

OVER THE STATE.

SCHOOL FUNDS.

Notice from the state treasurer has been received at the office of the superintendent of public instruction, giving information that there is in the treasury \$289,372.39 school money, derived as follows:

Table with 2 columns: Interest on United States bonds, State tax, Interest on county bonds, etc.

Total amount, \$289,372.39. In compliance with the provisions of the law, Superintendent Jones has apportioned this amount to the several counties according to the following table. The rate per scholar is \$11.2834.

Table with 3 columns: Counties, No. of scholars, Amounts. Lists counties from Antelope to Sheridan with corresponding scholar counts and amounts.

WARDEN NEWBURY, of the Lincoln paid fire department, has submitted the following annual report for the year: Total number of fires, 35, false alarms, 2; amount of loss, \$16,110; insurance on same, \$55,850. The origin of fires were: Defective flues, 6; stove pipes through roof, 3; carelessness, 4; gas jets, 1; bursting gas bag, 1; incendiary, 2; spontaneous combustion, 2; plumber's firepot, 1; children with matches, 1; hot ashes, 1; unknown, 12. Number of feet of fire hose laid at fires, 20,800; number of miles traveled by teams going to and from fires, 5 1/2; number of miles traveled by teams in daily exercise, 2,844.

The Omaha Herald suggests to the Omaha board of trade and citizens generally that a capital way for that municipality to begin the year 1887 would be to inaugurate a movement for a new federal building—a commodious structure commensurate with the growth and importance of the city. It says the present federal building is entirely inadequate to the demands made upon it. Built ten years ago when Omaha had not more than 15,000 population, it has for the past five years been too small for the purposes for which it was built, and in the last year all the departments, the postoffice people especially, have been greatly inconvenienced for want of room.

The Lincoln Journal says the report of the warden of the penitentiary, now in the hands of the governor, is greatly admired for its mechanical excellence by all the visitors to whom it is shown. As a specimen of what can be done on the typewriter, it is of great interest. The paper is fine linen, daintily tied with ribbon. The lines are "justified," in printers' parlance, neatly and accurately, and the tables, lined in red, are beautiful to behold. The credit for this work is due a clerk of Mr. Nobes' named Hall, who is serving a life sentence for murder.

This charter for the Kansas & Nebraska railway, which is being built by the Chicago, Rock Island & Pacific was filed in the office of the secretary of state last week. The capital stock is \$5,000,000, and the incorporators are F. M. Darrah, C. W. Jones, E. S. Conwell, S. S. Brown, George S. Samuel, H. A. Parker, M. A. Low. This road commences at St. Joseph, running northwesterly through Kansas, entering Nebraska in Pawnee county, thence west through Gage, Jefferson, Thayer and Nuckolls counties, Neb. From there it then takes a southwesterly course through Kansas.

The signal service branch of the Union Pacific is not yet in operation. It has been subject to vexatious delays, the causes for which have not yet been entirely removed, and there is no telling just exactly when the service will be in operation. Lieutenant Powell, who is to assume charge of the system, has been on the ground now nearly a month, and has taken a good deal of time and pains in making the necessary preliminary arrangements. He can do nothing more, however, until the instrument arrive, and they are now in Washington awaiting an official test of their correctness.

A new gas company has been formed at Grand Island and will put in a retort and give competition to the present company. The new company will make their gas on the old plan from coal, while the present one makes it from naphtha. The new company will have the electric light works, and it will be under one management.

The Central Nebraska live stock insurance company, of Kearney, that was recently organized with a capital stock of \$100,000, with \$50,000 paid in, has completed with the insurance laws of the state and furnished the necessary proof therewith to the state auditor, who in turn will furnish certificate to that effect.

At Lincoln last week a colored woman named Lane attempted suicide by taking poison. A physician arrived in time to save her.

The Nebraska Traveling Men's association in session at Omaha passed resolutions on the death of Gen. Logan.

Fire was discovered in the workshop of the blind institute at Nebraska City on the morning of the 24th. The building, a two-story brick, was burned to the ground. The cause of the fire is unknown. The loss is \$3,000.

Mink and beaver abound along the Elk-horn river, near Forest City.

Hunters are killing a large number of deer along the rivers in Cherry county.

H. C. SAUER borrowed about \$5,000 from his father, an enterprising German farmer near Papillion, recently and since then has not been heard from. He has probably left the country, leaving other creditors besides his father.

The 200 gasoline street lamps contracted for have arrived at Lincoln and will be planted at once. These, with the 150 gas lamps, will give a total of 350 lamps in the city after January 1. The gentlemen who are putting in the gasoline lamps have bought the western territory of the Ohio Street Light company and have organized a company of their own, which will be known as the Western Street Light company and will have headquarters at Omaha and Lincoln.

The Blair Canning company paid \$9,000 in wages last year and its receipts were \$20,000.

GRAVEY RANCK was nearly frozen to death near Omaha during the recent cold snap. Had he not been discovered Ranck would now be among the things that were.

The house of J. M. Rice, Lincoln, was destroyed by fire. Loss, over and above insurance, about \$1,500.

UNITED STATES DISTRICT ATTORNEY LAMBERTSON and L. W. Billingsley will jointly build in Lincoln, the coming season, a four story block.

SUPERINTENDENT BOWERS, of the Pawnee county schools, encouraged his pupils to invest in books and magazines, suitable for children, by procuring them at cost price.

WARDEN NOBES, superintendent of the Nebraska penitentiary, gave his guests a grand feast Christmas day. Inmates of the Home of the Friendless had a Christmas tree.

The Pierce Times reports that wolves are numerous in that section. One man saw twelve in one pack.

The Hebrews of Lincoln celebrated the Jewish "Chanukah," or Christmas, on the night of the 22d inst.

LEIGH now has telegraphic communications with Omaha, Fremont, Columbus, and Norfolk.

A BREWERY, broom factory and cigar factory are already among the growing industries at Atkinson.

In the convention of county school superintendents held at Lincoln last week Mr. Bond of Sully county, offered the following resolution, which was adopted: "That the election laws of the state be so changed that no county superintendents be elected in November, 1887, and, at the annual school meeting in April, 1888, the several school meetings vote for a county superintendent, and make return of such vote to the county clerk, to be canvassed as other county votes are canvassed; and that the one elected county superintendent at such election commence his term on the second Monday in July following, and hold office for two years; and that regularly each two years thereafter a county superintendent be thus elected."

A lunatic was captured at Courtland that had escaped from the Saline county poor house.

The Omaha Bee says: The train on the Chicago, St. Paul & Milwaukee road, which arrived here last night, conveyed the bodies of three dead people who met their death in a very sad manner at Rushville in this state, a few nights ago. Two of the party were children, and the third was their mother. The little ones were murdered by the mother, who then committed suicide. The remains were in charge of the husband and father, who seemed broken down under his weight of affliction and refused to talk. He was conducting them to the east for interment.

On the 29th Governor Dawes, Secretary of State-elect Laws and Land Commissioner Joe Scott made a visit to the reform school. A large number of citizens of Kearney went up to the school and were treated to a fine literary entertainment by the boys of the school. Governor Dawes, in a neat speech, expressed himself well pleased with the school and knew its future was great.

The U. S. marshal and internal revenue collector at Omaha are crowded for room. Each want to monopolize the same space, and as a result a row is on that will have to be settled by the authorities at Washington.

OMAHA is eager for a new federal building, the present structure being entirely inadequate to the business carried on within its walls.

HENRY WESSAR, of Blair, proposes to cut and cure 500 hogs in what he claims to be the smallest packing house in the world—a room formerly occupied as a harness shop.

WHEN the train on the Fremont, Elkhorn & Missouri Valley road was between the stations of Ewing and Inman last week, and running at the rate of twenty-five miles an hour, a man threw himself from the platform of one of the cars, and it was thought he had killed himself by the fall. The train was stopped and backed and the man was found staggering along the track. He was badly bruised about the head, shoulders and back, and acted like one in a semi-demented condition. He was placed on the train again and a doctor found who claimed that the jumper had not been seriously injured.

A FETTERISH STOCK MARKET.

Caused by the Proposed Bill for Regulation of the Railroads.

WASHINGTON, Dec. 29.—The most important question of this session will be the inter-State commerce bill. It is almost sensational in the effect upon railroad securities and has demoralized the stock market more than once. The ominous shadow of the bill has caused a very material shrinkage in values in Wall street and the worst has not yet come. After the holidays when the bill will be under discussion, its influence will be felt throughout the land, but by the time the vote is taken upon its passage its depressing effects will have been largely discounted by brokers and prices will then be down to the bottom. The New York bears are active on the theory that the bill will pass, and about everybody believes that that will be the result. The people appear to unanimously favor the measure, and it is known that both houses of Congress have been closely canvassed with the result that the bill will have a majority. Why such important and useful legislation should have such disastrous effects upon the stock market is hard to explain. Certain people maintain that all railroad "paper" is infected and that the inter-State commerce bill will simply bring us down to a specie basis, as it were, and therefore the measure is to be commended. They assert that the values reduced to bed rock will result in enormous benefit to the country.

The railroad people on the other hand contend that if the bill is pushed to a vote during the present session a financial crisis can scarcely be averted, and that wide spread ruin will follow. The railroad interests they say are of such magnitude, and are so intimately connected with other active interests of the country, that a blow struck now will be felt throughout the land. In foreign markets the supposed effects of the inter-State commerce bill, have no doubt been seriously magnified, until London and Frankfurt bondholders are becoming nervous. These money lenders believe that the American Congress is capable of turning out any quantity of vicious legislation and they cannot understand the situation. Some Congressmen are even accused of agitating the bill to enable their friends to raid the market with success and then divide the profits. Of course it is well known that many Senators and members dead in stocks six days in the week. They are provided at the capitol telephonic and telegraphic facilities for any amount of buying and selling of all kind of railroad and other securities. Agents of the brokerage houses are ready in the lobby to execute orders at a minute's notice. During the session of Congress the stock wires to the capitol are kept constantly in use, and thousands of dollars are daily lost and won by our legislators. The late Representative Price of Wisconsin made a big roll of money in his deals. Representative Reid of North Carolina has disappeared, largely in debt, it is said. During the last session of Congress he dropped \$25,000 trying to raid stocks, which would not break. A visit to one of our dozen bucket shops up town will convince the most skeptical of the enormous amount of speculation indulged in by congressmen. Senators are affected with the mania as well as members, and it is not strange that the railroad people believe that our national legislators are trading upon the fears and necessities of the transportation interests.

GENERAL LOGAN'S CAREER.

His Private, Political and Military Record Briefly Set Forth.

Following is a brief sketch of the life and public services of Gen. John A. Logan, who died at his home in Washington on the 26th.



John Alexander Logan, soldier and statesman, was born in Jackson county, Ill., February 9, 1826. His father, Dr. John Logan, who came from Ireland to Illinois in 1823, served several terms in the state legislature. His mother was Elizabeth Jenkins, a Tennesseean. He was indebted for his early education to his father, and to such schools as were maintained for short periods in the new settlements.

When the war with Mexico occurred, he volunteered as a private, but was soon chosen a lieutenant in the First Illinois infantry. He did good service as a soldier, and for some time was adjutant of his regiment. After his return from Mexico he began the study of law with his uncle, Alexander M. Jenkins. In 1849 he was elected clerk of Jackson county. In 1852 he graduated at the Louisville university, was admitted to the bar, and commenced the practice of his profession. His popularity and success led to his election to the state legislature in the fall of that year, and in the year following as prosecuting attorney for the Third judicial district—a position he held till 1857.

He was elected a member of the legislature again in 1853, and re-elected in 1854 and 1856 and 1857. He was a presidential elector in 1856 on the Buchanan and Breckinridge ticket. In 1858 he was elected a representative from Illinois in the Thirty-sixth congress, a Douglas democrat, and was re-elected to the Thirty-seventh congress in 1860. In the presidential campaign of that year he earnestly advocated the election of Stephen A. Douglas, but on the first intimation of coming trouble from the South he did not hesitate to declare in favor of Lincoln. In the election of Abraham Lincoln he would "shoulder his musket to have him inaugurated." In July, 1861, during the extra session of congress called by President Lincoln, fired by the enthusiasm of the hour, he left his seat, overtook the troops that were marching out of Washington to meet the enemy, and fought with distinguished bravery in the ranks of Colonel Richardson's regiment at the disastrous battle of Bull Run among the last to leave the field. Returning home the latter part of August, he resigned his seat in congress, believing he could serve his country better in the field than in his legislative halls.

This his first military service with the Illinois infantry and was appointed its colonel September 13th. His first encounter with the foe was at Belmont, in November, where he led a successful bayonet charge and had a horse shot under him. He led his regiment in the attack on Fort Henry, and on Fort Donelson; while gallantly leading the assault, he was severely wounded, which incapacitated him for active service for some time. Reporting again for duty to General Grant at Paducah Landing, he was March 18, 1862, made a brigadier-general of volunteers. He took an important part in the movement against Corinth, and subsequently was given the command at Jackson, Tenn., with instructions to guard the railroad and to defend it. In the summer of 1862 his constituents urged him to become a candidate for re-election to congress. In a letter declining, he says: "I have entered the field to die, if need be, for peace and freedom, and would not return to peaceful pursuits until the object of this war of preservation has become a fact established." During General Grant's northern Mississippi campaign General Logan commanded the division known as the Seventh Army corps, under General McPherson, exhibiting a skill and bravery which led to his promotion as major-general of volunteers, dated from November 26, 1862. He participated in the battles of Fort Gibson, Raymond, and Champion Hill. In the siege of Vicksburg he commanded McPherson's center, and on the 25th of June made the assault after the explosion of the mine. His column was the first to enter the city, and he was made lieutenant-governor. He succeeded General Sherman in the command of the Fifteenth Army corps in November, 1863. In May, 1864, he joined General Sherman's army, which was preparing to march into Georgia, and in the advance of the army of the Tennessee in the fight at Resaca, repulsed Hardee's veteran's at Dallas, and drove the enemy from his line of works at Kenesaw mountain. At Atlanta, where General Sherman's army was defeated, he fell in the hottest of the fight, General Sherman says, in his report of that battle, "General Logan succeeded him, and commanded the army of the Tennessee through this disastrous campaign, and he was re-elected to congress in 1864. In 1865 he was elected representative from Illinois to the Fortieth congress as a Republican, and served as one of the managers in the impeachment trial of President Johnson. He was re-elected to the Forty-first congress and did good service as chairman of committee on military affairs, in securing the passage of an act for the reduction of the power of the government to suspend the writ of habeas corpus, and before that congress he was chosen by the Illinois legislature a senator of the United States for the term beginning March 4, 1871. He succeeded Vice-President Wilson as chairman of the senate committee on military affairs at the beginning of the third session of the Forty-second congress, December 2, 1872. After the expiration of his term of service, March 3, 1877, he resumed the practice of law in Chicago. He was again returned to the United States senate, and took his seat on the convening of that body in extra session, March 18, 1879. Both in the house and senate he has maintained his reputation for brilliancy and success in the field. While a representative his most important speeches were: "On Reconstruction," July 12, 1867; "On the Impeachment of President Johnson," February 22, 1868; "Principles of the Democratic Party," July 26, 1868; on a resolution introduced by General B. F. Butler protesting against the execution of the President, March 2, 1869; "Removing the Capital," January 22, 1870. In the senate his most notable speeches have been: "Vindication of President Grant against the Attack of Charles Sumner," June 3, 1872; a reply to Senator Gordon on the "Ku-Klux in Louisiana," January 13, 1875; "On the Equalization of Bounties of Soldiers, Sailors, and Marines of the late War for the Union," March 2, 1876; "On the Power of the Government to Suspend the United States Laws," June 28, 1879. On the 7th of June 1880, he delivered an able and eloquent speech on the "John Porter Case," which added greatly to his reputation as a forcible and effective speaker. General Logan was a man of fine presence, strongly marked features. He possessed in a high degree those traits of character which with success—a strong personal magnetism, undaunted courage, and untiring industry. November 27, 1855, he was married to Miss Mary S. Cunningham, a daughter of Captain Cunningham, register of the land office at St. Louis, Mo. She is a lady of superior education and rare social qualities, who has taken a deep interest in her husband's career, and has done much to aid in his advancement by her genial intercourse with his supporters, and the care with which she has attended to his large correspondence.

The general public is familiar with the important events in the last few years of General Logan's life. He did able service in the senate, and was one of the most prominent presidential candidates in 1874. When Mr. Blaine received the Republican nomination, Mr. Logan was given second place on the ticket. His term as senator expired in 1885; but he was re-elected and returned to his seat to assume as prominent a position as ever. During the last few years of his life he has devoted much attention to literary pursuits, and met with considerable encouragement. A man of strong feelings himself, he possessed many warm friends and had many bitter foes. Whether friend or foe, however, everyone recognized him as one of the very prominent public men of this country.

HOW IT STANDS NOW.

A Synopsis of the Inter-State Commerce Bill as it Will Probably Pass.

Section 1 defines the common carrier or carriers that shall be subject to the provisions of the act, as all railroads and bridges and ferries used in operating them, that carry freight or passengers across state boundaries or across the boundaries of the United States, and providing that the provisions of the act shall not apply to the transportation of passengers or property wholly within the boundaries of one state or territory.

Section 2 prohibits drawbacks or special rates to individuals. No greater compensation shall be charged or collected from one person than is charged or collected from another for a like and contemporaneous service.

Section 3 reiterates this prohibition and applies it to any particular person, firm, corporation or locality, making the prohibition of discrimination as broad as possible.

Section 4 prohibits the charging of a greater rate for shorter than for longer distance, if the longer distance include the shorter, and the transportation is in the same direction. There is a proviso that this does not prohibit, the charging of as much for a shorter than for a longer distance, and the commission may remit the prohibition from time to time.

Section 5 prohibits pooling of freights and earnings between different and competing lines of railroads.

Section 6 provides that all common carriers under the act shall print in type not smaller than small pica and post in its offices all the rates, classifications, schedules, prohibitions and regulations affecting rates, and terminal charges, if there be any, and shall not demand or charge any more or less than the rates so published and advertised. No charge in rates can be made except upon ten days' notice properly printed and posted. All schedules, rates, classifications, contracts, etc., must be filed with the commissioners. A failure to comply with this provision is punished as for contempt and the commissioners are enjoined to proceed before the United States courts to secure the proper punishment for a violation of the same.

Section 7 prohibits any contract, combination or agreement expressly or implied to prevent the carriage of freights from one point to another from being continuous, and prohibits all breaks of bulk or stoppage, under any pretext, except it be necessary.

Section 8 provides for damages to be claimed by a corporation or individual by violation of the foregoing provisions, together with a reasonable attorney's fee for collecting the same.

Section 9 gives the complainant discretion to pursue his damages before the commission or in any United States court of competent jurisdiction, but he cannot have both remedies. The complainant may summon as a witness any officer or employee of the company complained of, and no such witness is excused from testifying on the ground that he may criminate himself.

Section 10 provides that it shall be a misdemeanor for any officer, receiver or employee to willfully omit or fail to do anything enjoined in the act, or do anything prohibited, and he shall be subject to a fine upon conviction of a United States district court not to exceed \$5,000.

Section 11 creates a commission of five persons to be appointed by the president and confirmed by the senate, no more than three of whom shall be of the same political party. No commissioner shall engage in any other avocation or be in the employ of a railroad or own stock in any road.

Section 12 defines the authority of the commissioners, giving the access to books, papers and accounts of common carriers, and makes it the duty of the United States circuit court to enforce their subpoenas in case of contumacy.

Section 13 defines the manner in which complaints against common carriers are to be handled. The commissioners shall receive copies of such complaints to the defendant, and they must be answered within the time specified. If the common carrier makes reparation for the injury complained of within the specified time it is released from further liability. Otherwise the commissioners investigate the complaint in such manner as they may deem proper.

Section 14. The finding of the commissioners shall be reported and shall be prima facie evidence in all future proceedings of the facts in the case.

Section 15 provides that the commissioners, if they find that the complaint is well founded, shall report such finding to the circuit court of the United States, and the court to desist from such violation of law or make reparation for injuries, and upon evidence that such mandate has been complied with the common carrier is discharged from further liability.

Section 16 provides that in case of the refusal of the common carrier to desist or make reparation it shall be the duty of the commission to take the complaint into the circuit court of the United States, which shall hear it on short notice. The findings of the facts by the commission shall be prima facie evidence in such court. The decision of the court is final, except the subject of the complaint shall exceed in value \$2,000, when an appeal may be had to the United States supreme court.

Section 17 provides that the commissioners may conduct the cases that come before them in such a manner as they see fit for the proper dispatch of business. Investigations shall be public at the request of either party, and any party may come before it either in person or by attorney. Every vote and official act of the commission to be of record. Any commissioner may administer oaths or affirmations.

Section 18 provides that the salary of a commissioner shall be \$7,500 and the secretary \$3,500 per annum, and other employees shall be paid at the discretion of the board, subject to the approval of the secretary of the interior. It provides them with offices and contingent expenses.

Section 19 makes the principal office of the commission at Washington and allows the commissioners to hold sessions wherever convenient.

Section 20 provides for the rendering of annual reports to the commission similar to those now required of the railroad companies by the states having commissions. The commission may prescribe within a

given time the keeping of accounts of common carriers by a uniform method if they deem it expedient.

Section 21 provides that the annual reports of the commission shall be made Dec. 1, and shall contain information, recommendations, etc.

Section 22 relieves from the provisions of the act the carriage, storing, or handling of property in, or at reduced rates, for the United States, or a state, or a municipality, or for charitable purposes, fairs or expositions, or the issuance of mileage, excursion or commutation passenger tickets, or reduced rates to clergy men, or the free carriage of officers and employees of its own road, or the exchanging passes or tickets with other companies for their officers and employees. Nor shall the provisions of this act abridge common law remedies. They are in addition to them.

Section 23 appropriates \$100,000 for carrying the act into effect, and section 24 provides that the portion of the act providing for the appointment and organization of the commission shall go into effect immediately, and the balance in six days after its passage.

THE CATTLE INTERESTS.

A Plea For Its Sanitary Protection by the Government.

Chicago dispatch: The executive committee of the Cattle Growers' association of the United States framed a communication to-day to be forwarded to the senate and house of representatives. The communication calls attention to the letter by J. A. Cooper of Colorado, in which he pronounces against the commission feature of the bills introduced in congress for the suppression of exotic diseases among cattle of the United States, and the communication said that in the great emergency now upon the cattle industry, it is imperatively necessary that some person or persons bevested with extraordinary powers. It goes on to say that the present bureau and departments are already overwhelmed with work to such an extent that it would be impossible for any of them to do as rapid or effective work as could be done by a commission of energetic and public spirited business men whose sole efforts would be devoted to the one task. A commission vested with these powers could clear this country of pleuro-pneumonia in twelve or eighteen months. The communication further says the losses inflicted upon the cattle industry during the last two years, by reason of embarrassing interstate and foreign quarantines, amount to a national calamity, and those quarantines constitute one of the greatest existing obstructions to interstate and foreign commerce. The communication says that the experience of other countries has proven that the only successful way to deal with pleuro-pneumonia is by prompt resort to heroic measures, and that the quickest way is the cheapest. The suppression of pleuro-pneumonia is not only demanded as a sanitary measure, but as a measure for the protection of our people. The communication goes on to say that it also was a measure of political economy. The communication ends with the statement that the cattle industry represents the investment of \$2,000,000,000 of taxable property, and asks for protection to be extended to it.

PARDONS FOR OFFENDERS.

WASHINGTON, D. C., Dec. 29.—The president has granted a pardon to Ah Hoot and Simmetz, two Umatilla Indians, now confined in prison at Salem, Ore., for the murder of a white man. They are in bad health and are not expected to long survive their release.

John S. Williams (colored) of Natchez, Miss., who was sentenced to imprisonment for perjury in a pension case, has also been pardoned.

Another case in which the president exercised executive clemency is that of Robert O. Morehead of western Pennsylvania, convicted of a violation of the postal laws and sentenced to two years' imprisonment. His pardon will take effect February 20, 1887, by which date he will have served one-half of his term.

The president has declined to interfere in the case of James O. P. Burnside, charged with defrauding the government while holding the position of disbursing clerk of the postoffice department. Before his trial Burnside was adjudged insane and has since been confined in the asylum for the insane. His friends asked his discharge from the asylum and promised to take care of him. The president refused their petition on the ground that Burnside was still insane he was better off in the asylum and if he was not insane he had better be remanded to jail for trial.

MRS. HAIGHT ALSO GORRED.

NASHVILLE, TENN., Dec. 28.—Mrs. Haight, wife of the express robber arrested here on Christmas day, left for St. Louis to-day in charge of a detective. She is thought to have aided in planning the robbery and to have \$12,000 of the money in her possession.

Mrs. Haight has been here since the middle of the month, coming from Leaveworth. She was closely watched by the detective because suspected of having much of the money in her possession. She is a small woman of quiet manner and very intelligent. She refused to be interviewed.

MOUNTAIN TIME has been adopted west of Long Pine.

THE MARKETS.

OMAHA.

Table with 2 columns: Commodity and Price. Lists wheat, barley, rye, corn, oats, butter, eggs, chickens, turkeys, lemons, apples, beans, onions, potatoes, wool, seeds, hay, mixed packing, beefs, sheep.

NEW YORK.

Table with 2 columns: Commodity and Price. Lists wheat, corn, oats, pork, lamb, beef, mutton, sheep.

CHICAGO.

Table with 2 columns: Commodity and Price. Lists wheat, corn, oats, pork, lamb, beef, mutton, sheep.

ST. LOUIS.

Table with 2 columns: Commodity and Price. Lists wheat, corn, oats, pork, lamb, beef, mutton, sheep.

KANSAS CITY.

Table with 2 columns: Commodity and Price. Lists wheat, corn, oats, pork, lamb, beef, mutton, sheep.