ov Taken in St. Paul. Minn. oner Appointed for that Purpose by Court -- Mr. Hill on the Stand.

The fact that the government of the United States has instituted a suit under the Sherman anti-trust law against the Northern Securities company, to prevent that company from business and carry out the socalled merger of the Great Northern and Northern Pacific, is well known. Testimony has been taken in New York, and is now to be taken in St. Paul before Mr. F. G. Ingersoll, commissioner appointed by court for that purpose. Naturally, Mr. J. J. Hill was a prominent and important witness. His testimony was very volumimons, giving many details of the great deal not heretofore made public. He was on the stand for two days, but space permits only a fragment of his evidence. He was followed by Mr. Harris, president of the Burlington system, and Mr. Weyerhaeuser, the great lumber dealer, who is a director system, in the Great Northern, and others. There was a great array of eminent attorneys present as participators or listeners

Mr. Hill told in a general way of the Mr. Hill told in a general way of the building of a great railway system, of the development of the trade in the Orient, and of the coal situation of the country. Mr. Hill largely told his story in his own way, none of the learned counsel having disposition to throw out a hint that Mr. Hill might before tall it same other way. He began by relating briefly the organization of the St. Paul, Minneapolis & Minitaba mad, and later in reorganiza-Ministrate road, and later in reorganian-tice into the Great Northern road, and admitted without very much pressing that he had very largely determined the policy is, especially the policy of ex tending the lines. This was, however, he explained, largely due to the fact that many of the other directors had been non-residents.

Built for Keeps, Explaining how the Great Northern had been pushed through to the coast in 1893, Mr. Hill said that \$800,000 had been expended for surveying alone, as he desired to be certain that he was building his road on the best possible locations. He dropped in a little side remark at this point by saying that while riding along the Pennsylvania system once he observed a portion of that system being built on the fourth right of way, and, he said, "I wanted to avoid all that sort of thing."

The traffic of the western country con sisted mostly of lumber, and it was es-sential for the Great Northern to handle lumber if it was to do business at The rate at that time was 90 cents hundred pounds, which was prohibitive.
"I conferred with lumber manufacturers and they thought that if they had a rate of 65 cents they could send lumber east. I knew they couldn't do it with a rate higher than 50 cents, so we made it 40 cents, and the lumber trade began to de-

velop rapidly.

"In order to make a low rate on eastern lumber shipments it was essential to first have a western movement of cars to first have a western movement of cars to prevent the necessity of bringing empty cars west to ship the lumber in. Within four years we had so developed this trade and trade with Alaska and the eastern islands that we were enabled to secure eastern goods for the markets of the Orient, and thus to keep a movement of cars which meant a shipment of lumber east again at a rate making the shipment east again at a rate making the shipmen

possible and profitable.
"What steps did you take to secure transportation across the Pacific, and what relation did that have to your pur-chase of the Burlington road stock?," asked Mr. Young.
"We found that the lumber supply of

more dependent upon the Washington and Oregon forests, and that the time was rapidly approaching when the states which were furnishing lumber to the east would not have enough lumber for their own needs (Michigan, for instance now consumes more than she can manufacture). I was especially interested in the lumber traffic, because if there was no lumber for us to carry from the west there was nothing at all for us to carry on our road. I saw that it was only question of time when Washington and Oregon would supply all the lumber of the country. It is soon to be so. In order to have a low rate we must have a large tonnage, and have markets to which we could send anything made in the east, and thus have a continual eastern traffic westward. I influenced the Japanese to purchase a trial lot of American rails intended the Palgion and English as intended the Palgion and English as instead of the Belgian and English rails, and later I induced them to buy American cotton, on a guarantee that if it was no satisfactory I would pay for it. "The cotton trade has been growing

very rapidly ever since. We chartered ships to take this cotton and these rails to Japan. We can make a rate to Hong-kong which will enable the Minneapolis millers to ship their flour to China if they can get the Chinese trade.' Coal Supply.

Q. What advantage, if any, did you expect to derive and have you derived from the Burlington purchase in regard to the supply of coal for the country traverse by your line?

Replying to the above question, Mr. Hill thought that on the west end they had a local supply of coal and on the east end coal in the past has come from Pennsylvania and West Virginia and some from Ohio, but now it was apparent that they could no longer rely on the previous re-sources in the east, and it is consequent-ly of vital interest to use the supply they can obtain not only for themselves but for the public as well from the Illinois coal fields. The grades of the Burlington road enabled them to carry an enormous ton-nage and the public would soon be com-pelled to rely upon the bituminous coal supply instead of on the anthracite from the east. This coal is a necessity to the people of the northwest, which would have to abandon the country for five months in the year if they could not get coal at reasonable prices, and they can-not get it from the east at a reasonable price. He did not claim that this was due to the strike and the local situation this year, but this was the permanent situation the northwest had got to face, and in the future they could not bring coal from the western end of their line

Q. In reference to shipments of cotton especially, and other articles, what disadvantage was there in its being carried over separate lines under a joint tariff which you did not have, where it is carried where both roads are under the same control, for instance, in the matter of breaking bulk or anything of that kind, shifting from cars?

control, for instance, in the matter of breaking bulk or anything of that kind, shifting from cars?

A. Well, it is almost a necessity, if business is to be at all permanent, to be able to control a rate. The rates on the high seas vary according to the supply and demand for ships, and we, in order to take this business west must be in a position to compete to take the traffic, one day with another. It may be that another road—it may be the line between here and St. Louis, if the Burlington was not in a position to work with us and to continue to work with us, they might find same other connection that would give them a larger division than we could of the rate; they might find or feel that it was their interest to work with some-bady else. Maybe they would give them some other business in lieu of this, and we would have to hire some other road to haul that business from St. Louis here, at the best rate we could get. We could not control it except through the option of some other road. Might at any time withdraw the rate; might at any time withdraw the rate; might at any time refuse to make a joint rate with us, except on terms that would be prohibitory. And in that way we could not so very far. We would not be in a position to compete for that business. We must either take all the west bound business compete for that business. We must either take that business to the coast—we must take all the west bound business we can get to the coast, or else we must advance the rate on the lumber. Now, outside of cotton, take nails, wire, articles of that kind, that business has grown to very large dimensions, but our rate is a very low one from Lake Erie to Hong-kong; it is 45 cents a hundred, 39 a ton, on those commodities. A line reaching St. Louis and all the trunk lines of the East between St. Louis and Chicago puts us in between St. Louis and Chicago puts us in a vastly different position; and that is the reason why it was of such importance for why it was of such important control it unless we could give a market for the production of the line-products raised along our road—whether it was out of the mine or from the farm or out of the forest. If the man who produced it could not cell it, he would stop producing. And that was the problem we had to meet, and with the Burlington we find

Oriental Trade. Q. Mr. Hill, are you able to state the comparative growth of that Oriental traffics since its inception up to this time?

A. The growth has been very rapid. In some commodities more rapid than in some commodities more rapid than in others. Last year the increase was very large in cotton goods, both raw and manufactured, and in machinery and in

ourselves able to meet it.

some other commodities it fell off. The oil, I think, was considerably reduced. The Patoum oil, by some arrangement, has that market largely and we do not carry the oil we did.

Q. Taking the aggregate of the traffic, the total amount of it.

A. Well, I should say that in 1902—the year ending June 30, 1902—the business the previous year ending June, 1901. We were in better position to do the business.

Q. Can you give us the quantity of cotton, raw cotton or piece goods, that was carried in 1901 and 1902?

A. I can give it to you exactly by the Great Northern.
Q. Yes, by the Great Northern we are

A. In 1901 the amount of cotton piece goods was 13,070 bales; 1902, 64,542 bales. Raw cotton in 1901 was 13,230,000 pounds, against 41,243,000 pounds the next year. Continuing his testimony Mr. Hill explained that they made their ships large for the purpose of reducing rates. They could exercise the purpose of reducing rates. could carry a cargo equal to what five ordinary freight steamers could carry with only one crew instead of five crews. In all their movements there was no intention to hinder commerce, but to promote it, and it has greatly increased commercial between the United States and foreign nations. These arrangements have only These arrangements have only been perfected about a year and the busi ness has more than doubled on the Great Northern road. He said he thought the total tonnage of the Great Northern road will show the increase to be about 33 per cent, and the foreign business is increased over 100 per cent. "We have been able to reduce rates from 10 to 15 company and the Northern Pacific Railyear on the local husiness between the Pacific coast and the Twin Cities and Lake Superior," was his answer to the question as to what effect the increase of business had had in the

Q. At the time of the purchase of the Burlington shares, was there any purpose or intention to restrain or hinder the traffic of the Burlington road itself, interstate traffic?

reduction of rates.

A. No, sir, none whatever.
Q. What has been the effect of that purchase upon the traffic of the Burlington road? Has it hindered it, restrained it, or has it increased it?

A. I think that the traffic of the Burlington road from Billings to the southwest has been very largely increased, and from here to the south the increase has been considerable.

Q. What is likely to be the future effect? Will it be to restrain or to enlarge the commerce of the road? A. If the plan as contemplated is car-ried out, it should make a very large increase in the traffic. For instance, if the iron ore from Minnesota can find the fur-naces in Missouri or Southern Illinois or down in that country where they get cheap coal, and bring back coal in the same cars, cars adapted for moving one moving both, that business alone should run very soon into millions of tons. That is one. I know of no place where the

business would not be increased. I know of no place where it would not be increased and benefited. I can imagine He further explained that the reason why they had not begun this earlier was because it was a very large undertaking for the Great Northern road alone, and that the Northern Pacific was just em-merging from an embarrassment which

made it inexpedient for it to join.

The question of a holding company was not part of the Burlington transaction. It was not discussed or thought of; neither was there any purpose at that time to secure control of the Northern Pacific

He said one of the Great Northern directors raised the question that inasmuch as the purchase of the Burlington stock and the creation of a bond to pay for it, and the creation of a bond to pay for it, involved the point and several liability of the entire amount of the purchase, it was a matter of consequence to the Great Northern to know that the Northern Pacific would not pass into the hands of people who might be interested in other directions.

He did not think that any of the officers of the Northern Pacific company had anything to do with organization of the Northern Securities company. The Northern Securities company imply bought the

ern Securities company simply bought the

Hill stated that raplying to inquiries, he told them that it was a matter they must determine for themselves—and he had so many inquiries that finally he prepared a circular letter as an answer, in which he explained that the Northern Securities company did not operate and could not operate a railroad, but could only buy and sell shares of railroads, and the value of its stocks dependent upon the profit of its stocks dependent upon the profit made by the railroads the stocks of which the Northern Securities company might

pleasure without giving advice.

The Second Day. On the second day of Mr. Hill's testimony he was cross-examined by the attorneys for the government. It was developed by his testimony that Harriman, who represents the Union Pacific's inter-ests is the largest individual stockholder ests is the largest individual stockholder in the Northern Securities company. This came about by the large purchase of Northern Pacific stock by the Union Pacific made during the raid in May, 1901, in response to questions Mr. Hill said there was nothing to prevent Mr. Harriman from buying more stock of the Northern Securities company, if he was willing to pay the price asked for it by the owners. He might even buy enough to owners. He might even buy enough to have control, but he, Hill, did not think the owners would be likely to sell it, and so that though he now has some eighty or ninety millions of the four hundred millions of stock, he did not consider

likely he would ever have control. He explained that the organization of the explained that the organization of the Northern Securities company was to prevent any such raids as were made in 1901 and would make it very difficult even if not substantially impossible for any one person or syndicate to get control of the stock of the roads in the hands of the stock of the roads in the stock of the roads in the hands of the stock of the roads in the hands of the stock of the roads in the stock of the roads stock of the roads in the names of the holding company. By having the owner-ship of the roads stable and not likely to be frequently changed, rates could be reduced. He thought that no more than 10 per cent of the business was competi-tive between the Northern Pacific and the Great Northern roads; that is, interstate

Mr. Hill was examined at length regarding the Great Northern mileage. He explained that the Great Northern scarceabsolutely owned any railroad mileage, but that it operated somewhere from five to six thousand miles of road under leases and that it also owned the large portion of the stock of the old Manitoba

road and some other corporations.

He also testified relative to the reduction of rates made on the Great Northern since the purchase of the Burling-ton system. In response to the question who directed the reduction on the Great Northern, he said it was a matter of conference between the officers and him-self. He said the reduction of rates on the Great Northern was not a new thing, but was quite frequent and had been for but was quite frequent and nad been for a number of-years. He said the reduc-tion amounted to 10 or 15 per cent. Off grain it was 10 per cent. It was nearly that from all places on the Great North-ern which were grain shipping points and some places more. He thought the re-duction was substantially the same on the Northern Pacific but was not absolutely informed on that point. He dis-claimed having personally made the changes in the traffic rates of freight, but when they were a matter of great mom-ent he had been consulted and advised in the matter. He did not think that the rates had been reduced on lumber, pig iron or coal since the purchase of the Burlington, because those rates were abnormally lower before and much lower than were charged by the Eastern roads.

The gross earnings of the Great Northern per ton per mile were stated to be .859 and the average of the railroads of the United States was .729.

the United States was .729. He thought that the Northern Pacific was higher, probably in the neighborhood of .900. On the Atchison it was .988. Mr. Hill said that the rates on the Atchison were higher than on the Great Northern and Northern Pacific, and thought that if they charged the average rate of the Atchison it would increase their earnings \$5,000,000.

Referring to the purchase of a large

amount of coal land in Illinois, Mr. Hill said the Northern Securities company did not own this land at the time the present suit was begun. He made this explanation on the coal question.

Coal Supply. Witness: I do not want to be misunderstood, and from the questions I think I have an interest in this

country and the people living here, and, inasmuch as our winters are cold, it would be difficult for them to live here would be difficult for them to live here without fuel, and it is a very serious matter—it is a very serious matter for the railways. We don't know now that we would be able to run our trains to the first day of February, with the lack of supply of coal, without bringing coal from Illinois, and we don't know but we would have to give up a portion of our supply of steam coal to keep people from freezing before spring—and it is not due by any means to the anthracite strike, and I tried to make it plain vesterday by any means to the anthracite strike, and I tried to make it plain yesterday that it was not; but it is due to the inability of the railroads between Lake Erie and the mines in West Virginia, Pennsylvania and Ohio to move the coal. They are unable to move the coal up to Lake Erie ports, and we are unable to the coal of the coal was a supply to get a supply. At this time we have not been able to get one-half of our purchase for the year, and navigation will close some time next month. That is the importance of the control for us of access to the coal mines of Illinois, which are the nearest coal mines to this country, and the importance of that will be appar-

rent more and more as time goes on Mr. Hill further testified that when the Union Pacific desired to get control of the Burlington road Mr. Harriman came Union Pacific desired to get control of the Burlington road Mr. Harriman came to him while they were negotiating and wanted to take a half interest, but the proposition was declined. The purchase of the Northern Pacific by the Union Pacific, he said would have left the Great Northern in a helpiess condition because the Great Northern was jointly and severally responsible for two hundred millions, that being the purchase price of the Burlington stock, and if the Northern Pacific owned a joint interest in the deal, they would be responsible for one-half of that amount, but if the Northern Pacific was in the hands of a rival transcontinental line with its interest in San Francisco and from Omaha through the Platte Valley to San Francisco they could influence the Burlington to help their Southern interests and would be in a position to prevent the building up or aiding the development of the Northwest that the Great Northern had worked so long and hard to establish.

The gist of Mr. Hill's testimony during the two days he was on the stand was that the organization of the Northern Securities company was in no sense a restriction to trade. That the Great Northern Setriction to trade.

that the organization of the Northern Se-curities company was in no sense a re-striction to trade. That the Great North-ern and Northern Pacific and Burlington were operated separately and independ-ently. That there was no actual merger, but that their working together was of vital interest to the Northwest. That rates had been reduced as the result of this co-operation, and could and would be still further reduced as tariff increases. That the whole proposition was within the law in every respect. That the pur-chase of the stock of the Northern Securi-ties company was open to any one who Northern Securities company. The Northern Securities company simply bought the stock of the Northern Securities company simply bought the stock of the Northern Securities company was open to any one who it at moderate prices.

Ore Trade With St. Louis.

Within the last week we had advices of 75,000 or 100,000 tons of iron ore to go through the winter from the iron mines of northern Minnesofa to St. Louis to load the coal care back. The fact that there is coal has to come north or that there is coal has to come north or that there is coal to code in the last week we had the coal rate are both affected and are both reflected from the last week and the coal rate are both affected and are both reflected from the last week and load the care both affected and are both reflected from the last week and load the care both ways. This is a matter we have under consideration, this iron matter the form a couple of months, but it has before for a couple of months, but it has

NORTH DAKOTA.NEWS

The last lot of Indians working on the Northern Pacific extension be tween McKenzie and Linton arrived home recently. It is highly creditable to the Indians that they have worked from May until now with very small intervals. It was freely predicted they would not last two weeks at railroad work, but when it came to starving or working the Indians took to

The contractor, who was at Cannon Ball, states that the Indians are fully as good workmen as white men, only they do not last as long, a fresh batch having to be hired every two weeks. He is offering \$2.25 a day for all the Indians he can get, and \$4 for men

Jesse Flanders, ex-postmaster at Fort Yates, has been appointed financial clerk at the agency, in place of John Flittie. This appointment is a personal one with the agent, and is not controlled by the Indian department. The salary is \$1,200 a year. The Indians have just received a per capita payment of \$3, being the six months rent money from the Lemon

lease. A portion of this leased land has been burned over by prairie fires. Thirty-six young Indians passed through Cannon Ball on their way to Carlisle school.

Condition of Bonds.

A summary of the statements of the state banks in North Dakota on Sept. 30, 1901, and on Sept. 15, 1902, shows remarkable growth. In the year the number of state banks has increased from 138 to 176. The total deposits have increased from \$7,000, 000 to more than \$10,000,000. Loans and discounts have increased from

\$5,800,000 to \$8,400,000.

Manager Atkinson of the By-Products Paper company, of Fargo, has returned from the East where he saw the results of the work in flax tow. The company owns four flax mills in this state and the flax straw is converted into tow and then shipped to Niagara Falls where it is changed into pulp. This pulp is being sent out to the Jeading manufacturers of letter paper, bank notes and material of that nature. The pulp is as tough as leather and very adhesive and is making a good impression. Mr. Arkinson thinks the plant will be able to handle all the flax tow that can be secured in North Dakota and predicts a big future for the business.

A Hot Suicide.

John J. Robinson, one of the wealthiest farmers of McLean county, who owned 2,000 acres of farm land near Coal Harbor, and possessed much fine stock, committed suicide by setting fire to a four hundred ton hay stack, into which he cast himself.

He was missed when the fire was discovered, and search revealed the body burned nearly beyond recognition. He leaves a widow and several married sons and daughters. brother is president of the First National bank. Melancholy over having sold his ranch is believed to be the immediate cause of his desperate deed.

Played Havoc.

A flywheel in the Northern Pacific machine shops burst and played havoc in the engine room. Several pieces went through the roof, the switch when through the root, the switch board was smashed to pieces and one window knocked out. Until a new wheel can be obtained, work will be delayed in the shops. It is probable arrangements for electric light will be made with the city system. At the time of the accident the engineer was in the boiler room, so no one was

Several Pennsylvania coal miners have come to North Dakota during the summer and fall to work in the lignite mines. They get better pay, they say the conditions under which the work is done are immensely superior to those in the hard coal mines.

Benj. Mattison of Minneapolis, residing at the Newport house, fell from scaffold 100 feet high at Fairmount, N. D., and sustained injuries which will cripple him for life.

In the football game between Grafton and Fargo high schools, Fargo fell all over Grafton to the tune of 75 to 0. The halves were 25 and 20 minutes. Up in Cavalier county there are sev

eral cases of smallpox which are said to have been introduced by members of a threshing crew who have since scattered in every direction. General Washburn is experimenting

with a method of briquetting lignite which it is claimed will permit the formation of coast dust into solid chunks of any size or shape which will not disintegrate while burning. Major, the pioneer horse of the Fargo fire department, dropped dead

in the harness just after returning from a fire. He was 21 years old. Work was suspended on the Flaxton bank building by the non-arrival of a car of brick. There has been about 400,000 bush-

els of grain marketed at Bathgate this season, and there is more to follow. J. W. Tell and John Hamilton were bound over to the district court at Fessenden for breaking into a Soo car at Harvey and jailed in default of bonds. The men were trying to steal beer.

The police of Jamestown unearthed the plant of a widow and her boy who have been doing a wholesale bus ness in the thieving line. A miscellaneous lot of plunder was found, including a bicycle. The circumstances are such there will be no prosecution. Some time ago her sanity was questioned, but the board decided she was sane.

A stranger buncoed the bank at Tower City on a forged check. The man asserted he was representing a well known eastern house and carried letters purporting to be from the firm. He had some days' start before the forgery was discovered.

Seventeen head of George Harkins' native 3-year-old steers, averaging 1,423 pounds, sold in Chicago at \$7.40 per 100, which is the highest live weight price ever paid for grass fed cattle in any market in the United States. This makes an average gross selling price of \$105.30 a head, or a net price of \$99. The cattle were ranged forty miles south of Dickin-

THE NEWS IN BRIEF.

For the Week Ending Oct. 25. Thirty persons were hurt in a wreck on the Big Four road near Parker. Ill. The king of Siam will visit the United

States next year as the nation's guest. The Kentucky confederate veteraus' nome at Pewee Valley has been dedi-

Five men were drowned by the foundering of a craft off Fogo, N. F., during a gale. The trustees of the University of

Chicago voted 13 to 3 for segregation of sexes. England, France and Germany will

withdraw their troops from Shanghai, China, January 1. The next meeting of the National Educational association will be held in

Boston next July. Nine Americans and Europeans were drowned by the capsizing of a launch

on the Siberian coast. President Roosevelt decided to withhold all appointments until after the meeting of congress.

The national W. C. T. U. convention at Portland, Me., declared for compulsory temperance instruction in public schools.

Charles A. Russell, member of congress from the Third Connecticut district since 1886, died at Danielson, aged

50 years. Secretary Moody has decided to ask congress for a large increase in the navy's fighting ships and an increase of officers.

Weekly trade reviews report retail business retarded in some places by mild weather, but movement of goods

fully sustained. Arthur Moyer, aged 19, self-confessed murderer of Douglas Craft, has

been sentenced at Kankakce, Ill., to 20 years' imprisonment. A jury at Clarinda, Ia., has found

William Lucas guilty of the murder of Emma Moore and fixed his punishment at life imprisonment. Chief Engineer Melville, of the

navy, in his annual report suggests the use of oil for fuel on the torpedo boat destroyers.

Retail cigar dealers and manufacturers outside the American Tobacco company will meet in Chicago to plan a fight against the trust.

John D. Rockefeller has given to the Teachers' college of Columbia university \$500,000, with a proviso that it raise a similar amount.

Arthur Moyer, aged 19, self-confessed murdered of Douglas Craft, has been sentenced at Kankakee, Ill., to 20 years' imprisonment.

Attorney General Knox, who investigated the Panama canal title, will in his report hold that the company can give a perfect title. F. A. Heinze, of Butte, Mont., is ac-

cused of offering a \$2,500,000 bribe to the son of Senator Clark for aid in getting political control of the state. The Missouri Valley Homeopathic

Medical association has begun a war on kissing, which is declared to be a nuisance and a breeder of disease.

The American Tobacco company has appealed to the Iowa supreme court a case to test the validity of the state law taxing cigarette dealers \$25 a month. Justice Harlan, of the United States supreme court, took a personal hand in a class fight at Columbian university, of which he is a director, and put a stop to the fray.

Mrs. John Laine, wife of a farmer living near Brockett, N. D., poisoned her eight-months-old son and then committed suicide with poison. Domestic trouble is said to have been the cause.

The National Association of Manufacturers has issued a circular declaring a war on union labor and demanding the defeat of the eigth-hour day and anti-conspiracy bills now before

Col. Mosby, special agent of the interior department, reports that cattle raisers are illegally occupying millions of acres of public lands in the west which ought to be open to homestead settlers.

Andrew Carnegie was installed as lord rector of St. Andrews university, Glasgow. In his address he urged the German emperor to form a political and industrial union as "United States of Europe" to resist American invasion.

THE MARKETS.

Character and State and	New Yorl	c. Oct.	250
LIVE STOCK-Stee	rs \$4 8		85
Sheep	3 5	0 60 5	60
FLOUR-Buckwhea WHEAT-Decembe	t 2 3	85% @ 2	78%
RYE-State		8 0	79 514
CORN-December .		640	57%
OATS-Track Whit		8 6	26
CHEESE		21/4/0	12%
EGGS	CAGO	3 10	20
CATTLE-Prime B	eeves \$8 1		
Medium Beef Ste	0 4		
Common to Roug	h 3 9	0 @ 4	76
Heavy Mixed	67	0 6	96
I SHEEP -	3	64.60	2414
BUTTER-Creamer Dairy		61/20	21
POTATOES (per sa	ck)	9 0	20
MESS PORK-Janu	ary 15 6	0 @15	7214
LARD-January	8 2	0 @ 9 71%@ 8	30
GRAIN-Wheat, De Corn, December.	cember 7	21/200	73
Oats, December		1 @	31%
Barley, Choice Rye, No. 2		5 60	58 494
MILW	AUKEE.	()	
GRAIN-Wheat, De Corn, December	cember \$ 7	214@ 114@	72%
Oats. Standard		3 0	24
Rye, No. 1 Barley, No. 2	6	1%0	52 56
KANS	AS CITY.	,	
GRAIN-Wheat, De	cember \$ 6	614@ 7%@	67
Corn. December Oats, No. 2 White	3	4 @	8414
Barley, No. 2	LOUIS.	8 @	481/
CATTLE-Beef Stee	re \$ 4 0		
HOGS-Packers'	6 7	0 6 6	20
Butchers'	6 8	0 07	00
CHEEP-Natives	ATHA STORY	0 4	00
CATTLE-Native S		0 0 8	00

HOGS-Heavy SHEEP-Yearlings .

POINTS ABOUT FACES.

Peculiarities by Which the Physics nomist Recognises a Porson's Characteristics,

The physiognomist divides the faces into three so-called grand classes. The oblong face, the round face and the pyriform or pear-shaped face. The oblong face is one which would fit more readily into an oval than a round or pear-shaped diagram, says London pare Moments.

For mere physical beauty the oblong or oval face has the highest standing, and the artists who paint youthful beauty endeavor to get what is called the pure oval to the face. Individuals with an oblong or oval face are nature ally of a strong and active nature, with keen powers of perception and much imagination. They are self-reliant and persevering. They are not, strictly speaking, highly intellectual, although they are often talented. They are constant in friendship and strong in their affections.

The round face belongs usually to a subject whose neck is short, shoulders broad and round, chest full, and in whom a tendency to stoutness in middle life is indicated by the plumpness of youth.

The round-faced woman very often has small feet and hands. In character the round-faced subject is lively, amiable, impulsive and frequently fickle. She lacks persistence and she loves ease too much to do any serious and patient plodding, which we all know is necessary to attain good results.

The pyriform face indicates the intellectual type. The woman with the pear-shaped face has a high, broad forehead. Her features are generally delicate and finely modeled. Her neck is slender; she is tall rather than short; her chest is not broad-frequently, on the contrary, it is narrow. She has intelligent eyes, and she never appears to have great physical endur-

ANECDOTES OF THE SHAH.

His Persian Highness Is Not Entirely Without a Sense of Humor.

The shah supplies a fair crop of anecdotes daily, says the London Telegraph's Paris Letter. His sayings and doings lend themselves largely to anecdote treatment, and they are therefore carefully recorded. The latest story is about the shah and the dentist. His majesty suffered from toothache soon after his arrival in Paris, and a professional extractor of high-class molars was sent for. The professional looked at his majesty's teeth and advised the extraction not of one, but of several. The operation was postponed for a day, but when the dentist returned to the Elysee Palace hotel he found the shah all right and in a playful mood. The toothache had gone, and there was no longer any need for the dentist's services. As the professional was preparing to leave the shah called him back, saying: "I do not like to have troubled you for nothing, so, as you have come, you had better draw a molar from each of my counselors." The shah spoke with his eyes fixed on the ground and in a meditative manner. When he looked up all the counselors had vanished, with the exception of the grand vizier, who manfully stood his ground unmindful as to whether his all-powerful master was in joke or in earnest. The other counselors evidently believed in the earnestness of the master's utterances. The anecdote is something like that old one told of the present shah's predecessor, who, when in Paris, asked to see M. Deibler at work with the guillotine. When he was informed that there was nobody in La Roquette at the time waiting for execution he proposed that one of his suite should be handed over to Deibler and decapitated in the Champs Elysees.

WHERE DO SALMON FEED?

A Question That Even the Fish Experts Are Unable to Satisfactorily Answer.

There is no family of fish more interesting than the salmon, and in no other fishery have the benefits of artificial propagation been more clearly demonstrated. The homing instinct of the salmon enabled the propagators of fry to learn, at the beginning of their work, that it was worth doing, writes John R. Spears, in Success. Salmon hatched in any stream usually return to that stream when they are of spawning age. The propagators reared salmon to the size of fingerlings, marked them, and turned them loose. In due time the marked fish returned and were caught in the home stream. It is a curious fact, however, that, in spite of the homing instinct, salmon are found at the spawning season in the brackish water at the foot of Alaskan glaciers, where, it is believed, no fish was ever hatched.

Another curious fact, learned through marking the artificially propagated fish, is that a fingerling weighing from one to two ounces may grow to weigh from two to ten pounds in six or eight months, and in two years a weight of 40 pounds has been reached. The growth depends, of course, on the food supply. But where salmon feed and what they feed on have not yet been learned. It is supposed that they find small marine animals so numerous in their deep-sea haunts that they swim about "as if in a soup." Perhaps the deep-sea haunts will sometime be discovered.

No Gambling in Austria. For playing "heads and tails" for stakes of a farthing an apprentice named Paul Riedel has been sentneed to banishment from Austria. According to the Austrian criminal law the uniform punishment for all games of chance, including the game "heads

and tails," is banishment .- N. Y. Post