CONDITION OF IRON TRADE.

Manufacturers Are Making Up for Former Losses.

THE OUTLOOK VERY BRIGHT.

In the South a Scene of Feverish Activity Prevails—Prospects of a Remarkable Extension of the Business.

Iron on the Boom.

It may be broadly said, so far as such a general statement is admissible in an industry so varied, that the iron and steel trade is now in an exceptionally prosperous condition. In some lines, indeed, quite extraordinary profits are reaped. In others, manufacturers are now earning the returns which compensate them for years of meager dividends or actual loss, says the Iron Age. Of course, local conditions and the individuality of the management cause such wide differences that anything beyond generalization is impossible. Nor do we in this country possess the guide which the reports of public companies furnish, notably in England and in Germany. Still some data are common property, which enable a pretty clear idea to be formed of the returns in certain lines of industry and in certain parts of the country. They allow of the presentation of some general figures at least. Thus Alabama iron-makers whose statements must be accepted as conclusive, claim to be producing pig iron for between $9.50 and $10 per ton. Realizing, as they do, from $14 to $14.50 as the average of the grades, the profit is between $4 and $5 a ton, so that they are earning about $15,000 a month, for one furnace, net. The investment, of course, varies within wide limits, including, as it often does, large tracts of mineral property far beyond the requirements of the plant. It is known that some of the Virginia enterprises have been paying handsomely even during the depression, and the activity in the building of new plants in certain sections of the state by parties interested in going concerns indicates that the returns have been very encouraging.

In the west the makers of Bessemer pig and in some instances of special grades or foundry iron have a very bright future before them. When Bessemer pig was selling at $16 at furnace and a shade less early in the year, prices were admittedly close to cost. Making the most liberal allowances for the increased price of ore, say $1 per ton, for next season, taking into account the advance of coke, in wages and freights, cost has certainly not risen yet to $19.50. But sales have been made at $24 to $24.50. Accepting the former figure, we have an apparent profit of $4.50 per ton. Modern furnaces come close to a production of 5,000 tons per month, which would represent a monthly profit of $22,500.

In the steel branch modern wire rod mills are generally accorded the distinction today of being the best paying property. The cost of rolling is liberally put at $9 per ton. Added to the cost of billets at buyer's mill of say $35, a margin of about $6 per ton is probable. Rolling at the rate of 35,000 tons a month, a plant representing an investment of $250,000, including working capital, is earning $21,000 a month.

In other important branches the returns are not exceptionally large, because the price of the finished product has not kept pace quite with the rise in raw material. Based on $23 pig iron, with an allowance of 15.2 per cent for waste, $5 for labor and $3.50 for moulds, refractories, maganese, repairs and natural gas fuel, soft steel 4x4 wire billets would cost $35. The recent heavy advance in Bessemer pig has therefore cut out the profits if sales were to be made at the figures named, using material at present quotations. In the rail trade and in the steel cut nail business a similar state of affairs exists for those who are dependent upon the open market for their supplies of raw material. The profits of the ore miners for the coming year promise to be unusually large, while the sums earned by the coke producers must at present prices compensate them fully for years of disastrous cutting.

The large returns secured during the past few months and reasonably sure for the first half of 1890 are likely to stimulate new construction and expansion in a remarkable degree. In fact, hardly a day passes without its report of extensive betterments and of new enterprises of magnitude. The south particularly is the scence of feverish activity, from Virginia to Alabama. Some of the figures which we have quoted pale into insignificance beside the profits promised by promoters and town-lot venders. There is every indication that the crop of ventures will be enormous during the next few months, and that there will be a very liberal sprinkling of immature, ill-advised schemes. The trade generally is not likely to waste much sympathy upon those who become victims, but it will regard them with serious misgivings, because the plants, the products of folly and extravagance, remain a thorn in the flesh to better-planned enterprises, old and new.

In spite of the fact that with modern methods of work it takes far less time to start works after the ground has been broken, few of those now being planned will be able to participate in the fugitive benefits of a brief season of great profits. Over a year is at least required, and past experience teaches that, unfortunately, good years come singly.

Investors who accept as typical balance sheets based on the operations of going concerns during the past three months or on the promise of the first half of 1890 are doomed to the sharpest disappointment. Enterprises which can not pay a fair manufacturing profit when prices are on the level which they occupied during the first half of this year are unsound. They will simply swell the number of concerns having a fitful and precarious existence. Unless it can be shown that in ordinary times of fierce competition a plant can deliver to the markets its product at prices close to the cost of the majority of well-situated, well-managed and well-equipped works, capital should shun it. Unfortunately only too many schemes are floated because the first set of buyers of stocks and bonds purchase them without the least idea of holding them as a permanent investment. They propose simply to make a turn.

It is not too much to say that the principal factors in thus far preventing a boom in this country rivaling the advance on the other side of the Atlantic have been the wonderful development of the iron ore mining industry in the Lake Superior region, the expansion of steel-making plants east and west and the development of pig-iron production in the south during the past three years. Had it not been for these developments we would probably have kept close to the importing point, when now we are in many branches selling as low and even lower than they do in Europe. This, by the way, is a fact which must sorely puzzle those who claim that our duty is added to foreign cost, and figure out how many hundreds of millions of dollars consumers here have poured into the pockets of iron miners and manufacturers.

It is a strange fact, however, that hardly has our demand succeeded in catching up with our greatly expanded productive capacity than we are feverishly at work preparing the destruction of the equilibrium.

South American Railways.

Beyond question one result of the meeting of the Pan-American congress will be the formation of a scheme for all-rail communication between North and South America. Whether a practical plan for uniting the two great divisions of the continent by a continuous railway will be formulated by the congress will be a matter of doubt. But that such encouragement will be assured as shall lead to the projection of such a plan is unquestionable, says the Washington Post.

At present the railway system of the United States finds its southern terminus at the City of Mexico. What seems necessary for the purpose indicated is that the Mexican line shall be carried through that great country and through the intervening states of Central America with the guarantees of the respective governments of those states. A line which would thus bring the railway system of the northern half of the continent into contact with that of the southern half would, in the directest and speediest way, connect, as by an iron bond, the commerce of both divisions. It may be worth while, therefore, to note the present condition of the railway facilities of Central and South America.

The greatest railroad undertaking that has been attempted in South America is the Transandean railway, which traverses the continent from the Atlantic to the Pacific, and which extends from Buenos Ayres on the one hand to Valparaiso on the other, a distance of 871 miles. This enterprise was commenced nineteen years ago, and will be finished in 1892. Already 725 miles of its length have been completed, leaving only 146 miles to be built.

On its completion, this road will make the fourth of the direct railway connecting links between the two oceans on each side of the American continent. Its construction is relatively far more costly than any of its northern compeers, on account of the difficulty of its grades, it having already crossed the Andes through the Cumber pass, at a height of 10,450 feet above the level of the sea. But its importance to the commerce of South America is as great as that of the Union Pacific is to us, and it may eventually become of the utmost consequence to the trade of the whole continent.

An examination of the railway systems of the South American countries will show that very considerable progress has been made there in that direction. Brazil in 1888 had 5,280 miles open for traffic, 890 miles in process of construction and 2,100 miles projected.

In the same year there were in the Argentine Republic 4,700 miles open to traffic and 1,000 more being built. Chili has nearly 2,000 miles and Peru about the same number; Columbia has 340, Uruguay 346; Venezuela about 203, with as many more under construction, and Guatemala, Paraguay and Ecuador about 100 each.

There are now in actual operation about 16,000 miles of railway, with thousands more either in construction or in contemplation. These railways traverse lands the rich resources of which have been but slightly developed, and the large areas of which are but scantily peopled. In view of the vast results which must follow the growth of population and development the importance of a grand trunk railway line from north to south can scarcely be overestimated.

The Manufacturing Outlook.

Six new cotton manufacturing enterprises are reported this week, and six new factories will be erected, says the Boston Commercial Bulletin. Every one of these mills will be located in the south, and operations will be commenced shortly. It is quite remarkable how New England capital is seeking investment in these southern cotton factories; not that northern cotton mills are unremunerative, as witness the splendid showing of the Fall River factories, but shrewd investors are seeking great opportunities in a locality, the home of the raw material, and are acting accordingly. This week's record of the woolen mills shows a few instances of mills renewing operations and two or three new factories contemplated. Among the knit goods manufacturers there seems to be a more confident feeling, and several factories in New York were started up this week, while three new mills in different sections of the country are reported.

The shoe factories have plenty of orders ahead, and are in the main running busily. Considerable of the present activity in shoe factory building in this state is caused by the recent Lynn fire, manufacturers still looking for shops in which to locate. Six cases of new shoe factories, either already in process of construction or contemplated, are reported in our manufacturing columns this week, and there are one or two instances of idle shops commencing work. The great strike at Woburn is the principal feature in the leather manufacturing industry. The question at issue is not only one of wages but whether the manufacturers or employes shall conduct the business. The manufacturers have seen this matter coming for some time and were determined to bring it to an issue when they formed the association and gave out a new price list. Some twenty shops are idle and nearly two thousand men out of employment.

New Industries in Mexico.

Efforts to establish new industries similar to those which many cities in the United States have put forth are proposed in Mexico, says Bradstreet's. The legislature of Colima has issued a decree exempting from all kinds of taxation for fifteen years capital invested in new cotton or woolen mills, in improving the machinery of mills already in operation and in starting paper mills or any other new industry. Experiments in new branches of agriculture, especially the cultivation of textile fibers and the vine and the olive, will receive like favors. Spinning and weaving mills already standing are to have their taxes reduced 50 per cent when they run in full and on full time.

If you've got a pain or ache or a bruise, Salvation Oil will reach the case instantly. Price 25 cents.

Attention Voters—By resolution passed by our legislature, all good citizens are requested to use Dr. Bull's Cough Syrup and recommend same as the people's remedy for coughs, colds, etc. 25 cts.

Statistics of Hunchbacks.

Ten years ago this present month, in December, 1879, a remarkable character died in Paris. He was known all over France and the greater part of all Europe as "The Learned Hunchback." He was very wealthy and spent a mint of money in the last fifty years of his life, traveling in all directions making researches concerning his hunchbacked brothren. It was in the milder portions of Europe that he found the misfortune the most prevalent. Spain supplied the greater number, and in a circumscribed locality at the foot of the Sierra Morena he found that there was one humpbacked person to every thirteen inhabitants. They were also found to be quite numerous in the valley of the Loire in France. The little humpbacked statistician came to the conclusion that, taking the world over, there was one humpback in each 1,000 inhabitants, or an aggregate of 1,000,000 against the estimated thousand millions of the entire earth.

After the death of this eccentric individual his heirs found in place of a will a voluminous manuscript of 2,000 pages, all concerning humps. The last page, although it said nothing about the disposition of property, expressed the author's wish to have a hump of marble raised over his grave with this inscription: "Here lies a humpback who had a taste for humps and who knew more about them than any other humpback."

We are the People.

Business men from Nebraska for Chicago, Milwaukee and all eastern cities will please note that by the new time schedule (in effect from and after November 17, 1889), they can arrive at Omaha about 4 p. m., can do business or visit with Omaha merchants and friends for nearly two hours and can then take the through Pullman sleeping car of the Chicago, Milwaukee & St. Paul railway short line fast train at Omaha depot of the Union Pacific railway at 6 p. m. (supper served on dining car leaving Council Bluffs at 6:30 p. m.), and arrive at Chicago at 9:30 a. m. (breakfast also served on dining car), in ample time to make connections with the fast morning trains from Chicago on the principal eastern and southeastern lines; or if desired, passengers for the east can remain over in Chicago a few hours for business or pleasure and resume their journey by the afternoon fast and limited trains of all the eastern roads.

In addition to the foregoing, another through short-line train leaves Omaha daily at 9:15 a. m. and Council Bluffs at 9:40 a. m., arriving in Chicago at 6.50 a. m., making close connection with the express trains of all eastern roads.

For tickets and further particulars apply to the nearest ticket agent, or to F. A. Nash, general agent, 1501 Farnam street, Omaha, Neb.

THE WORLD ON WHEELS.

Remarkable Invention of a Pittsburg Philanthropist.

Pittsburg Dispatch: The world undoubtedly moves, and now an ingenious inventor has arisen in our midst who proposes that our urban population shall "get a move on." Like all men of genius this inventor is modest and refuses to disclose his name to the public. Neither does he seek for any pecuniary reward, but donates his idea to a hustling and ofttimes weary people.

The invention, which is to revolutionize locomotion in cities, is a series of traveling sidewalks, composed of slats on an endless chain, like the floor of a horse power motor. Electric motors, stationed at suitable distances, will furnish the power to move these sidewalks at a rate of four miles an hour. As the average pedestrian possesses a three-mile gait this will enable a man to travel easily at the rate of seven miles an hour. Only half the sidewalk will travel, that portion nearest the house line being stationary.

The cost of constructing and maintaining these sidewalks, it is suggested, shall be defrayed by general taxation. It is also expected that the money and other valuables accidentally dropped through the slots in the pavement will form a sinking fund which will materially lighten taxation.

There are, of course, some objections to this innovation. It may be said that it will require some practice to step on and off the sidewalks without taking a tumble. The inventor calls attention to the fact that the American citizen pretty generally gets on and off horse and cable cars while in motion. While the fairer and weaker sex might experience some difficulty in getting the knack, still they can return to the use of the bustle until they become proficient.

To prevent collisions at street corners the electric sidewalk will be carried underground at crossings.

Some caution will be necessary. For instance, if a solid citizen with a family basket full of groceries stops at the corner of Fifth and Smithfild to argue the political situation, and in the heat of discussion places the basket on the moving sidewalk, he may suddenly awake to the fact that he was unwittingly donated a good Sunday dinner to some unknown but doubtless deserving South Side family.

Again, suppose a fond mother with the family treasure in a baby buggy steps off the sidewalk to investigate some dress goods marked down below zero, it may be necessary to telephone to the folks of the road to head off the wandering heir.

Another source of trouble will arise from the fact that the sidewalks on either side of the steet move in opposite directions. Mr. Allnight will start for home at 1 a. m., after spending a pleasant evening with the boys. He heads Lawrenceville at a two-mile-an hour gait, but, after walking for two or three hours, unaccountably finds himself in Birmingham. He has merely taken the wrong side of Smithfied street, and has been walking on a sidewalk that is traveling backward at the rate of four miles an hour.

The advantages claimed for this invention are numerous and startling, and but a few of the more striking will be mentioned. In the first place there will no longer be any necessity for street cars, and there will be more room in the roadway for vehicles.

No one would cry aloud for the cutting down of the "hump." The sidewalk would travel as easily up hill as upon a level.

In summer, the member of the Fat Man's club, to whom locomotion was a burden, would leave his East End residence in the morning, carrying a camp stool and fan. With a good cigar in his mouth, and seated on the shady side of the street, he would placidly read a newspaper while being easily and swiftly carried to office or store.

The police could sleep upon their beats and no one could grumble. If a citizen wanted an officer he would simply wait until one was carried by and then waken him up. Again, we could abolish the patrol wagon system. All officers would be selected for their weight. When a criminal was captured he would be thrown upon the sidewalk and 260 pounds of municipal authority would sit upon him until the police station was reached, when the offender would be yanked into a cell.

Moving day would be deprived of many of its horrors. The express wagon with the broken springs drawn by a horse whose bones rattle, and driven by an autocrat, could not realize $5 for moving a load of furniture three blocks. The citizen would divide his family into two companies. One would stay at the old home and carry the furniture onto the sidewalk, while the other contingent would stand in front of the new house and identify and drag off their household goods as they came sailing up the street.

The strongest objections against parades would be removed. In times of great political excitement, on the eve, say, of a presidential election, the enthusiastic republican and democrat could turn out in gala array without the awful anticipation of walking over miles of cobblestones, or plunging through mud up to his ankles. Neither need he dread the awful spectacle of strong men breaking from the ranks and impairing the beauty and solidity of the column when a saloon was being passed.

All that would be changed. The parade would form on the best street in the city, which would be swept and decorated for the occasion, and there the brave voters would stand, shouldering imitation muskets and blowing real horns, while the populace would pass by and review them from the electric sidewalks. And if a member of the Thirty-seventh Ward club became dizzy, how easy it would be to attribute it to watching the human-freighted sidewalks going around.

Then the lovers. What bliss is in store for them! Ferdinand goes to Clarinda's home in the East End Sunday evening and proposes that they go to church.

"Certainly, Ferdinand," responds Clarinda. "What church shall we go to?"

"Let us go to one in lower Allegheny. It'll not take us quite an hour to walk there."

They go, and reach home shortly before midnight. Clarinda's mother demands an explanation.

"Why, mamma, dear, we came straight home after the service was over."

And so they had, but for some unaccountable reason had forgotten all about the electric sidewalk on their return, and walked close to the houses where the pavement was solid, while Ferdinand talked about the moon and quoted poetry.

There is no end to the possibilities of this invention. The originator thinks the sidewalks would soon become so popular that the idea would be carried further, and we would have rapid transit roads.

Beecham's Pills cure bilious and nervous ills

King for a Night.

Sir Benjamin Phillips, whose death was announced in London recently, belonged to a group of distinguished Hebrew families who boast an exceedingly interesting ancestry. The first name of importance in their pedigree is that of the famous rabbi of Padua, Meir Katzenellenbogen of Maharam, one of the most considerable authorities in the Jewry of the sixteenth century. It is, however, from Maharam's grandson, Saul Wahl, that the families derive the tradition which constitute their social pride. Saul emigrated to Poland, and, under the protection of Prince Radziwill, who had been a fellow-student with him at the university of Padua, became one of the wealthiest and most influential men in the country. The story goes that when, on the death of Stefan Bathory, the Polish nobles, divided into two angry factions, met at Warsaw to elect a king the tumult was so great that no decision could be arrived at. As night approached it became evident that if the assembly separated without agreeing on a king the next day would see the outbreak of a civil war. "How would it be," suddenly shouted Prince Radziwill, "if we were to elect my factor Saul this night, and resume the discussion tomorrow?" The bizarre proposal caught the humor of the crowd, and, amid the laughter and cries of "Long live King Saul!" the nobles sheathed their swords and went home. The next day the comedy of the situation dissolved all party passion, and Sigismund of Sweden was peacefully elected. The legend is much doubted by historical scholars, but it has secured a firm place in Jewish folklore. Sir Benjamin Phillips was a lineal descendent of Saul Wahl in the eleventh generation.

A COMBATIVE GIRL.

How An American Lady Vanquished a Russian Mistress of Etiquette.

The following is a narrative of an incident which occurred in St. Petersburg some years ago. The American lady concerned is the daughter of a prominent public benefactor, has for years been a social leader in Washington, is the wife of a leading republican statesman and would be recognized instantly if her name might be mentioned. The half dozen initiates will remember the incident now published by the Washington Post.

A grand reception was in progress at the palace of a high Russian dignitary. Members of the cabinet, generals of the army, grand dukes, the nobility of the empire, and the diplomatic corps were present. It was a notable affair. Four young ladies—three Russian and one American—had gathered into a little nook screened in palms, and were discussing in French the dowdy appearance of a high court lady. Some eavesdropper caught their remarks and bore them to the criticized lady. She in turn indignantly reported the conversation to a noble duchess, who held the peculiar office of "mistress of etiquette." She retired to a private room and had the four culprits summoned before her. They appeared, the Russian girls in fear and trembling, the American calm and selfpossessed.

"Young ladies," said she, "you have been commenting discourteously upon the personal appearance of Lady ——. You have committed a grave breach of etiquette, and it is my duty as court mistress of etiquette to punish you. Olga, your slipper!" The trembling Olga took off her slipper and meekly received a sound punishment of the sort confined in America exclusively to the nursery. "Katia, it is your turn. Give me your slipper" said the inexorable duenna as the weeping Olga arose from her castigation. Katia took her gruel with audible lamentations, and Tania followed the suffering Katia.

All the while the American girl watched and waited: The indignities thrust upon her companions roused the Hail Columbia in her. Her eyes flashed and her little fists clenched with excitement. "It is your turn now," said the mistress of etiquette to the fair American, "your slipper, please."

Columbia's blood was up. There was fighting stock back of her for generations. She removed her slipper and drew near, but she held the slipper by the toe. At proper range she swung the missile and struck the old lady in the mouth a fearful clip. Then she sailed in. Lace, feathers, and furbelows flew. Finger nails fetched blood. Gray hair and the St. Petersburg fashions of 1863 filled the air. The screams of the thoroughly frightened mistress of etiquette brought a crowd. The door was battered down. The three Russian girls were screaming in their respective corners. The old lady was hors du combat, and a fiery-eyed goddess of liberty stood in the center of the room waving a tuft of gray hair in one hand and a jeweled hair dagger, with which she had been trying to stab the Russian, in the other.

The mistress of etiquette fairly screamed with impotent rage, showered maledictions in broken French, German and Russian upon her conqueror, and demanded that the most condign punishment be meted out to her. The matter was carried to the czar. Nicholas made a pretense of punishing the young lady by issuing some order against her appearing at any ball for a certain period, but the old liberator was immensely tickled. He showered the most embarrassing presents upon the American, beautiful slippers of every kind and description, silver slippers and gold slippers, and finally wound up by sending her a hair dagger set with diamonds.

OMAHA WHOLESALE MARKETS.

Groceries, Produce, Fruits, Etc.

Eggs—Strictly fresh, 21@23c; cold storage, 17c.

Hides, Pelts, Tallow, Etc.—Green salted hides, 4¾c; No. 2, g. s. hides, 3½c; dry flint hides, 5@7c; calf hides, 4½@4¾c; damaged hides, 2c less; sheep pelts, green, each, 25c@$1.00; sheep pelts, dry, per lb, 7@13½c; tallow, No. 1, 4c; No. 2, 3@3½c; grease, white, 4@4½c; yellow, 2¼@3c.

Butter—Creamery, fancy, 23@25c; choice, 20@21c. Dairy, fancy, 15@17c; choice, 14@15c. Country, fancy, 14@1[illegible] good to choice, 12@13c; fair, 10@11c; inferior, 6@9c.

Pickles—Medium per bbl, $5.00; small, $6.00; gherkins, $7.00; C & B chow chow, qts, $5.85; pts, $1.35.

Potatoes—25@30c for choice.

Onions—40@60c.

Sauer Kraut—Bbls, $4.75; half bbls, $2.85.

Sugars—Cut loaf, 8½c; cut loaf, cubes, 8½c; standard, powdered, 8¼c; XXXX, powdered, 9c; granulated, standard, 7½c; confectioners' A, 7½c; white extra C, 6¾c; extra C Neb, 6¾c; amber, 6½c; California golden C, 6¼c.

Beef Tongues—Salt, bbls, $20.00.

Hay—$5.00@6.00.

Chop Feed—$12.00.

Bran—$10.00.

Corn—19c.

Oats—17c.

Veal—Choice, medium size, 5@5c; choice heavy, 3@4c.

Lye—$1.75@4.50.

Live Pigeons—Per doz, $1.50.

Provisions—Hams, No. 1, 16-lb average, 9¾c; 20 to 22-lbs, 8½c; 12 to 14-lbs, 10c; shoulders, 5c; breakfast bacon, No. 1, 8¼c; ham sausage, 9c; dried beef hams, 8c; beef tongues, $6.00 per dozen; dry salt meats, 5½@5¾c per lb; ham roulette, 6¾c; add 1c per lb for small lots.

Mess Pork—Per bbl, $10.25.

Bananas—According to size, per bunch, $2.00@3.00.

Butterine—Tubs, 13c; rolls, 14c.

Cocoanuts—Per 100, $5.00.

Apple Butter—6c.

Cider—Bbls, $5.50; hf bbls, $3.00.

Maple Sugar—12½@15c per lb.

Candy—9½@22c per lb.

Cranberries—Cape Cod, $10.00@11.00.

Oranges—Florida, per box, $3.00@5.00.

Buckwheat Flour—Per bbl, $5.50@6.00.

Wool—Fine, average, 22@23c; medium, average, 21@23c; quarter blood, average, 20@21c; coarse, average, 15@17c; cotts and rough, average, 14@16c.

Furs—Beaver, per lb, $2.50@4.00; otter, each, $3.00@7.00; wolf, each, 50c@$1.25; coon, each, 25@75c; mink, each, 15@60c; muskrat, fall, 5@9c; skunk, rat, 25@60c; badger, rat, 25@80c; deer skins, fall, per lb, 18@27c; winter, 12@25c.

Beans—Choice hand picked navy, $1.75@1.80; choice hand picked medium, $1.65@1.70; choice hand picked country, $1.50@1.65; clean country, $1.50@1.60; inferior country, $1.00@1.25.

Game—Prairie chickens, $4.00; mallard ducks, $3.00@3.50; mixed ducks, $1.50@2.00; teal, $1.25@1.50; jack snipe, $1.00@1.25; quail, $1.25@1.75; jack rabbits, $4.00@4.50; small rabbits, $1.00@1.20; squirrels, $1.00@1.10; plover, 75c@$1.00; venison saddles, 11@13c; carcasses, 6@10.

Lemons—Fancy, $5.50@7.50; choice, $3.50@5.00.

Celery—Per doz, 30c.

California Grapes—$2.00.

Salsoda—1¾@4½c per lb.

Starch—4½@8c per lb.

Stove Polish—$2.00@5.87 per gross.

Brooms—4 tie, $2.60; 3 tie, $2.20; stables, $3.80; common, $1.50@1.75.

Lard—Tierces—Refined, 5¾c; puree leaf, 6½c; kettle rendered, 6¾c. Add ¼c to ½c for smaller quantities.

Farinaceous Goods—Barley, 3@3¼c; farina, 4½c; peas, 3c; oat meal 2½@3c; macaroni, 11c; vermicelli, 11c; rice, 3½@5c; sago and tapioca, 6@7c; lima beans, 2¾c.

Coffee—Roasted—Arbuckle's Ariosa, 24¾c; McLaughlin's XXXX, 24¾c; German, 24¾c; Dilworth, 24¾c; Aiaroma, 24¾c.

Coffee—Green—Fancy old golden Rio, 21c; fancy old peaberry, 23¼c; Rio, choice to fancy, 22c; Rio prime, 21c; Rio, good, 19c; Mocha, 29c; Java, fancy Mandehling, 27c; Java, good interior, 24c; African, 20½c.

Canned Fish—Brook trout, 3 lb, $2.40; salmon trout, 2 lb, $2.25; clams, 1 lb, $1.25; clams, 2 lb, $2.00; clam chowder, 3 lb, $1.25; deviled crabs, 1 lb, $2.25; deviled crabs, 2 lb, $3.50; codfish balls, 2 lb, $1.75; cavier, ¼ lb, $2.25; eels, 1 lb, $3.40; lobsters, 1 lb, $1.90; lobsters, 2 lb, $2.95; lobsters, deviled, ¼ lb, $22.5; mackerel, 1 lb, $1.75; mackerel mustard sauce, 3 lb, $2.60; mackerel, tomato sauce, 3 lb, $2.60; oysters, 1 lb, $1.10; oysters, 2 lb, $1.90; salmon, C. R. 1 lb, $1.90; salmon, C. R., 2 lb, $2.80; salmon, Alaska, 1 lb, $1.65; salmon, Alaska, 2 lb, $2.65; shrimps, 1 lb, $2.60.

Dried Fruit—Currants, new, 6c; prunes, casks 1300 lbs, 4½c; prunes, bbls or bags, 4½c; citron peel, drums, 20 lbs, 24c; lemon peel, drums, 20 lbs, 20c; fard dates, boxes 12 lbs, 9c; apricots, choice evaporated, 14c; apricots, jelly, cured, 25 lb boxes, 15c; apricots, fancy, Mount Hamilton, 25 lb boxes, 16c; apricots, choice, bags, 80 lbs, 14¼c, apples, evaporated, Alden, 50 lb boxes, 9½c; apples, star, 8¾c; apples, fancy, Alden, 5 lb 10c; apples, fancy, Alden, 3 lb, 10¾c; Salt Lake, 9¼c; blackberries, evaporated, 50 lb boxes, 5½@6½c; cherries, pitted, dry cured, 14c; pears, California fancy, ¼s boxes, 25 lb, 12c; peaches, Cal. No. 1, fancy, ½s, unp bags, 80 lbs, 15c; nectarines, red, 14c; nectarines, silver boxes, 15c; pitted plums, Cal. 25 lbs, boxes, 8½c; raspberries, evap, N. Y., new, 26c; prunes, Cal. R. C. 90-100 boxes, 25 lbs, 7c; prunes, Cal, R. C. 60-70, 9c; orange peel, 15c; raisins, California Londons, crop 1889, $2.25; raisins, Cal. loose muscatels, crop 1889, $2.10; Valencias, 1888, 8¾c; Valencias, new, 7c; Cal. seedless, sks, 7¼c.

Canned Meats—Corned beef, 1 lb square cans, $1.20; corned beef, 2 lb square cans, $2.05; corned beef, 6 lb square cans, $6.50; corned beef, 14 lb square cans, $14.00. Lunch tongues, 1 lb round cans, $2.60; lunch tongues, 2 lb round cans, $4.75. Brawn, 1 lb square cans, $1.20; brawn, 2 lb square cans, $2.00; brawn, 6 lb square cans, $6.50; brawn, 14 lb square cans, $14.00. Ox tongues, 1½ lb round cans, $5.00; ox tongues, 2 lb round cans, $6.00; ox tongues 2½ lb round cans, $7.00; ox tongues 3 lb round cans, $8.00. Chipped beef, 1 lb round cans, $2.00; chipped beef, 2 lb round cans, $1.00. Roast beef, 1 lb round cans, $1.20; roast beef, 2 lb round cans, $2.00. Potted ham, ½ lb round cans, 65c; potted ham, ¼ lb round cans, $1.20. Deviled ham, ¼ lb round cans, 65c; deviled ham, ½ lb rounds cans, $1.20. Potted ox tongue, ¼ lb round cans, 65c; potted ox tongue, ½ lb round cans, $1.20. Compressed ham, 1 lb square cans, $1.75; compressed ham, 2 lb square cans, $2.75. Tripe, 2 lb round cans, $1.80. Minced collops, 2 lb round cans, $2.20. Boneless pigs feet, 2 lb square cans, $2.25. One pound cans are packed two dozen and four dozen to case. Two pound cans are packed one dozen and two dozen to case. Half pound cans packed two dozen to case. Quarter pound cans packed four dozen to case. All prices per dozen, net.

Nuts—Almonds, 15@16c; Brazils, 12½c; filberts, 12½c; pecans, 11c; walnuts, 12½c; peanut cocks, 8¾c; roasted, 11c; Tennessee peanuts, 7c.

Sausage—Bologna, 4@4½c; Frankfort, 7c; tongue, 8c; summer, 20c; headcheese, 6c.

Poultry—Chickens, per doz, live hens, $2.25; spring, $2.50@2.75; dressed, per lb 8@9c; turkeys, live, 8@10c; dressed, 8@10c; ducks, live, per doz, $2.50@3.00; dressed, per lb, 9@11c; geese, live, per doz, $8.00@9.00; dressed, per lb, 8@9c.

Apples—Per bbl, common, $2.00@2.25; choice, $2.50@4.00; fancy, $4.00@5.00.

Mince Meat—20-lb cans, 7¾c.

Honey—15c per lb for choice.

Preserves—9¼@10c per lb.

Jellies—4@4½c per lb.

Beeswax—No. 1, 16@19c.

Chocolate and Cocoa—21@37c per lb; German chickory, red, 8c.

Pigs Feet—Pickled, kits, 75c; spiced pigs tongues, kits, $2.35; pickled tripe, kits, 65c; pickled H C tripe, kits, 85c; spiced pigs hocks, kits, $1.15.

Spices—Whole, per lb—Alspice, 9c; Cassia, China, 9c; cloves, Penang, 28c; nutmegs, No. 1, 75c; pepper, 18@19c.

Ginger—Jamaica, ¼ pints, $3.00 per doz.

Cheese—Young Americas full cream, 12½c; factory twins, 11@12½c; off grades, 7@8c; Van Rossen Edom, $11.50 per doz; sap sago, 23c; brick, 12½c; limburger, 11c; domestic Swiss, 13@14c.

Wrapping Paper—Straw, per lb, 1½@2¼c; rag, 2½c; manilla, B, 5@6½c; No. 1, 7c.

Bags—Union Square, 35 per cent off list.

Salt—Dairy, 280 lbs in bbl, bulk, $2.10; best grade, 60, 5s, $2.30; best grade, 100, 3s, $2.40; best grade, 28, 10s, $2.20; rock salt, crushed, $1.80; dairy salt, Ashton, 56 lb bags, 85c; bulk, 224 lb bags, $3.25; common, in bbls, $1.25.

Flour—State, $4.00@5.00; fancy, $5.00@5.40.

Fish—Dried codfish, 4½@8c; scaled herring, 26c per box; hol. herring, dom., 55c; Hamburg, spiced herring, $1.50; hol. herring, imp., 80c; mackerel, No. 1 shore, $11.50; fancy mess, $13.50 per 100 lbs; white fish, No. 1, $7.00; family, $2.75; trout, $5.25; salmon, $8.50; anchovies, 85c.

Oils—Kerosene—P. W., 9¾c; W. W., 12c; headlight, 12½c; gasoline, 74s, 12c; lard, No. 1, 44c; No. 2, 40c; salad oil, $1.25@2.00 per dozen.

Soaps—Castile, mottled, per lb, 8@10c; castile, white, per lb, 13@15c.

Twines and Rope.

Binders' Twine—Sisal, 13c; Ht. & Hf. 14c; manilla, 15c.

Clotheslines—Cotton, 50 ft, $1.17; cotton, 60 ft, $1.35; jute, 50 ft, 90c; jute, 60 ft, $1.00.

Cotton Twine—Fine, 20c; medium, 19c; heavy hemp, 14c; light hemp, 16c.

Sail Twine—B, sail, 20c; Calcutta, 14c; manilla rope, 14c; sisal rope, 11½c; new process, 8½c; jute, 9½c; cotton, 16c; hide rope, 17c.

Lumber and Building Material.

Stock Boards—A, 12, inch, s 1 s, 14 and 16 feet, $45.00; B, 12 inch, s 1 s, 12, 14 and 16 feet, $41.00; C, 12 inch, s 1 s, 12 and 16 feet, $30.00; D, 12 inch, s 1 s, 12, 14 and 16 feet, $28.00; No. 1 com 12 in, s 1 s, 12 feet, $18.00; No. 2 com 12 in, s 1 s, 14 and 16 feet, $17.50@18.50; No. 1 com 12 in, s 1 s, 10, 18 and 20 feet, $18.50; No. 2 com 12 in, s 1 s, 14 and 16 feet, $16.00.

Poplar Lumber—Clear poplar box bds, ⅝ in, s 2 s, $35.00; clear poplar, ⅝ panel, $29.00; clear poplar, ⅜ in panel, $25.00; clear poplar, ⅝ in panel stock wide, s 2 s, $28.00; clear poplar corrugated ceiling, ⅝, $29.00.

Posts—White cedar, 6 in halves, 12c; white cedar, 5½ in halves and 8 in quarters, 11c; white cedar, 4 in round, 16c; Tennessee red cedar, split, 16c; split oak, white, 8c; sawed oak, 18c.

Ship Lap—No. 1 plain, 8 and 18 in, $17.00; No. 2 plain, 8 and 16 in, $15.50; No. 1, O G, $18.00.

DIMENSIONS AND TIMBER.

	12 ft	14 ft	16 ft	18 ft	20 ft	22 ft	24 ft
2x4	15 00	15 00	15 00	16 00	16 00	18 00	18 00
2x6	15 00	15 00	15 00	16 00	16 00	18 00	18 00
2x8	15 00	15 .0	15 00	16 00	16 00	18 00	18 00
2x10	15 00	15 00	15 00	16 00	16 00	18 00	18 00
2x12	15 00	15 00	15 00	16 00	16 00	18 00	18 00
4x4&8x8	16 00	16 00	16 00	17 00	17 00	19 00	19 00

Fencing—No. 1, 4 and 6 in, 12 and 14 ft, rough, $16.00@16.50; No. 1, 4 and 6 in, 16 ft, $17.00@17.50; No. 2, 4 and 6 in, 12 and 16 ft, $13.50@14.00; No. 2, 4 and 6 in, 16 ft, $15.00.

Finishing—1st and 2d clear, 1¼ inch, s 2 s, $49.00@51.00; 1st and 2d clear, 1½ and 2 inch, s 2 s, $47.00@50.00; 3d clear, 1¼ inch, s 2 s, $45.00@46.00; B select, 1¼, 1½ and 2 inch, s 2 s, $37.00@38.00; 1st and 2d clear, 1 inch, s 2 s, $45.00; 3d clear, 1 inch, s 2 s, $39.00; A select, 1 inch, s 2 s, $34.00; B select, 1 inch, s 2 s, $29.00.

Battens, Well Tubing, Pickets—O. G. Batts, 2¼ inch, 60c; O. G. Batts, 2½@3, ss, 35c; 3-in well tubing, D. & M. and bev., $22.00; pickets, D. & H., flat, $22.00; pickets, D. & H., square, $19.00.

Flooring—1st com 6-inch, white pine, $34.00; 2d com 6-in white pine, $31.00; 3d com 6-in white pine, $26.00; D com 6-in white pine, $20.00; com 4 and 6 in yellow pine, $15.00; Star 4-in yellow pine, $17.00; 1st and 2d clear yellow pine, 4 and 6 in, $19.00.

Shingles—Per M—XX clear, $3.20; extra "A", $2.80; standard A, $2.40; 5 inch clear, $1.60@1.70; 6 inch clear, $1.75@1.80; No. 1, $1.10@1.15; clear red cedar, mixed widths, from Washington territory, $3.40; California red wood, dimension widths, $4.50; cypress, clear heart, dimension widths, $3.25; laths, $2.40.

Boards—No. 1 com, s 1 s, 12, 14 and 16 ft, $18.00; No. 2, do, $15.00; No. 3, do, $14.00; No. 4, do, (ship's cull), $11.00. Add 50c per m ft. for rough.

Ceiling and Partition—1st com ¾-in white pine partition, $32.00; 2d com ¾-in white pine partition, $27.00; clear ⅝-in yellow pine ceiling, $30.00; clear ¾-in Norway, $13.50; 2d com ¾-in Norway, $12.50.

Lime—Best, 80c.

Cement—$1.25.

Plaster—$2.20.

Hair—20c.

Building Brick—Common, $6.00@7.50 per m; selected, $7.50@9.00 per m; sewer brick, $9.00@10.00 per m.

Sash—60 per cent discount.

Doors, Blinds and Mouldings—50 and 10 per cent off.

Tarred Felt—$2.00 per cwt.

Straw Board—$1.40 per cwt.

Drugs and Chemicals.

Acid—Sulphuric, per pound, 2¾c; citric, per pound, 51c; oxalic, per pound, 14c; tartaric powdered, per pound, 43c; carbolic, 37@44c.

Alum—Per pound, 2¾c.

Ammonia—Carbonate, per pound, 11c.

Arrowroot—Per pound, 15c.

Balsam—Copaiba, per pound, 63c; tolu 52@55c.

Borax—Refined, per pound, 10c.

Blue Vitrol—8c.

Camphor—42c.

Cream Tartar—34c.

Cuttle Fish—27c.

Dextrine—11c.

Glycerine—21c.

Hops—37c.

Indigo—75c.

Insect Powder—43c.

Morphine—$2.85.

Opium—$3.60.

Quinine—47c.

Rock Salts—27c.

Saffron Am.—34c.

Saffron Span—$1.07.

Saltpetre—8c.

Sulphur Flower—4c.

Soda, Bi-Carb.—4c.

Silver-Nitrate—$1.29.

White Wax—52c.

Yellow Wax—32c.

Linseed Oil—60c.

Linseed—Raw, 57c.

Castor Oil—No. 1, $1.24.

Sperm Oil—$1.10.

Turpentine—53c.

Neatsfoot Oil—No. 1, 57c.

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Surplus, - - - 40,000

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Surplus Jan. 1st, 1889........ 52,000

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