to leading "Mormons," contending that they needed an organ at the capital of the state.

It is rumored that if Brady wins the case, he will at once turn the paper into a strong Republican paper, demanding the leased wire report from the Associated Press, and straightening up the paper in a marked way.

ANOTHER RAILROAD.

Another railroad line has filed articles of incorporation with the secretary of state. This is the Idaho Northern, which is to build from Couer d'Alene City, with branches into the timber on the north fork of the Coeur d'Alene river. The capital of the company is given at $2,500,000, and the incorporators are largely business men in the Coeur d'Alene mining region.

The state land board has entered into a contract with the American Falls Canal & Power company, by the terms of which settlers on Carey lands under the company's canals can secure perpetual water rights practically in the same manner and on the same terms as are charged by the Twin Falls company. The American Falls company claim it will eventually have 90,000 acres of Carey lands under their system.

CAPITOL BUILDING.

There was a meeting of the capitol building commission last night, when there was a general discussion of ways and means connected with the projected new capitol building. Plans for the main portion of the building were reported by the architect as nearly completed, and it was decided to resume work on the foundation walls as soon as the weather will permit.

INTERMOUNTAIN FAIR.

At a meeting of the directors of the Intermountain Fair association on Tuesday night it was decided that the matter of whether a fair was held in Boise this fall must depend entirely upon the action of the county commissioners. The following were appointed a committee to present the matter to the commissioners: President James A. Pinney, Secretary W. F. Dolan, J. H. Ireton, J. A. Blomquist, F. V. Martin. This committee will request that a levy of half a mill on the dollar be made for the fair. Last year the levy for this purpose was a fou th of a mill. The half mill levy would produce about $4,500.

GRAND JURY.

A call for the convening of a grand jury at Weiser has been made by District Judge Smith. This has been deemed necessary because of the prevalence of horse and cattle stealing there. The county being directly contiguous to the range country of eastern Oregon, has always been a favorite field for operation among the horse and cattle thieves.

SOUTH AFRICA NEEDS COOLIES.

London, Jan. 13.—In an interview published in the Standard this morning, Rev. Joseph C. Hartzell, missionary bishop of the Methodist Episcopal church in South Africa, who has just returned to London after a year's tour of South Africa, says that an exhaustive study of the Chinese coolie question has convinced him that Chinese labor is necessary for the development of that country.

"The Chinese," the bishop says, "are well treated and are well behaved. The cry everywhere, on both coasts, is for more labor, and good judges claim that South Africa, in its mines and other enterprises, could absorb 500,000 more laborers in the next year."

ENGINEERS AND PANAMA CANAL.

Disposition Among Senators to Transfer Work to Government Army Corps.

MOVING DRY DOCK "DEWEY."

Experiment Being Watched With Considerable Interest—Treaty With Santo Domingo.

Special Correspondence.

Washington, D. C., Jan. 8.—The action of the senate in holding up the nominations of the Panama canal commissioners is believed to have other meaning than that senators are opposed to any one of the gentlemen named. The work accomplished by the commission up to date is not visible in Washington, and there is a widespread feeling that little actual work has been done in spite of the enormous amount which has been expended for material and supplies. The United States Government Advertiser, a publication in which all government advertisements are inserted, publishes a long list of articles wanted for the commission every week. These wants range from hack saws to locomotives and from lead pencils to bridge timbers. From these advertisements it would appear that the commission may never get enough material on hand, in spite of the fact that the value of that on hand now, including that left by the French company, is said to approximate upwards of $20,000,000.

There is a growing disposition in the senate to abolish the commission entirely and to turn the work of construction over to the corps of engineers of the United States army. It is held, and with a great deal of reason, that the work which this corps has done in the way of improving the rivers and harbors of the United States during the past 50 years, fits them for canal construction to a far greater degree than it is possible to expect from civil engineers whose life has been devoted to railroad building.

In any event, it is probable that before the commissioners, named by the president, are confirmed, there will be a full and complete discussion of the proposition to turn the whole subject over to the secretary of war with a view to the transfer of the work to the corps of engineers.

SPLENDID CATTLE.

Representative James W. Wadsworth, chairman of the committee on agriculture of the house, has presented to that committee three large photographs of the three principal breeds of beef cattle—Herefords, Short Horns and Polled Angus, and these pictures, which were taken at the fat cattle show in Chicago, represent the acme of perfection in the matter of beef production in the United States. The photographs have been handsomely framed and will hereafter adorn the walls of the committee room. The room occupied by the committee on agriculture, by the way, is more beautifully decorated than any room in the house wing of the capitol building. The allegorical frescoes are the work of Brumide and although the colors were placed as long ago as 1855 they are as bright today as they were 50 years ago. The ceiling of the other committee rooms are redecorated every year or two, but that of the Agricultural committee room has not been touched by a painter's brush for half a century.

DRY DOCK "DEWEY."

The construction bureau of the navy department is waiting with the greatest interest the next report from the dry dock "Dewey" which is being towed across the Atlantic, on its way to Manila. This huge contrivance is about as ungainly as could be imagined and grave doubts are expressed as to the ultimate outcome of the experiment. There is a margin of only four feet between the width of the Dewey and the breadth of the Suez canal and any accident in that naval thoroughfare would prove disastrous. It is generally conceded that Congress made a mistake in not providing that the Dewey should be shipped "knocked down." It is now realized that it would have been far cheaper and infinitely safer to have adopted this course, but perhaps it would have been better still to have refrained from building the dock at all as nearly 70 feet of water will be required to flood it and there is no such depth in an available place in Manila harbor at present. In this connection it will be recalled that the United States paid Spain $200,000 for the floating dock located in Havana harbor at the time of the surrender of Toral in 1898. The navy experts examined the dock and recommended that it be not purchased at any price, but the state department was determined and induced Congress to appropriate the necessary money. The dock was hauled to the vicinity of Pensacola where it is still moored, but it is to all intents and purposes useless and certainly would not be available in time of war, owing to its exposed position, and no other safe location with the requisite depth of water, 66 feet, can be found for it.

TO COMPETE WITH BELL.

Efforts will again be made this session to secure a franchise for a telephone company in competition with the Bell within the District of Columbia. Apparently Washington and New York are the only cities of importance in the country in which the telephone franchise is monopolized by the Bell company. One of the strongest arguments against the admission of a rival company to the capitol is that under the law all wires must be placed under ground, and that to install a new line would necessitate the opening of trenches in practically every street in the city. But on the other hand complaints against the present monopoly and its methods and charges are so widespread that it appears that at last the rival corporations have at least a fighting chance. This chance grows brighter as the independent companies grow, and if they succeed in breaking into New York City, they are certain to win eventually in their fight to gain an entrance to the Capitol.

POOR OUTLOOK FOR TREATY.

There does not seem to be much chance for the ratification of a treaty between the United States and Santo Domingo. It is doubtful if there was ever a convention submitted to the senate which had so few friends as this document appears to have. Even the administration evinces no disposition whatever to make any particular effort to secure its ratification. This is perhaps due, in part at least, to the fact that Morales, the president at the time the agreement was made, has since stepped down and out. But the modus vivendi under which affairs are at present conducted in the republic is prejudicial to the interests of a very powerful American syndicate. It appears that this syndicate had an arrangement with the Morales government whereby it collected the customs dues in the four principal ports of the island and reimbursed itself for the alleged indebtedness of Santo Domingo out of the collections. When through the agreement between President Roosevelt and President Morales this arrangement was set aside and the United States undertook to control the revenues of Santo Domingo in the interest of all parties concerned; this syndicate was naturally set aside. The members of the syndicate at once organized a propaganda against the modus vivendi and incidentally against the ratification of the treaty. That was before the first upheaval, since which the administration has evinced no particular interest in the ratification of the treaty, which it was hoped would solve many of the perplexing questions which have arisen in connection with Santo Domingo during the past few years. Every American who has visited the island has come to the conclusion that only through an absolute protectorate on the part of the United States can anything like a stable government be hoped for, and it appears now that the United States must either assume entire control of the civil affairs of the republic, or abandon it altogether, in which event it will not be long before the European governments take forcible steps towards securing the settlement of their claims.

It was as long ago as 1868 that General Grant, then president of the United States, recommended the annexation of Santo Domingo to the United States. But that was before this country had acquired Porto Rico. Since then there has been, practically speaking, an annual revolution and never a real stable government for five years at a time. The island of which Santo Domingo is the eastern half is one of the most fertile on earth and with civil conditions permanent in character it is believed that it would be come one of the wealthiest.

SHIPBUILDERS STRANDED.

There seems to be a fatality connected with the men who have been instrumental in the upbuilding of the American navy. The very first ships of the new navy were built by John Roach and Sons, whose shipyard was on the Delaware. Before he began to lay the keel of the Atlanta, John Roach was regarded as a millionaire. He died comparatively without means and it has always been asserted that his financial losses were directly due to the troubles brought upon him through his efforts to build ships for the navy.

No one man in the United States has accomplished more in the way of launching modern ships of war than Charles Cramp. It is safe to say without consulting the records that more than 50 per cent of the finest ships in the American navy today, were constructed in the Cramp shipyards in Philadelphia. Charles Cramp and Sons became a corporation some years ago and it appears that Mr. Charles Cramp, the founder of the company, and the man recognized by the navy department as the most expert shipbuilder in the country today, turned over to the corporation all his holdings, or practically all. Today it is reported that Charles Cramp has nothing left. It will be a sad commentary upon American shipbuilding annals if Charles Cramp like John Roach shall, when he passes over, leave nothing behind for his family to show for all that he has done to make the United States a sea power among the nations of the world.

BANK STATEMENTS.

New York, Jan. 13.—The statement of the clearing house banks this week show that the banks hold $12,088,650 over the legal requirements. This is an increase of $12,227,650 over last week. The statement follows:

Loans	$1,005,041,600
Increase	383,300
Deposits	997,291,200
Increase	12,463,100
Circulation	52,290,800
Increase	17,900
Legal tenders	83,781,700
Increase	4,610,000
Specie	178,329,500
Increase	10,985,700
Reserve	262,110,200
Increase	15,602,500
Reserve required	249,301,550
Increase	3,365,850
Surplus	12,808,650
Increase	12,227,650
Ex-. S. deposits	14,027,750
Increase	12,251,600

GOATSKIN WINE BOTTLES OF THE PRESENT TIME.

The cut shows the method adopted by the wine growers of Madeira in conveying their product from the mountain vineyards of the island to the exporters on the coast. Goatskins are filled with the wine, and then weigh about ninety pounds each. The carriers, called borracheiros, carry the skins suspended from a strap buckled across the forehead. On the return trip the bags are inflated with air in order to preserve the equipoise.

WEEK IN STOCKS CLOSED ACTIVE.

Large Buying Orders at Opening Carried Prices to Higher Level.

UNION PACIFIC'S NEW RECORD

Business Wide and of Large Volume, Offering Good Opportunities for Realizing, Being Many Offerings.

New York, Jan. 13.—Large buying orders carried opening prices in the stock market today to a higher level, the high-priced railroad stocks leading. Great Northern preferred rose 2½ and Northern Pacific, St. Paul and New York Central a point. There were besides, large fractional gains in Missouri Pacific, Colorado & Southern and Pressed Steel Car. Union Pacific was shaded a small fraction and Sugar and Metropolitan Street Railway were also lower.

The breadth and volume of business offered attractive opportunities for realizing and stocks were so freely offered as to put prices back to last night's level or below. Here and there stocks weakened sharply and added to the reactionary tendency. Consolidated Gas was carried off 4%. Brooklyn Union Gas 3, Kansas City Southern preferred and Smelting Pa. Steel-Sheffield Steel 2¼ and Corn Products 1. Otherwise the setback was arrested in the neighborhood of last night's level, and there was some recovery later with a subsidence of activity. Northwestern rose 3 and Missouri Pacific, Chicago & Alton, American Ice and Tennessee Coal 1. Prices were lifted again, but the favorable bank statement induced renewed realizing and prices sold off again. Union Pacific was lifted a fraction to a new high level of 158¾. Northwestern rose 6¾, Chicago, Milwaukee and St. Paul 4, Chicago & Alton 2¾, Long Island and Brooklyn Transit 2½, St. Louis, Southwestern preferred and Pullman 2, Missouri Pacific and Cleveland, C. C. C. & St. Louis 1¾, Atlantic Coast Line, Pump preferred and National Biscuit 1¼ and Amalgamated Copper and Local Traction 1. Losses of a point or more were scored by Union Pacific, Southern Pacific, St. Paul, Illinois Central, Minneapolis, St. Paul and Sault Ste. Marie, D. & R. G., Sugar, the Smelting stocks, People's Gas Railway Steel Spring, Corn Products preferred, and North American. The closing was extremely active and irregular.

LIVE STOCK.

CHICAGO.

Chicago, Jan. 13.—Cattle—Receipts, 400; market steady. Beeves, 3.50@6.45; cows 1.25@4.90; heifers, 2.25@4.75; calves, 5.75@7.75; good to prime steers, 5.35@6.25; poor to medium, 3.60@5.30; stockers and feeders, 2.30@4.20.

Hogs—Receipts, 25,000; market 5@10 cents lower; estimated Monday, 50,000. Mixed and butchers, 5.15@5.37½; good heavy, 5.30@5.40; rough heavy, 5.15@5.25; lights, 5.20@5.32½; pigs, 4.75@5.15; bulk of sales, 5.25@5.35.

Sheep—Receipts, 2,000; market steady. Sheep, 3.00@6.00; yearlings, 6.00@7.00, lambs, 5.25@5.35.

Sheep—Receipts, 2,000; market steady. Sheep, 3.50@6.00; yearlings, 6.00@7.00; lambs 5.75@7.85.

KANSAS CITY.

Kansas City, Jan. 13.—Cattle—Receipts, 3,000; market stead. Native steers, 4.00@6.00; native cows and heifers, 2.00@5.00; stockers and feeders, 3.00@4.50; bulls, 2.25@3.80; calves, 3.00@7.00; western fed steers, 3.50@5.50; western fed cows, 2.50@3.75.

Hogs—Receipts 5,000; market steady. Bulk of sales, 5.20@5.35; heavy, 5.30@5.37½; packers, 5.25@5.35; pigs and lights, 5.10@5.30.

Sheep—Receipts, 200; market steady. Muttons, 4.50@6.10; lambs, 5.50@7.50; range wethers, 5.50@6.50; fed ewes, 4.75@5.60.

OMAHA.

Omaha, Jan. 13.—Cattle—Receipts, 100; market unchanged. Native steers, 3.50@5.50; cows and heifers, 3.50@4.00; canners, 1.75@2.40; stockers and feeders, 2.50@4.10; calves, 2.50@6.00; bulls and stags, 2.00@4.00.

Hogs—Receipts, 7,000; market 5 cents lower. Heavy, 5.25@5.30; mixed, 5.20@5.25; lights, 5.10@5.25; pigs, 4.50@5.00; bulk, 5.20@5.25.

Sheep—Receipts 100; market steady. Yearlings, 6.00@6.25; wethers, 5.40@5.70; ewes, 4.75@5.40; lambs, 7.00@7.50.

WOOL.

ST. LOUIS.

St. Louis, Jan. 13.—Wool, steady. Territory and western mediums, 26@30; fine medium, 22@25; fine, 19@21.

PRODUCE.

CHICAGO.

Chicago, Jan. 13.—Excessive rains in Argentina and a lack of moisture in India, created bullish sentiment today in the wheat market here. May opened unchanged to ⅛ higher at 88¼ to 88⅜ and advanced to 88⅝.

Minneapolis, Duluth and Chicago reported receipts of 459 cars against 396 a years ago.

The corn market was steady and trading was of small volume. May opened unchanged at 45⅛, sold at 45 and then rallied again to 45⅜.

Profit taking by local longs caused some weakness in the oats market. May opened unchanged to ⅛ lower at 32 to 32⅛ and sold off to 31¾.

Provisions were steady, notwithstanding a 10-cent decline in live hogs. May pork was unchanged at 14.67½; lard was off 2½ at 7.02½, and ribs were unchanged at 7.60.

Cash; Wheat—No. 2 red, 87@90¼; No. 3 red, 86@87½; No. 2 hard, 84½@86; No. 3 hard, 82@84; No. 1 northern, 87@88¼; No. 2 northern, 85@87½; No. 3 spring, 82@87½.

Corn—No. 2, 43; No. 3, 42¾@42¾.

Oats—No. 2, 31; No. 3, 30¾.

There was a good demand throughout the day and the market continued firm. The close was firm with May up ¼@¼ at 88⅝@88½.

Corn—The demand for corn became more active as the session advanced. The high point for May was reached at 45⅝@45½. The close was firm, with May up ¼@⅜ at the best price of the day.

Close; Wheat—May, 88⅝@89½; July, 85@85⅛.

Corn—May, 45⅝@45½; July, 45⅞.

Oats—May, 32@32⅜; July, 30½.

Pork—May, 14.12½; Jan., 13.75.

Lard—May, 7.67½@7.70; Jan., 7.50; July, 7.82½.

Ribs—Jan., 7.47½@7.50; May 7.62½@7.65; July, 7.75.

Rye—Cash, 68.

Flax—Cash, northwestern, 1.23.

Timothy—March, 3.45.

Clover—Cash, 12.35.

Barley—Cash, 38@55.

NEW YORK.

New York, Jan. 13.—Sugar, raw, steady. Fair refining, 3 3-16; centrifugal, 96 test, 3 1-16; molasses sugar, 2 15-16.

Refined—Firm. Crushed, 5.40; powdered, 4.80; granulated, 4.70.

Coffee—Steady. No. 7 Rio, 8¼.

Butter—Firm. State dairy, common to extra, 17@25.

Cheese—Quiet, unchanged.

Eggs—Easier, Western firsts, 22½@23; do. seconds, 21@22; southerns, 18@23.

NEW YORK CLOSING STOCKS.

Saturday, Jan. 13, 1906.

Atchison	96⅛
Atchison pfd	104
Baltimore & Ohio	115½
Canadian Pacific	175⅞
Chicago & Alton	47
Chicago & Alton pfd	80¾
Chicago & Northwestern	234½
Chicago & Northwestern pfd	245
Colorado Southern	25
Denver & Rio Grande	45½
Denver & Rio Grande pfd	89⅛
Erie	38¾
Illinois Central	177½
Louisville & Nashville	153½
Manhattan L	161
Metropolitan St. Ry.	122⅜
Mexican Central	25¼
Missouria Pacific	104⅞
New York Central	154½
Pennsylvania	145
Reading	144
Rock Island	24¼
Rock Island pfd	62⅜
Southern Pacific	63⅞
St. Paul	180⅜
Southern Railway	28½
Union Pacific	157¼
Union Pacific pfd	97½
Wabash	22
Wisconsin Central	30½
Northern Pacific	208½

MISCELLANEOUS.

Amalgamated Copper	114½
American Car & Foundry	42½
American Locomotive	76⅝
American Smelting & Refining	163
Am. Smelting & Refining pfd	127⅝
Brooklyn Rapid Transit	91½
Colorado Fuel & Iron	60⅝
International Paper	25½
International Paper pfd	68
National Biscuit	85½
National Lead	49½
Pacific Mail	49½
People's Gas	100⅜
Pressed Steel Car	37
Pullman Palace Car	244⅞
Standard Oil	686
Sugar	150½
Tennessee Coal & Iron	160
United States Steel	44⅝
United States Steel pfd	108
Western Union	93¼

THE MONEY MARKET.

New York, Jan. 13.—Close: Money on call nominal, no loans. Time money easy; 60 and 90 days, 5½ per cent; six months, 5@5¼ per cent.

Sterling exchange firm, with actual business in bankers' bills at 486.50@486.60 for demand and at 483.25@483.35 for 60 day bills.

Posted rates, 483½@484 and 487@487½; commercial bills, 482½@483.

Bar silver, 65⅝.

Mexican dollars, 50½.

Bonds—Governments, steady; railroad bonds, firm.

BANK CLEARINGS.

New York, Jan. 12.—The following table, compiled by Bradstreet, shows the bank clearings at the principal cities for the week ended Jan. 11, with the percentage of increase and decrease as compared with the corresponding week last year:

		Inc.	Dec.
New York	$3,647,346,232	38.2	....
Chicago	240,415,008	23.7	....
Boston	189,286,007	15.0	....
Philadelphia	160,224,531	22.2	....
St. Louis	66,875,886	4.4	....
Pittsburg	57,324,620	33.0	....
San Francisco	44,725,584	33.5	....
Cincinnati	29,068,900	4.9	....
Baltimore	30,864,290	17.8	....
Kansas City	25,842,638	8.8	....
New Orleans	24,827,965	1.4	....
Minneapolis	17,008,887	....	4.8
Cleveland	16,560,258	3.6	....
Louisville	15,304,637	20.9	....
Detroit	12,522,462	7.0	....
Milwaukee	10,232,680	16.6	....
Omaha	9,065,266	....	3.2
Providence	8,668,500	0.7	....
Los Angeles	10,324,416	....	2.3
Denver	7,270,210	....	....
Seattle	7,517,267	14.6	....
Portland, Or.	4,814,470	14.6	....
SALT LAKE CITY	4,777,451	71.8	....
Spokane, Wash.	4,171,423	41.1	....
Tacoma	3,922,497	32.1	....
Totals, U. S.	$3,813,039,190	31.2	....
Outside New York	1,165,692,958	17.7	....
Totals, Canad	80,217,273	25.9	....

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