FEDERAL REGULATION OF RAILROADS AND RAILROAD RATES OMAHA LIVE STOCK MARKET

computtee of the senate, and that point came up as to the Union Pacific railroad | thing more than simply to take the first step, and leave to the future the agitaand a carnings. With regard to whether it would be proper and safe to reduce | tion of amendments and changes. the earnings of this road, that brings up another question, because congress is regarded as a sort of guardian of this system of land grant railroads. I know the effort is being made to compute the amount of indebtedness of the road, and to get it down to a low interest-bearing bond, and then to fund it and keep it running for the next sixfy years, and to allow the company to make its rates accordingly. That is one of the very things we object to in our section of the

TREAT THE ROADS AS NATIONAL BANKS ARE TREATED.

Senator Platt-Although it is a little outside the scope of this inquiry, we would like to know what you would have the government do in that respect. Mr. Rosewater-I would treat them exactly the same as you treat the na-tional banks. The national banks are more or less under the protection and surveillance of congress, and under a charter they have been endowed with the right to issue money and to conduct their business. If a national bank should find its assets had been materially reduced by dishonest employes-its cashiers or tellers, or what not-and it was discovered that that bank could not meet its obligations, what would congress do for it? Would it enact a law that would extend its debt or liabilities, and request the patrons to make up the interest and the principal? Or would it wind up that bank and say the directors should make good whatever amount of deficit there was in the assets in order to meet the liabilities? Here is a case almost parallel. You have a company that has been robbed, and everybody will admit it. Mr. Adams will admit that millions upon millions of money were charged to the company by the Credit Mobilier which money was not properly expended. The road has been fraudulently bonded for an enormous sum of money. Stocks have been issued to the extent of millions upon millions of dollars, and not 10 cents on the dollar paid in. What is to be done with that corporation? The way I would do would be to let it alone or wind it up, one of two things. Let it meet its obligations as any other debtor would have to meet its obligations, or else say to the stockholders: "If you have only paid in 10 cents on the dollar, put in 90 cents more and that will meet the government bonds, and then you can own the road and go and operate it. If not, the road will probablly be sold to the highest bidder."

SELL OUT THE ROADS AND BEGIN ANEW.

But you will say that congress is a fiductary agent for the people of the ited States. Here is a large bonded debt. I say if that hundred millions is to be paid to the widows, and Mr. Charles Francis Adams, and all the other people who have an interest in the road. I should not object to having the bonds funded for sixty years. But you expect simply to do this: You say to the people of this whole country, who are the patrons of the road, that you are going for the next sixty years to tax them on the imaginary cost of this railroad, and make them pay the interest and the principal in taxes to that corporation. Would it not be a great deal safer not to force the next three generations to pay a continuous extravagant tax? If we admit for one moment that this railroad company owes all this money legitimately, it ought to be earning enough to pay legitimate interest on its debt and a reasonable interest on its stock. If the debt is fictitious, would it be just to keep the fixed charges up everlastingly and all railroads running to the Pacific coast to pool with it? There will always be uniform rates. I do not regard pooling in the abstract, if properly regulated by congress, as a calamity at all, although pooling in the manner it is now conducted is a very bad thing.

Senator Platt-Your idea is that if the government recognizes the present bonded debt of the Union Pacific railroad, the result will be that this whole western community, which does business with the railroad, will have to pay about two and a half or three times as much in the way of freight and passenget rates as they ought to?

Mr. Rosewater-Precisely. If that road were sold today for what it is worth whatever it might be built or paralleled for, and a new beginning were to be made, from that moment on, the community would have rates that would give the road a reasonable income upon the investment. As it is now, we are taxed on an enormous sum of money that never was expended, and upon vast millions upon millions of imaginary stock that was issued simply without any equivalent. That is one reason why we out here are opposed to it. I do not know whether this theory has ever struck the members and senators, but everything that is done bearing upon the question has been with the idea that there has been a faithful performance of obligations since the change of administration in the road, and that the company is going to do an honest and legitimate business from now on, on the condition that this bonded obligation and all the stock is to be legitimatized by congress. It might be a pretty honest sort of business after that if congress will legitimatize all the millions upon millions that have

COMMISSION A PROCRASTINATING DEVICE.

My idea with regard to a commission has been expressed briefly. I stated that I did not believe it was necessary. I do not believe anything is to be gained by it. On the contrary, I think the commission would only cause a delay of what has to come in the long run. The bureau of railways is a very necessary thing at Washington. The head of that bureau can do exactly as much business in the matter of inquiry, and of getting the statistics, and of getting returns from the different railroads, and of notifying them as to complaints, if such a thing should come to him, as nine men could do. A commission of seven, or nine, or five, or fifteen would be no better. No commission of nine men could possibly regulate the railroads of America, if you are going to allow them all to have a hearing of the complaints. There are 130,000 miles of railroad, and there would be 130,000 people complaining of the commissioners from different sections of the country about different things. Some of those complaints might be very trivial and some might be important.

I think the commissioner scheme is simply a device to procrastinate. For example, the tariff commission is something of the same sort. They might just as well have met the question. If congress is competent to regulate the tariff, which is a very intricate thing, why is not congress competent, by a very few simple rules, to establish regulations for the railroads, leaving the complaints of the parties in their respective localities to the courts in their respective localities, with proper authority to the district attorneys everywhere to prosecute? I have read quite a number of the commissioner bills, and most all of them simply attempt this, which is about on the plan of the Iowa commission: A committee of inquiry to ascertain what the people of this country need in the matter of railway regulation, which is to report from time to time to congress what, in their opinion, would be desirable, and which is also to hear complaints from time to time, and to communicate those complaints to the railroad. If the railroads are willing to recede from any arbitrary rule or arbitrary exaction, well and good; and if not, the commission is powerless. If a commission could be constituted as the English commission is; if you could, under our system of government, transfer to it quasi-judicial power, so they could not only investigate a complaint, but arbitrate it and enforce their dictum without any further reference to anybody, it would be a very desirable institution.

Senator Platt-Congress could do that; but in order to do it congress would have to create judges with life tenures.

A RAILWAY COURT.

Mr. Rosewater-Yes, sir; very likely we will have to come to that, anyway, some time in the future.

Senator Platt-That is the only thing that stands in the way of doing as Mr. Rosewater-There might be a railway court constituted, just as the

court of claims has been constituted. Senator Platt-Congress could make a railway court, with power to enforce

its decisions, the same as any other court. The only objection to that is that under the constitution the judges would have to be appointed for life. Mr. Rosewater-I see no objection to that. Of course, we know very well that the influence bearing upon the appointment of the judges might be very peculiar. But it is the same machinery that meets us at every step, and prob-

ably a man, one appointed for life, would be more likely to act independently than he would if he were simply dependent upon a reappointment or upon a tenure that was uncertain. Senator Platt-A good many men advocate that disposition of the question.

Mr. Simon Sterne of New York, who has given a great deal of thought to this question, advocates a railway court. Mr. Rosewater-I have read some of his books, and have also, of course,

followed the doings of the New York Board of Transportation on these questions. They have reached the conclusion there that a railway commission would have a great deal of beneficial effect, and they have created one.

The Chairman-They only go so far as to insist that the commission ought to have power to look into the complaint or dispute that may arise between the transportation company and a shipper or business man, and that it may make a finding, and that finding shall be prima facie evidence of its correctness in

court. They say they want the law to go that far and no farther. REASONS FOR OPPOSING A RAILWAY COMMISSION.

Mr. Rosewater-My original idea was this: I was in favor of the commission, or thought that if a commission elected by the people could be established in the different states it would be one of the ways of remedying the difficulty. But when the California commission, which is a constitutional body, created by the constitution, came into power, I found that the legislature, through this very clause, had rendered itself entirely powerless to regulate, and it put all the pow ers of the state into the hands of these three men. When I found that the railroads then dropped the manipulation of the legislature and went into the concentions and nominated and helped to elect two out of the three, I concluded that was a more dangerous thing than even to leave the matter alone and let the legislature exercise its power from time to time, because when these things are on the statute books it is very hard to repeal them. Even this little Doane law that we have here in this state would be very difficult to repeal, though they might go and defeat forty railroad bills that were good. If congress should once create this commission, with nothing more definite for it to do than to make inquiry and to employ a large number of clerks to keep records of all the transactions of all the railroads, it would simply supplement the work that is already being done by the railroad bureau in Washington, and it would accomplish no other good except to put off the day we have all got to meet, at some time, and when the railway interest will be placed under proper governmental

WHEREIN A COMMISSION MIGHT BE USEFUL.

The Chairman-I suppose no one scarcely, who is now in favor of anything being done, is seeking to provide for the appointment of a commission without vesting it with some sort of power, and without passing a law restricting the operation of railroads within the limits of what is right between the railroads and the people, just as far as can be gone with safety to the business interests of the country. What would you think if congress were to pass a law either prohibiting or regulating pooling, and prohibiting the payment of drawbacks and rebates, and requiring the publication of rates, and legislating in whatever way, might be deemed safest on the question of the long and short haul, or providing that a uniform classification of freight should be made? With all those provisions put into a statute in terms, what would you think about the propriety of appointing a commission, or some special tribunal, and giving it as much power as can be given to it under the constitution, putting the execution and enforcement of this law into their hands, without making the members of that special tribunal life judges? Would you or not think that would be of any use?

Mr. Rosewater-Yes, sir; that would be of some use. That certainly would be a little better than nothing. The publicity of rates, and the prohibition of their return that the bull, though terribly drawbacks and rebates, and the prohibition of pooling, or its regulation by law lacerated, was still on its feet and fighting under proper restrictions, would be a very important step forward toward solv-

The Chairman-You do not know whether the commission would be of any particular use in enforcing the law?

Mr. Rosewater-I do not know, but I hardly believe it would tend to do any-

The Chairman-How much further would you go in the law itself, leaving the commission out?

A BUREAU FOR RECORDING BONDS AND STOCKS.

Mr. Rosewater-If I went further in the law, I should say, as I said before, that I would, if possible, in the first place, create some office or national bureau where stocks and bonds should be recorded for every railroad company. That is, a restrictive law with regard to the construction of railroads, and, if necessary, severe penalties for the overissuance of stocks. That would be the first step to take, in my opinion. Then, it seems to me, there ought to be a general proviso prohibiting railroad managers from being in any other business concted with the transportation of traffic except the common carrier business. Of course, it is a very difficult thing to prohibit a man from investing his money wherever he pleases. But it seems to me very improper, and that it is one of the chief causes of complaint here, that railroad managers are interested in the grain and in the coal traffic, and in many other enterprises outside of the milroad business, in which lines of business they become dangerous competitors to other private enterprises.

PROHIBIT RAILROAD MEN FROM ENGAGING IN OTHER BUSINESS.

They have the power to give better facilities to their own enterprises or to their own concerns, and in every way to favor themselves to the detriment of others. I should do away with all these fast freight lines, prohibiting them entirely. I think congress could do that. Congress could provide that no director or officer of the railroad company, while such, should be interested in any business that has any relation to his company in the transportation of traffic. That might be cutting out about two-thirds of all the directors, and I don't know where we would find the others; but I think that will be a final necessity, unless the government will take the entire control of railroads.

GOVERNMENT CONTROL OR OWNERSHIP ADVOCATED.

The Chairman-Would you be in favor of that?

Mr. Rosewater-I am in favor now of the telegraph being controlled entirely by the government, and I have been in favor of it for twenty years. I think the land grant railroads some day, sooner or later, will become government property, or that the government will, directly or indirectly, control them, either having companies operated under the government control, or under governent rules and regulations, or by direct ownership. There is no use in trying that experiment at this date, because it would be so difficult to accomplish. stablishment of a few simple regulations could be had now by congress. The rchase of the railroads is a pretty large contract, and it might take fifty years sefore we could come to that. But when the government some day restricts the number of railroads that are to be built, and establishes these railroads as highways for the people, there will be an end to railroad speculation and to the

The Chairman-Under the constitution of the country at present, your state can charter a road whenever it pleases, inside of its own corporate limits, and my state can do the same, and so can lowa, which lies between our states. hat is the government of the United States to do with that subject?

Mr. Rosewater-That is very true. But, as I said before, if the government will treat all railroads as a continuous line and congress would exact compliance with specific requirement from all rallroads which no state could grant without permission from the national government; if that were done, there would event come a time when the government could say whether a railroad should be built from one place to another, where another railroad already existed, and where no competition would be of any particular benefit to the people, because it could not last, as it would be followed by pooling and combination.

STATE AND NATIONAL QUESTIONS.

Senator Harris-Do you think the federal government could prohibit the tate from chartering or building a railroad wherever it chose to build it within the territorial limits of that state?

Mr. Rosewater-The question is, how wide is the boundary? Senator Harris-I suppose the territorial limits of Kansas are pretty well

Mr. Rosewater-There is such a very fine line between the boundaries of states that I say we will finally get to the point I suggest, and there will be a limit to all this state talk. We will get to the point where the government will assume that the telegraphs and railroads are continuous and interstate from their very nature and inception, because you can and you do carry engines and

cars and merchandise continually from one road to another all over the country. Senator Platt-Suppose the government should say that no railroad should engage in interstate traffic until it had first satisfied the commissioner of railroads that its road had been built without any improper issuing of stock or bonds, and that it had not been capitalized for more than its stock cost; could you in that way reach the difficulty?

IF NECESSARY AMEND THE CONSTITUTION.

Mr. Rosewater-I think you could; and I think some day we will reach some these matters. You see, when the constitution of the United States was framed there were no rallroads and no steamboats and no telegraphs, and the makers of the constitution had no idea about these state lines, they being only maginary points; and there might be such a thing as congress stepping in and saying: "You cannot do anything with reference to state commerce without getting first the permission of the government." Banks do not issue or coin oney. Why cannot congress control and regulate the railroads?

Senator Platt-You think it would not be a very much larger stretch of the imagination to go that far than has been the case with some things that have already been done?

Mr. Rosewater-I think not. If it comes to the worst, we have the right to alter or amend our constitution. This is not a Chinese wall. We ought to have ability enough to expand with the great inventions of the age. I do not believe this railroad problem will be solved until the railroads are regarded as public highways, and until the number of railroads will be restricted to the wants of

The Chairman-Some governmental authority, you think, must pass upon the question of whether or not the railroads should be built?

Mr. Rosewater-This building of a railroad for speculative purposes, and then afterwards wrecking it and saying to the people they must continue to maintain two railroads when one would have done, is as wrong as to say that the people of the Union Pacific shall continue to pay interest on all the money that the Credit Mobilier pocketed.

Fear that Religious Revivals Will Interfere with White Faces and Tan Bark.

LONDON, Feb. 19.-(Special Cablegram to which showmen will sink into oblivion if they do not rise to protect their own inter-

This was the solemn warning of Mr. F.
Bibby of Manchester to 300 members of the
Showmen and Vandwellers Protection association at its annual meeting this week.
Among the company were owners of mammoth musical merry-go-rounds, worth thousands of pounds, proprietors of fat women
and living skeletons, "Aunt Sallies" and
"flying wonders," traveling manageries and
shooting salons. It was lamented that the
last year had been one of commercial depression. The margin of spending money.

BISHOPS THINK IT INSULT

St. 75.

There have not been many stockers and
feeders on sale this week and owing to
the bad weather not many were warnied.
That was particularly the case the early
part of the week and prices then suffered
to quite an extent. Toward the close of
the week the situation improved, and good,
heavy feeding cattle may be quoted about
steady for the week. Common and light
cattle, however, have been rather sole wand
weak. Good to choice cattle may be quoted
from \$3.75 to \$4.25, fair to good \$3.25 to \$3.75
and commoner grades from \$3.25 down.

Representative sales: This was the solemn warning of Mr. F. pression. The margin of spending money. never a very great quantity with the workers," had been extremely small, especially in Lancashire and some parts of Yorkshire. In spite of oppression, however, the showmen were disposed to look

lofty view of their occupation as enter-"Our shows," said Mr. Bibby, "are not those who earn their livelihood by the sweat of their brows in mills and factories. by giving them entertainment under the great canopy of heaven. Many people look down on showmen, but they forget that the whole world is composed of showmen. Mr. Winston Churchill, for instance, is a political showman."

It was pointed out that merry-go-rounds alone represent a business worth £1,500.000 and that 70,000 persons are engaged 'show" work in the British isles.

COTTON HAULERS FIGHT LIONS

Experience of African Planter Not Calculated to Increase Growth of Trade.

LONDON, Feb. 19 .- (Special Cablegram to The Bee)-Supplying the Lancashire mills with cotton from British Central Africa would mean, from the following incident, to be a task of some difficulty: Four wagons from Blantyre, returning from Ukats, on the shore of Lake Nyassa, after mloading cotton there camped at night in a cotten clearing. During the night, says a correspondent at Blantyre, four lions stampeded the draft oxen and finally surunded an old bull at the head of a gully. The bull fought flercely and by its belewings brought back ten other oxen to its The native drivers, finding themselves unable to drive off the lions, went away for help.

The cattle boys were absent for about

three hours and were amazed to find on lacerated, was still on its feet and fighting gamely to the last. Shortly after their return the brave animal fell dead. natives succeeded, however, in driving off the lions with firebrands and old guns. On the following evening Mr. Frazer, the

BRITISH SHOWMEN EXCITED agent of the African Lakes corporation. decided to sit up near the scene of the conflict, in the hope that the lions would return to the carcas of the dead buil. An attack of fever had prevented him bringing help up to the natives the previous night. He found a sultable tree near the spot; he had only just settled himself The Bee.)-"England is now passing in it when four lions appeared and began through a wave of Puritanical oppression to devour the dead animal. Taking carewith revival services and the like-under ful aim. Mr. Fraser killed one tion and wounded two, which, however, made their escape, but were found dead in the brush next morning.

lee, Dr. Fogarty, Roman Catholic bishop of the diocese, said this week that the hierarchy had spurned the latest attempt of Trinity college to drag the Roman Catholics of Ireland within its gates. Its new scheme of scholarships was nothing on the bright side of things and to take a more than sublimated "souperism."

It was little less than a public indignity to ask the Roman Catholics of Ireland to accept as satisfaction of their claims to given in gilded salons, with music from university education the mere permission France and Germany, but are intended for to enter the institution flying the Protestant flag, to sit in halls saturated with Protestant atmosphere, or at the foot of a We try to brighten the lives of the toilers | pulpit which, judging from its public pronouncements, was, if not always, at least often anti-Irish, anti-Catholic and even anti-Christian.

Bee Want Ads Produce Results.

Edwards - Wood Co. (Incorporated.)

flain Office: Fifth and Roberts Streets ST. PAUL, MINN. DEALERS IN

Stocks, Grain, Provisions Ship Your Grain to Us

Branch Office, 110-411 Board of Trads Bidg., Omaha. Neb. Telephone 2514. 32-214 Exchange Bidg., South Omaha. Bell 'Phone 218 Independent 'Phone b

PET STOCK

Horses, Cattle, Dogs and Fowls of All Kinds. Increase your farm products 50% by

using Stock Cereal Condition Powders. "None just as good" but the only. Agents wanted. Easy soller. Sells on Regular 5 pound package, 500. Address,

STOCK CEREAL MFG. CO., BUTLER, PA.

Cattle Carried Over from Friday Were Slow Sale and Lower.

HOGS BROKE JUST ABOUT A NICKEL Sheep and Lambs Sold Just About Steady with Friday and Ten

to Fifteen Cents Higher Than Week Ago. SOUTH OMAHA, Feb. 18, 1905.

Cattle, Hogs, Sheep, 1,199 1,894 535 4,496 13,139 13,000 Tuesday Wednesday Thursday Total this week Total last week.
Total last week.
Total week before.
Same three weeks ago.
Same four weeks ago.
Same week last year. RECEIPTS FOR THE YEAR TO DATE.

The following table shows the receipts of cattle, hogs and sheep at South Omaha for the year to date with comparisons with last year: 1905 1904 Dec. .100.068 116.004 12.93; .315.352 318.242 2.800 .198,317 245,176 46,859 The following table shows the average price of hoge at South Omaha for the last several days, with comparisons:

1905, (1904, (1908, (1902, (1901, (1900, (1893, | 1946 | 1944 | 1963 | 1962 | 1961 | 1960 | 1892 | 1893 | 1893 | 1893 | 1894 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 | 1895 |

The official number of cars of stock rought in today by each road was: Cattle, Hogs, Sheep. C. M. & St. P.
Wabash
Miasouri Pacific
Union Pacific
& N. W.
F. E. & M. V.
St. P. M. & O.
& M.
B. & Q.
R. I. & P. east Illinois Central Chicago Great Western

The disposition of the day's receipts was follows, each buyer purchasing the number of head indicated: Buyers. Ca
Omaha Packing Co.
Swift and Company
Cudahy Packing Co.
Armour & Co.
S. & S. Cattle, Hogs, Sheep, 3 1,974 314 4,544 1,531 71 4,324 129 2 3,560 502 540 390 14,882 2.153

Totals 330 14,882 2,153
CATILE—There were a few cars of cattle reported this morning and a good many were carried over from yesterday that either came in late or that packers would not bid on, so there were enough to make quite a market had any of the buyers wanted fresh supplies. As a matter of fact, though, none of the packers seemed to care whether they bought anything or not, as they figured that they would have to carry whatever they bought until Monday, and from their standpoint it would be fully as profitable to let the commission men hold them over. Their bids on both steers and cows were unevenly lower than yeaterday's market and not a great deal of business was transacted.

For the week receipts have been exceedingly light owing to the severe storms, which tied up transportation lines. As compared with the same week of last year, supplies have been only about half as large. The snow storms have also blocked the roads in the east, so that refrigerator cars have become blocked and for the last week there has been a shortage at this point which in a large measure is responsible for the break in the market. The situation, though, is rapidly improving and it is ex-

though, is rapidly improving and it is ex-pected that by next week there will be enough cars to move the meats now in packers coolers.

beef steer market advanced rapidly the early part of the week and by Wednes-day was a big 25c higher. On Thursday and Friday, however, all of the advance was lost and with today's decline closing and Friday, however, all of the advance was lost and with today's decline closing prices are a little lower than at the close of last week. In a good many cases the decline for the week amounts to as much as 10@15c. All kinds of cattle have suffered, the good as well as the common. Good to choice steers may be quoted from \$4.90 to \$5.50, fair to good \$4.25 to \$4.20 and commoner grades from \$4.15 down.

The cow market also advanced rapidly the early part of the week, but since Wednesday all of the advance has been lost. The market today was very slow and weak and salesmen had their choice of taking leas money or carrying their cattle over until Monday. Good to choice cows and heifers may be quoted from \$3.00 to \$4.01 and something very prime in the way of spayed heifers might sell for a little more than that. Fair to good grades, of course, go from \$2.40 to \$2.90 and common stuff mostly from \$1.75 to \$2.25.

Bulls are also a little lower for the week, though choice grades could be quoted from \$2.50.

though choice grades could be quoted from \$3.00 to \$3.40 and common grades from \$2.90 down. Veal calves have been selling a little better this week, top grades selling up to \$5.75.

BEEF STEERS

today, there being about 15,000 fresh, with about 2,000 carried over from yesterday. Reports from other points were unfavorable to the selling interests and as a result prices suffered to some extent. The market could perhaps best be described by calling it about a nickel lower than yesterday's average. As compared with yesterday's average. As compared with yesterday's close the decline amounts to more than that, but as compared with yesterday's close the decline is not that much Trading was active, particularly after buyers and sellers got together on prices, so that the oulk of the offerings was disposed of in good season. Some of the trains were again late in arriving, which prevented the market from coming to a close until a late hour. 802 2 90 813 8 30

STOCKERS AND FEEDERS.

hour.
For the week receipts have been very light, both as compared with last week and with the corresponding week of last year. The tendency of prices was upward the early part of the week and Thursday was the high point of the year to date. Yesterday and today, however, the market has lost more than the early advance, so that closing prices are about a fime lower than at the close of last week. Representative-sales: Av. 6h. /r. 88 . 4 00 186 . 4 30 186 . 4 36 180 . 4 40

No. 74. 74. 69.

All Classes of Stock Steady-Receipts

of Hogs Large for Saturday.

CHICAGO, Feb. 18.—CATTLE—Receipts, 800 head: market steady; good to prime steers, \$5.00% f.01; poor to medium, \$3.80% 5.4; stockers and feeders, \$2.40% 4.50; cows, \$1.25% 4.50; heifers, \$2.00% 5.00; canners, \$1.25% 2.50; heifers, \$2.00% 5.00; canners, \$1.25% 2.50; heifers, \$2.000 head; entimated Monday, 42.000 head; market steady; mixed and butchers, \$4.70% 4.95; good to choice heavy, \$4.85% 5.0; rough heavy, \$4.65% 4.75; light \$4.65% 4.85; bulk of sales, \$4.80% 4.90. SHEEP AND LAMBS—Receipts, 3.000 head; market steady; good to choice wethers, \$5.65% 6.10; fair to choice mixed, \$4.50% 6.50; western sheep, \$4.70% 8.10; native lambs, \$5.75% 8.15; western lambs, \$5.75% 8.15. of Hogs Large for Saturday.

Kansas City Live Stock Market. KANSAS CITY, Feb. 18.—CATTLE—Receipts, 500 head, including 100 southerns; market unchanged; choice export and dressed beef steers, \$5.006.75; fair to good, \$3.8074.90; western fed steers, \$3.7576.25; stockers and feeders, \$2.5074.25; southern steers, \$3.0064.50; southern cows, \$2.2563.25 native cows, \$1.7564.00; bulls, \$2.2563.75 calves, \$3.0066.00; receipts for the week

native cows, \$1.7694.09; bulls, \$2.2027.15; calves, \$3.9066.00; receipts for the week, 24.500 head.

HOGS-Receipts, 4.000 head; market 5/2 floc lower; top, \$4.92½; bulk of sales, \$4.60; heavy, \$4.92½; packers, \$4.75694.90; pigs and lights, \$3.9064.75; receipts for the week,

\$1.85@5.50; steers under 1,000 lbs. \$3.25@4.15; stockers and feeders, \$2.75@4.29; cows and heifers, \$2.00@4.35; canners, \$1.75@2.25; bulls, \$2.35@3.65; calves, \$5.00@4.75; Texas and In-dian steers, \$3.00@4.75; cows and heifers, \$2.50@3.45. HOGS—Receipts, 3.000 head; market steady; pigs and lights, \$3.75@4.75; packers, \$4.75@4.90; nutchers and best heavy, \$4.90@ 5.00.

St. Joseph Live Stock Market.

ST. JOSEPH, Feb. 18.—CATTLE—Receipts, 157 head; market steady; natives, \$3.6563.75; cows and heifers, \$1.6564.25; stockers and feeders, \$2.7564.15.

HOGS—Receipts, 9.192 head; mostly 5c lower; lights, \$4.5564.80; medium and heavy, \$4.6564.85.

SHEEP AND LAMBS—Receipts, 747 head; market steady; Colorado lambs, \$7.85.

Sions City Live Stock Market. SIOUX CITY, Feb. 18.—(Special Telegram.)—CATTLE—Receipts, 540 head; market steady; beeves, \$3.5006.00; cows, bulls and mixed \$2.5503.60; stockers and feeders, \$2.50063.60; calves and yearlings, \$2.2503.50.
HOGS—Receipts, 7.200 head; market 5c lower, selling at \$4.4004.75; bulk of sales, \$4.5504.65.

Stock in Sight Receipts of live stock at the six principa western markets yesterday were as lows: Cattle. Hogs Sheep. 250 13,90 4,000 500 7,300 500 4,000 1,200 350 3,000 500 Sloux City Kansas City ... St. Joseph ... 9.192 3,000 2,557 55,899 Total Kansas City Grain and Provisions.

KANSAS CITY, Feb. 18.—WHEAT—May. 31.0614; July, 85%-95%-C; cash. No. 2 hard. 51.0621.11; No. 3, 51.0621.05; No. 4, 85c.951.05; No. 2 red. 81.0921.12; No. 3, 81.0761.09; No. 4, 81.0061.07; May. 44%-6448-4; July. 44%-6448-4; No. 2 mixed, 47c; No. 3, 461464, 463-4; No. 2 white, 47c. OATS—Steady; No. 2 mixed, 32c; No. 2 white, 33c. white, 33c.

HAY-Steady; choice timothy, \$9.50600.00; choice prairie, \$7.5068.00.

RYE-Steady, 780.794.c.

EGGS-Weak, Missouri and Kansas, new No. 2 white wood cases included, 28c; case count, Mc; cases returned, 4c less.

BUTTER-Steady; creamery, 26630c;

Receipts. Shipments. Wheat, bu.... Liverpool Grain Market. LIVERPOOL. Feb. 18 - WHEAT Spot, nominal, futures, quiet; March. 7s 4d; May, 6s 114d; July, 6s 114d. CORN Spot, American mixed, new, firm at 4s 2d; American mixed, old, quiet at 4s 11d. Futures, quiet; March, 4s 14d; May, 2014

Duluth Grain Market. DULUTH, Feb. 18.—WHEAT—To arrive: No. 1 northern. \$1.134. On track: No. 1 northern. \$1.134; No. 2 northern. \$1.0540; 1.114; May. \$1.144; July. \$1.144; September.

OATS-To arrive and on track, 294c. Toledo Seed Market

TOLEDO, O. Feb. 18.—SEEDS—Clover, cash, F. Sty. February, 37. Style March, 37. 50; April, 37. 35; October, 55.85; prime abslice, hard, 31. 18; No. 1 northern, 31.15; No. 17. 15; prime timothy, 31.35; March, 31.37.

GRAIN AND PRODUCE MARKET

Wheat Quiet, but Loses a Little at Home and Abroad.

JULY WHEAT SLATED FOR AN ADVANCE

Bullish Arguments in Favor of July Option-Heavy Parchases of Corn-Local Receipts Compare Well.

OMAHA, Fee. 18, 1906. Nothing much doing in wheat today. The market has been overworked for two days and, coming at the end of the week, when the crowd is cautious of being loaded up the crowd is cautious of being leaded up over Sunday, everybody gave the wheat a rest. The May declined Friday from \$1.2 to \$1.15%, and the opening this morning was \$1.25%, from which for low point, the market reached \$1.18%. The May railed toward the close and ended at \$1.19%. The July did not fluctuate as much as the May, opening \$1.51%, dropping off to the eighth and closing again at the half. For your markets were weak, Heriffi tosing \$1.81%, and Liverpool \$2. The extremely large Australian shipments were \$1.90%, and the talk of heavy world's shipments were the principal causes. The Australian shipments were \$2.90,000 hushels, against 1.40,000 the preceding week and 1.216,000 last year.

Omnha Cash Sules. WHEAT-No. 4 hard, 1 car, 52% lbs., \$1.00.

Carlot Receipts Wheat, Corn. Oats

Condition of Trade and Quotations on

Staple and Fancy Produce. native cows, \$1.75@4.00; buils, \$2.25@3.75; calves, \$3.00@6.00; receipts for the week, \$2.4500 head.

HOGS—Receipts, 4,000 head; market 5@10c lower; top, \$4.92\%; buils of sales, \$4.60; heavy, \$4.90\%, \$6.00; head; market nominally steady; native fed ewes, \$4.90\%, \$6.00; antive fed ewes, \$4.90\%, \$6.00; antive fed ewes, \$4.90\%, \$6.00; antive fed sheep, \$4.90\%, \$6.00; antive fed ewes, \$4.90\%, \$6.00; stockers and feeders, \$3.50\%, \$6.00; western fed yearlings, \$6.00\%, \$6.00; western fed sheep, \$4.90\%, \$6.00; stockers and feeders, \$3.50\%, \$6.00; receipts for the week, \$0.100 head; market steady; native shipping and export steers, \$4.75\%, \$6.00; dressed beef and butcher steers, \$4.50\%, \$6.00; rye straw, \$5.00. These prices are for hay of good voler and quality, \$4.75\%, \$6.00; and \$6.00; rye straw, \$5.00. These prices are for hay of good voler and quality, \$4.75\%, \$6.00; and \$6.00; rye straw, \$5.00. These prices are for hay of good voler and quality, \$4.75\%, \$6.00; and \$6.00; rye straw, \$5.00; these prices are for hay of good voler and quality, \$6.00; head; \$6.00; rye straw, \$5.00; these prices are for hay of good voler and quality, EGGS-Candled stock, 28630c. LIVE POULTRY-Chickens, 10c; roosters,

M.7524.20; butchers and best heavy, \$4.902 5.00.

SHEEP AND LAMBS—Receipts. 500 head; market steady; natives, \$4.5026.00; lambs, \$6.0028.10; culls and bucks, \$4.252.50.

St. Joseph Live Stock Market.
ST. JOSEPH, Feb. 18.—CATTLE—Receipts. 157 head; market steady; natives, \$3.6523.75; cows and heifers, \$1.6524.25; stockers and feeders, \$2.7524.15.

ST. JOSEPH Live Stock Market.

GRAPEFRUIT—Per box of 54 to 54, \$6.50 47.00.

G7.00.

APPLES-New York Kings, \$1.25; New York Greenings, \$2.75; New York Baldwins, \$2.75; Colorado Winesaps, per bu box, \$1.50; Geniton, \$1.50.

GRAPES-Imported Malagas, per keg, \$2.000. \$6.0006.50 TANGERINES-Florida or California, per TANGERINES—Florida or California, per 14-hox, \$2.50.
CRANBERRIES—Wisconsin Bell and Bugle, per bbl., \$5.90; Jerseys, per bbl., \$7.75; per box, \$2.76.
VEGETABLES.
POTATOES—Home grown, in sacks, per bu., \$5; Colorado, per bu., 55c.
TURNIPS—Old, per bu., 60c; Canada rutabassa per lb. 1c.

TURNIPS—Old, per bu., 40c. Carrada Putabagas, per lb., lc.
CARROTS—Old per bu., 40c.
PARSNIPS—Old, per bu., 40c.
BEETS—Old per bu., 60c.
NAVY BEANS—Per bu., 50c.
NAVY BEANS—Per bu., 185@1.90.
ONIONS—Home grown, red, in sacks, per lt., 2c; Spanish, per crate, \$2.50; Colorado y-llow, per lb., 2c, white, per lb., 24c.
CUCUMBERS—Per doz., \$2.60@2.26.
TOMATOES—Florida, per s-basket crate, \$4.50@5.00.

TOMATCES-Florida, per 8-basket crata, \$4.5065.00.

CABBAGE-Holland seed, per lb., 1%c. SWEET POTATCES-Kansas kiln dried, per bbl., \$2.50.

CELERY-California. 45675c

RADISHES-Hot hous., per doz., 45c.
ONIONS-New, southern, per doz., 45c.
CARROTS-New, per doz., 45c.
BEETS-New, per doz., 45c.
TURNIPS-New, per doz., 45c.
LETTUCE-Pe. box of about fifteen heads, 60c

July, 46449 heads, 60c RHURARR—Par doz. bunches, 75c to \$1.00. PARSLEY—Per doz. bunches, 75c to \$1.00. PARSLEY—Per doz. bunches, 75c to \$1.00. PARSLEY—Per doz. bunches, 75c to \$1.00. No. 1

\$600.00; SAUERKRAUT—Wisconsin, per keg, \$2.25. CIDER—New York, per bbl., \$5.50; per half bbl., \$3.25. CHEESE—Wisconsin twins, full cream, 1246013c; Wisconsin Young America, 13c, 60. CHEESE—Wisconsin limburger, 13c. HIDES—No. 1 green, 7c; No. 2 green, 5c; No. 1 saited, 845c; No. 2 saited, 745c; No. 1 veal calf, 9c; No. 2 veal calf, 7c; dry saited, \$13.600; Altonomy of the saited, 845c; No. 2 saited, 745c; No. 1 veal calf, 9c; No. 2 veal calf, 7c; dry saited, \$13.600; Altonomy of the saited, 85c; No. 2 saited, 75c; No. 2 saited, 75c; No. 1 veal calf, 9c; No. 2 veal calf, 7c; dry saited, \$13.600; NuTS—Walnuts, No. 1 soft shells, new crop, per lb., 14c; hard shell, per lb., 13c; noasted peanuts, per lb., 8c; Chill walnuts, per lb., 12c; peanuts, per lb., 7c; roasted peanuts, per lb., 8c; Chill walnuts, per lb., 12c; large hickory nur, per bu., \$1.50. Milwaukee Grain Market.

Milwankee Grain Market. MILWAUKEE, Feb. 18.—WHEAT—Martet easier; No. 1 northern, 51.17; No. 2 northern, 51.25,661.13; May 81.194, BARLEY-Steady; No. 2, 50c; sample, 4149 CORN-Firm: No. 2 yellow, 44%c; May