

## REAL ESTATE

## FARM AND RANCH LAND FOR SALE

## Missouri—Continued.

CHEAP STATE LAND—About 1,000 acres state land to be sold on thirty years time, if desired; only 5 per cent of purchase price down; buyers don't have to live on land; not over 1,200 acres sold to one person. For further information and description send \$1 to Fidelity Investment Co., 12 W. 13th St., Kansas City, Mo.

## Nebraska.

KIMBALL COUNTY LAND. I have 100 acres of the choicest unimproved land in Kimball county. It is a dry place only 80 per cent of the cash down and one to five years' time to pay the balance at 5 per cent. W. T. Speitz, Wood River, Neb.

BIG BARN IN NEBRASKA LAND. 40 acres Morrill county, Neb., nearly all smooth plowable land. Good soil, only \$110 per acre. Write to:

## HICKS REAL ESTATE CO., Omaha.

## South Carolina.

IF Joe Vliet, 1724 Cantelair St., will come to the Bee office, he will show you the best place to make fast money in the state.

## Texas.

TEXAS LANDS. 400 ACRES—Four miles northwest of Houston, one mile from railroad station, all black sandy soil, fronting on a main county road. Price \$100 per acre.

100 ACRES—Twelve miles north of Houston, fronting on a main county road; black, sandy soil. Price \$100 per acre.

HOUSTON LAND CORPORATION. Houston, Texas. Capital stock, \$500,000.

## Utah.

GOING WEST? Don't speculate in any land proposition before I show you the best place to make fast money in the state.

WANTED—To trade three strictly modern and up-to-date dwellings with big lots, fruit, etc., for a small tract of land in the district of South Omaha, two blocks from car line and on paved streets for farm land. This is a very profitable proposition and is very desirable. Prefer land in Nebraska, but will consider any other place.

FOR SALE OR EXCHANGE—We have at Saratoga, Wyo., 1 mile from town, 1,000 acres in a body of good state land of building, horses, cattle and farm tools; 1,500 acres of irrigated with an abundant supply of water; 100 acres of good state land which can be had now at \$10 per acre in exchange for merchandise or cash. Income property or cash. Price \$100 per acre. Fredrick, S. D.

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## GRAIN AND PRODUCE MARKET

## Domestic News Bearish, Longs Supporting Strength of Wheat.

## DEMAND FOR CORN IS SLOW

## Receipts Are Heavier and Crop Conditions Favorable, Causing Weakness—Country Begins to Sell off Stocks.

## OMAHA, May 22, 1911.

Liverpool cables were weak at the opening, but firming up later. Domestic news was bearish with rains general over the wheat belt. Bears, however, were turned sellers on the break while some good support was in evidence on the part of longs.

There was pronounced heaviness in the corn market. Crop conditions being very favorable and cash and shipping demand being lower led by more liberal and caused weakness.

Rainfall was general over the country and gave start to the country. Cash wheat was 10c higher on the market. Cash corn was 10c higher on the market.

Primary wheat receipts were 60,000 bushels and shipments were 20,000 bushels. Against receipts last year of 71,000 bushels and shipments of 24,000 bushels.

Primary corn receipts were 21,000 bushels and shipments were 10,000 bushels. Against receipts last year of 21,000 bushels and shipments of 10,000 bushels.

Clearances were 3,000 bushels of corn, 20 bushels of oats and wheat and flour equal to 4,000 bushels.

Liverpool closed 5d to 1/2 higher on wheat, and led to lower on corn. The following cash sales were reported:

WHEAT—No. 2 hard, 1 car, 80c; No. 3 hard, 1 car, 78c; No. 4 hard, 1 car, 76c; No. 5 hard, 1 car, 74c; No. 6 hard, 1 car, 72c; No. 7 hard, 1 car, 70c; No. 8 hard, 1 car, 68c; No. 9 hard, 1 car, 66c; No. 10 hard, 1 car, 64c; No. 11 hard, 1 car, 62c; No. 12 hard, 1 car, 60c; No. 13 hard, 1 car, 58c; No. 14 hard, 1 car, 56c; No. 15 hard, 1 car, 54c; No. 16 hard, 1 car, 52c; No. 17 hard, 1 car, 50c; No. 18 hard, 1 car, 48c; No. 19 hard, 1 car, 46c; No. 20 hard, 1 car, 44c; No. 21 hard, 1 car, 42c; No. 22 hard, 1 car, 40c; No. 23 hard, 1 car, 38c; No. 24 hard, 1 car, 36c; No. 25 hard, 1 car, 34c; No. 26 hard, 1 car, 32c; No. 27 hard, 1 car, 30c; No. 28 hard, 1 car, 28c; No. 29 hard, 1 car, 26c; No. 30 hard, 1 car, 24c; No. 31 hard, 1 car, 22c; No. 32 hard, 1 car, 20c; No. 33 hard, 1 car, 18c; No. 34 hard, 1 car, 16c; No. 35 hard, 1 car, 14c; No. 36 hard, 1 car, 12c; No. 37 hard, 1 car, 10c; No. 38 hard, 1 car, 8c; No. 39 hard, 1 car, 6c; No. 40 hard, 1 car, 4c; No. 41 hard, 1 car, 2c; No. 42 hard, 1 car, 0c; No. 43 hard, 1 car, 0c; No. 44 hard, 1 car, 0c; No. 45 hard, 1 car, 0c; No. 46 hard, 1 car, 0c; No. 47 hard, 1 car, 0c; No. 48 hard, 1 car, 0c; No. 49 hard, 1 car, 0c; No. 50 hard, 1 car, 0c; No. 51 hard, 1 car, 0c; No. 52 hard, 1 car, 0c; No. 53 hard, 1 car, 0c; No. 54 hard, 1 car, 0c; No. 55 hard, 1 car, 0c; No. 56 hard, 1 car, 0c; No. 57 hard, 1 car, 0c; No. 58 hard, 1 car, 0c; No. 59 hard, 1 car, 0c; No. 60 hard, 1 car, 0c; No. 61 hard, 1 car, 0c; No. 62 hard, 1 car, 0c; No. 63 hard, 1 car, 0c; No. 64 hard, 1 car, 0c; No. 65 hard, 1 car, 0c; No. 66 hard, 1 car, 0c; No. 67 hard, 1 car, 0c; No. 68 hard, 1 car, 0c; No. 69 hard, 1 car, 0c; No. 70 hard, 1 car, 0c; No. 71 hard, 1 car, 0c; No. 72 hard, 1 car, 0c; No. 73 hard, 1 car, 0c; No. 74 hard, 1 car, 0c; No. 75 hard, 1 car, 0c; No. 76 hard, 1 car, 0c; No. 77 hard, 1 car, 0c; No. 78 hard, 1 car, 0c; No. 79 hard, 1 car, 0c; No. 80 hard, 1 car, 0c; No. 81 hard, 1 car, 0c; No. 82 hard, 1 car, 0c; No. 83 hard, 1 car, 0c; No. 84 hard, 1 car, 0c; 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No. 366 hard, 1 car, 0c; No. 367 hard, 1 car, 0c; No. 368 hard, 1 car, 0c; No. 369 hard, 1 car, 0c; No. 370 hard, 1 car, 0c; No. 371 hard, 1 car, 0c; No. 372 hard, 1 car, 0c; No. 373 hard, 1 car, 0c; No. 374 hard, 1 car, 0c; No. 375 hard, 1 car, 0c; No. 376 hard, 1 car, 0c; No. 377 hard, 1 car, 0c; No. 378 hard, 1 car, 0c; No. 379 hard, 1 car, 0c; No. 380 hard, 1 car, 0c; No. 381 hard, 1 car, 0c; No. 382 hard, 1 car, 0c; No. 383 hard, 1 car, 0c; No. 384 hard, 1 car, 0c; No. 385 hard, 1 car, 0c; No. 386 hard, 1 car, 0c; No. 387 hard, 1 car, 0c; No. 388 hard, 1 car, 0c; No. 389 hard, 1 car, 0c; No. 390 hard, 1 car, 0c; No. 391 hard, 1 car, 0c; No. 392 hard, 1 car, 0c; No. 393 hard, 1 car, 0c; No. 394 hard, 1 car, 0c; No. 395 hard, 1 car, 0c; No. 396 hard, 1 car, 0c; No. 397 hard, 1 car, 0c; No. 398 hard, 1 car, 0c; No. 399 hard, 1 car, 0c; No. 400 hard, 1 car, 0c; No. 401 hard, 1 car, 0c; No. 402 hard, 1 car, 0c; No. 403 hard, 1 car, 0c; No. 404 hard, 1 car, 0c; No. 405 hard, 1 car, 0c; 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No. 446 hard, 1 car, 0c; No. 447 hard, 1 car, 0c; No. 448 hard, 1 car, 0c; No. 449 hard, 1 car, 0c; No. 450 hard, 1 car, 0c; No. 451 hard, 1 car, 0c; No. 452 hard, 1 car, 0c; No. 453 hard, 1 car, 0c; No. 454 hard, 1 car, 0c; No. 455 hard, 1 car, 0c; No. 456 hard, 1 car, 0c; No. 457 hard, 1 car, 0c; No. 458 hard, 1 car, 0c; No. 459 hard, 1 car, 0c; No. 460 hard, 1 car, 0c; No. 461 hard, 1 car, 0c; No. 462 hard, 1 car, 0c; No. 463 hard, 1 car, 0c; No. 464 hard, 1 car, 0c; No. 465 hard, 1 car, 0c; No. 466 hard, 1 car, 0c; No. 467 hard, 1 car, 0c; No. 468 hard, 1 car, 0c; No. 469 hard, 1 car, 0c; No. 470 hard, 1 car, 0c; No. 471 hard, 1 car, 0c;