

GRAIN AND PRODUCE MARKET

Present Price of Wheat is Not Attractive to Farmers.

CORN IS SOMEWHAT LOWER

Oats Irregular and Receives Predict a Falling Off in Receipts at All Points—Provisions Have Support.

OMAHA, Oct. 10, 1914. The present price of wheat is unattractive to farmers of both the northwest and southwest, and sales from their hands continue small in fact, the acceptance on bids sent out Thursday night were the smallest on the crop, according to the report of a grain merchant here. The falling off in receipts at northwestern and primary markets is, it is believed, due to a heavy crop and an improved cash demand is needed at the moment and improved buying of futures is also needed in order to hold prices around the present level.

In sympathy with wheat the corn market closed fractionally lower yesterday. There was a lack of buying power. The weather, while generally broken, proved no influence, as the feeling was generally easier.

Oats were irregular. Receivers predict a falling off in receipts at all points. There was noticeable support in the provision market for October and November production. There was some buying for the January start. The buying was largely against cash sales. The close was easy at small declines. The price of the packers reported a good demand.

What was 1/4 higher to 1/2 lower. Corn was 1/4 lower. Oats were 1/4 lower. Wheat and flour: Choice extra, No. 1, 1.00; No. 2, 95c; No. 3, 90c; No. 4, 85c; No. 5, 80c; No. 6, 75c; No. 7, 70c; No. 8, 65c; No. 9, 60c; No. 10, 55c; No. 11, 50c; No. 12, 45c; No. 13, 40c; No. 14, 35c; No. 15, 30c; No. 16, 25c; No. 17, 20c; No. 18, 15c; No. 19, 10c; No. 20, 5c.

Primary wheat receipts were 1,807,000 bushels and shipments 1,470,000 bushels, against receipts of 1,414,000 bushels and shipments of 867,000 bushels last year. Primary corn receipts were 4,200,000 bushels and shipments 3,500,000 bushels, against receipts of 3,000,000 bushels and shipments of 1,800,000 bushels last year.

Table with columns for various grain types (Wheat, Corn, Oats) and their prices in Chicago, Minneapolis, St. Louis, and other markets.

Features of the Trading and Closing Market. CHICAGO, Oct. 10.—The market for wheat was unattractive over the entire range, with prices generally lower than yesterday.

CHICAGO GRAIN AND PROVISIONS. CHICAGO, Oct. 10.—The market for grain and provisions was generally quiet today, with prices showing some fluctuations.

CHICAGO, Oct. 10.—Assessments that Portugal was expected to declare war on Germany at any moment gave wheat markets a decided turn.

Cleaning House Bank Statement. NEW YORK, Oct. 10.—The statement of the average condition of clearing house banks and trust companies for the week shows that the cash reserves increased by \$1,100,000, leaving a deficit of \$7,700,000 below legal requirements.

OMAHA, Oct. 10.—Bank clearings for Omaha today were \$2,177,175, and for the corresponding day last year \$2,177,175. The statement of the clearing for the week and for the corresponding week last year is as follows:

NEW YORK MONEY MARKET. NEW YORK, Oct. 10.—MERCANTILE PAPER—The market for mercantile paper was generally quiet today, with prices showing some fluctuations.

NEW YORK MONEY MARKET. NEW YORK, Oct. 10.—MERCANTILE PAPER—The market for mercantile paper was generally quiet today, with prices showing some fluctuations.

OMAHA LIVE STOCK MARKET

Cattle of All Kinds Make Good Advance for Week.

HOGS DROP SHARPLY FOR WEEK

Fat Sheep and Lambs Ten to Fifteen Cents Higher Than a Week Ago and Feeder Stock Steady.

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RECEIPTS—CATTLE. CATTLE—Receipts today were 1,000 head, including 500 from the north and 500 from the west.

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RECEIPTS—SHEEP AND LAMBS. SHEEP AND LAMBS—Receipts today were 1,000 head, including 500 from the north and 500 from the west.

MARKET—CATTLE. CATTLE—Market was generally steady, with prices for choice steers ranging from \$10.00 to \$12.00.

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MARKET—SHEEP AND LAMBS. SHEEP AND LAMBS—Market was generally steady, with prices for choice sheep ranging from \$6.00 to \$8.00.

MARKET—PROVISIONS. PROVISIONS—Market was generally steady, with prices for various types of meat showing some fluctuations.

MARKET—WHEAT. WHEAT—Market was generally steady, with prices for various grades of wheat showing some fluctuations.

MARKET—CORN. CORN—Market was generally steady, with prices for various grades of corn showing some fluctuations.

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MARKET—LIVESTOCK. LIVESTOCK—Market was generally steady, with prices for various types of livestock showing some fluctuations.

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WORLD'S MOST WICKED CITY

Irkutsk, in Russian Siberia, Claims That Unenviable Distinction.

BASED ON ITS MURDER RECORD

One Person Slain Every Twenty-Four Hours in the Present Rate of Homicide in This Place of Crime.

At the crescendo sound of rushing footsteps the third man draws a rope taut across the street. You trip and fall head-first. Before you are up again you are knifed in the back.

There was a pretty incident in one fray. A hooded ruffian, with the benevolent aspect of a apostolic saintliness, perambled to the most Finnish Russian criminals, chased by a detective who was wearily pumping lead into him and wondering why he didn't seem to mind, sang over his shoulder that it was merely a waste of good cartridges, as he was wearing a steel bullet-proof vest under his jacket.

It has a climate that is all its own, and nobody doubts Irkutsk is the possession, to say the least, of a morning the sun is likely to be frost-bitten by 2 o'clock in the afternoon people are walking on the shady side of the street and lopeping their collars. Nobody thinks of getting up in Irkutsk before 10 o'clock in the morning, unless perhaps it is the milkmen; nobody thinks of going to bed before 2 or 3 o'clock. The dinner hour is from 10 o'clock at night until 1 in the morning, and you linger over drinks and Crimean cigarettes as much longer as you want.

The chief restaurant in the town, the resort of the creme de la creme of wealth and amusements, offers not uninteresting glimpses. It is quite good form, for instance, to enter the crowded room vigorously, to bump your head and mustachios against the ceiling, to spit a large and greasy comb. None of the lunchers through whom you thread your way are squeamish enough to push away their soup plates from your scurf strewn wale. Wanting a waiter, you bang your plate with a knife, clamorously and with appellation. In the end he appears. Mold and manner stain earthen pots, standing in water logged saucers, hold the refuse of once-were flowers on your table. Argumentative canaries and vainly shrill linnets, trilling from a dozen cages, drive you nearly blind. Yet the food is excellent and the waiters models of their genus, apart from a lamentable tendency to snatch the fork from your plate where you have your cork from a bottle of wine.

There are no hotels, no hotels in the city of Irkutsk, although it is the capital of a tract of country three times as big as Europe. That is, Europe, omitting Russia. But because Irkutsk lies deep in the heart of Siberia and very well off the beaten track of travel, you seldom hear about it, although it contains more things worth writing about than most towns of 50,000.

If you are looking for occidental splendor, comforts and culture, approaching this outpost of empire with the Berlin or Boston point of view, you will find Irkutsk crude. To appreciate it, you should come upon it, mentally, if not in actuality, out of the awful solitudes of forest that hedge it about; then you will not cry foul for being the capital city of northern Asia and having neither street cars nor skyscrapers, few trains and fewer street lamps, hotels a fire, an actorless opera house and roads that are laces of mud or drifts of stifling dust.

There is only one street in Irkutsk where it is safe to walk after the shades of night begin to fall. That is the Boulevard. In the middle of the boulevard, a mile or so in length, which is continually in a choking cloud by reason of the carriages which trundle up and down it. There's a little strip of garden at the end with a statue of the Car Alexander III, and a soldier whose duty it is to see that nobody blows up the statue. And the populace lolls on wooden benches along the street and smokes and drinks and reads the Sibir, the daily paper of the Siberian metropolis, the snow.

Up and down the Boulevard the crowds parade. Three out of every four men wear a uniform. No Russian is really happy till he wears a uniform. Microscopic schoolboys, who are not yet 8, wear a red and white sash, which is a grown-up's official kit. Every officer has to salute his superior, which comes hard on the Colonel and such, who have to salute in echo. I followed one potentate who had to acknowledge 75 in two blocks.

The Siberian is an interesting and not unworthy animal when he is frankly and openly a semi-Asiatic, his shirt-tails fluttering in the breeze as he and his women toil at a wooden ploughshare outside their log and turf hut in the wilderness. Venerated with the modern parlor tricks, however, and become lawmen, he doesn't show signs of a healthy national growth. That applies real estate as well. It is a symptom that causes many a sympathetic friend of the eastern Slav to shake his head gravely over the future.

Twilight is drawing on now. You have been wondering for an hour past how these people can stand the dust. Heavens, what dust! There is nothing like it outside of Siberia, and even here its peculiar qualities and prevalence are seen and swallowed only for a month or two after the disappearance of the snow. Fine dust, which is not dust, but a fine mist, comes from the streets and sweeps down upon you in dense cones that veil all beyond. The infrequent street lamps become mere lurid patches in the smoky thoroughfare. Passerby, caught in a driving cloud, come to a standstill for a minute or end, with upraised forearms and bent heads like folk bearing up a blizzard.

Stay Where You Are. However, if you are prudent you will not seek a less airy promenade, in side streets and suburbs. Now night has fallen and the human wolves are creeping out of their dens, the herds who do murder to gain a jacket or a pair of boots, time-expired convicts for the most part, with the "wolf passport" that renders subsequent employment a forlorn hope.

The first time I came to this town I was assured that there was a murder on the streets at least every day and twenty hours, with considerable more some nice warm nights when it was a pity-to-be indoors-don't-you-know. I doubted the fact till I came back subsequently and proved it. And now, this spring, after an absence of three years, I find veritable murders more popular than ever. Nastily, uncomfortable murders, quiet murders in the dark by gentlemen who haven't a street at their elbow, a snare shirt, or merely want to keep in good training. There are no street lamps half a mile from the heart of this metropolis. That helps, too.

Some Do It Neatly. The lazy and inarticulate spirits merely slide up in felt slippers and sandbag or club you. The real union murders are garroters. Squatting low on their heels, they link in the garter at the soles of their shoes, and push until you appear close by, silhouetted against the starlight. Then the hide lasso is neatly cast over your head; swiftly and silently you are choked to death. Or a partnership of three will operate. Two chase you

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LINCOLN HIGHWAY YEAR OLD

Notable Progress Made on Transcontinental Roadway in Twelve Months.

Although only a year has elapsed since the route of the Lincoln highway from New York to San Francisco was announced, remarkable progress has been made in preparing the transcontinental road. The total distance of the road is 2,885 miles, and according to the official announcement made by the association, 2,600 miles have been marked with the tri-color marker of the Lincoln Highway association, actual road work has been done in each of the twelve states through which the highway passes, and more work is in progress. The association has supplied to local communities 20,000 yards of cement to be used in building concrete roads. The highway, though far from completed, is in such shape that the transcontinental trip by motor may easily be made in less than a month.

In Ohio, over three-fourths of the entire length of the route has been hard-surfaced with cement brick or other material. In Indiana the bond issues passed by the local communities aggregate over \$350,000, this being for improvement which was not contemplated last year. On September 16, Elkhart, Ind., opened and dedicated a section of solid concrete Lincoln highway eighteen feet wide; work is in progress on a six-mile section near Fort Wayne and St. Joseph county has voted \$125,000 for immediate improvement.

Governor Dunne of Illinois personally began the work on the Lincoln highway in his state on April 15 by turning over the first spadeful of earth at Moseheart, Ill. Sixty days later this section, which cost \$15,000, was opened. The Lincoln highway in Illinois is receiving the first attention of the state highway department, it having been designated State Aid Road No. 1. Five counties in Iowa have voted a total of \$160,000 for Lincoln highway improvement. In the west, and particularly in Nebraska, Colorado and Wyoming, the work has progressed rapidly. In Wyoming and Nevada thousands of feet of steel and concrete culverts are being installed—Boston Transcript.

PROBLEM OF CAR SANITATION

Various Methods Employed to Insure Healthful Ventilating System.

Present conditions impose vast problems on railroads. Fifty thousand cars haul 1,000,000 passengers annually, which means that each car shivers 20,000 persons a year, or fifty-four every day. Twenty-five per cent of animals experimentally inoculated with dust from railroad cars developed tuberculosis, and the pneumona bacillus is often found in the same dust, so the car microbe has become a great problem. Before the car is even switched to the cleaning tracks the cleaner begins work. With a sleeper, mattress, pillows and blankets are hung out to air. Floors, walls, ceilings, head lining and windows are scoured and polished. Carpets and upholstery are vacuum-cleaned. There are miles of vacuum pipes in the cleaning yards, with outlets so that cleaners can reach every car in every part, and if a passenger is suspected of having a contagious disease the car is fumigated. All this after each trip.

In Germany each car is run into a steel cylinder, which is sealed. The temperature is raised to 120 degrees and the air is pumped out. The vacuum and heat combined kill all antipathological life. Our cars are badly ventilated, but they are better than European cars, where the compartments used prevent as free circulation as with us. Much money has been spent by our roads to provide adequate air for forty to seventy persons shut up in a box moving at sixty miles an hour. The Pennsylvania road, after endless experiments, now has funnels at the corners of cars which scoop in the air as the train is running, force it into a duct under the floor, where it is heated in winter and forced into the car through outlets under the seats while the heated air escapes through registers in the roof. This system changes the entire air in a car every four minutes. The Pullman system sucks out air instead of forcing it in, while air enters through crevices. All the roads are still experimenting. In some cases electric fans have been used to draw in air, which is then heated in cold weather or cooled in warm weather. Thus our railroads are constantly warring against foul air and seeking the best means of getting fresh air for ventilation, while the cleaning of everything in a car tends toward perfection of condition.—Technical World Magazine.

COTTON SEED MEAL CRACKED

Cotton Seed Cakes—Cold Pressed Cake, From Texas Mills direct to you. Write or wire us for prices on High Grade or Cracked Cake, 45 to 45 per cent protein. Cold Pressed Cake.

TEXAS CAKE AND LINTERS CO. DALLAS, TEX.

Frost Is on the Pumpkin—Make Your Coal Deal

Are you helping to support the great army of coal dealers and middlemen? Why not buy coal direct from our mines at mine prices? You get better coal and save big money. Every pound of Tecumseh coal is guaranteed to prove out 12,400 B. T. U.'s with only 9% ash and 9% moisture. It is splendid coal in clean, free burning and clinkerless. Our mines are located near Vincennes, Ind., and we save you freight on every shipment. You save the expense of long, costly freight hauls from eastern mines. The coal bin plan has been worked successfully for many years. You can buy and split it between them. The saving is worth it.

Order TECUMSEH COAL It Is Guaranteed

In Carload Lots—F. O. B. Mines

Table listing prices for various sizes of coal (Domestic, Domestic, Domestic, Domestic) and freight rates to Omaha.

MARTIN-HOWE COAL COMPANY, MINERS AND SHIPPERS.

W. H. Howe, President; Job Freeman, Vice Pres.; David Inge, Vice Pres.; 1999 MOOREBROOK BUILDING, CHICAGO.

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We Turn to Details

This requires quick action for the market may go up now at any time when foreign shipments begin moving. Orders from one bale to promptly warehouse, insured and receipt forwarded to purchaser. Wire or write how much you can invest and we will advise you immediately present market price and all details.

H. W. SLOAN & CO.

Member of New Orleans Cotton Exchange, Member of Memphis Cotton Exchange, 284 Gravier Street, New Orleans.

In the District Court of the United States, Southern District of Iowa, Central Division

In the matter of B. A. LOCKWOOD In Bankruptcy, No. 2373.

GRAIN COMPANY, Bankrupt.

Notice of Sale of Grain Elevators, Flour and Cereal Mill

Pursuant to order of the United States District Court entered Oct. 2, 1914, the undersigned trustee will expose for sale, at public sale, the following described property, all of which is now being used by the Trustee in conducting the grain and retail business and is located at the following stations situated on the C. & N. W. Ry. and Rock Island Ry. in Iowa:

- AMES—All building and machinery now being used by the trustee in the conducting of the grain and retail business and is located at Ames, Iowa.
ANKENY—Modern elevator, electric power, equipped for shelling corn, together with all machinery, coal bins, feed house, and corn cribs, located on land partially owned by the C. & N. W. Ry. Co. and by the estate.
SHERMAN—Scale, coal house and corn cribs located on land owned by the Rock Island.
GARDEN CITY—Modern elevator equipped for shelling corn, together with all machinery, including coal bins and dwelling house, with acre of ground, located on land owned by the Rock Island.
SHIPLEY—Modern elevator equipped for shelling corn, also modern elevator, grain elevator and ear corn, together with all machinery and including coal bins and corn cribs, located on land owned by the C. & N. W. Ry. Co. and by the estate.
SHERMAN—Scale, coal house and corn cribs located on land owned by the Rock Island.
SLATER—Modern elevator, electric power, equipped for ear corn, together with all machinery, coal bins and corn cribs, located on land owned by the C. & N. W. Ry. Co. and by the estate.
SHELDON—Modern elevator, electric power, equipped for shelling corn, together with all machinery, including coal bins and dwelling house, with acre of ground, located on land owned by the Rock Island.
ELKHART—Modern elevator, together with all machinery, located on land owned by the Rock Island.
ENTERPRISE—Modern elevator and storage annex, together with all machinery, located on land owned by the Rock Island.
COMBERG—One Standard scale, located on land owned by the Rock Island.
URBANDALE—One Standard scale, located on land owned by the Interurban Ry. Co.
SAYLOR—One Standard scale, located on land owned by the C. & N. W. Ry. Co.

The sale will be held in the Bankruptcy Court Room, second floor United States Court Building, Des Moines, Iowa, on October 26th, 1914, at 10 o'clock in the forenoon. In the meantime, the undersigned trustee will receive private, sealed bids on said property, said bids to be opened at the hour of sale. Bids may be made for the property as a whole, or in part. All sales will be subject to confirmation of the Referee in Bankruptcy. M. McFARLAND, Trustee.