RANGE FROM FIFTY CENTS IN SOME STATES TO \$100 IN OTHERS.

Imprisonment Runs From Two Days to Five Years-Oregon Has No Law Punishing Intextention.

The popular interest which is mani-fested in the proposed legislation in Con-necticut for the control of habitual misdemeanants and "rounders" has directed attention to the numerous judicial meth-ods of dealing with drunkenness in the United States, says the New York Times. A cursory review of the laws relating to the punushment of drunkenness discloses both variety and inequality in the matter of penalties. Fines range from 50 cents in some states to \$100 in other states. Imprisonment runs from a minimum term of two days in some commonwealts to a

aximum term of five years in others. In the States of Maine and New Hampshire drunkenness is punishable by im-prisonment without fine. Both of these states have a general prohibition law con-cerning the sale of figuors. The Maine law provides that a common drunkard may be committed by a trial Justice to the House of Correction and detained until he is discharged by the Overseers of the town or two Justices of the Peace. The maxi-mum imprisonment for vagabonds is 39 days. In New Hampshire drunkards and vagrants may be committed for any period

vagrants may be committed for any period soic exceeding six months.

The laws of three states—Ohio, South Dakota, and Virginia—specifically fix the amount of fine for intoxication, but are slient in regard to imprisonment. In Ohio the fine is \$5, and in South Dakota it is \$10. In Virginia the fine is \$10, which is precisely the same as the pennity for profability. By an amendment adopted in 1886 cities and towns having roller regulations. cities and towns having police regulations overning the punishment for drunken-ess and profanity are exempt from the rovisions of the general law. Arkaneas, West Virginia and Indian Ter-

ritery do not fix the amount of fine or imprisonmen; but exact security for the good behavior of the convicted drunkard. If the offender fail to provide the pre-scribed security he may be imprisoned. The Arkansas statute authorizes the commilting magistrate to require surety of the intoxicated individual for good be-havior and for keeping the peace not ex-creding one year. In default of security the drunkard may be committed for a period not exceeding 30 days. Another provision of the Arkunsas law vests in Probate Courts power to appoint and to exercise superintending control over guar-dians to take care of habitual drunkards.

In West Virginia any person found in-toxicated at or near a polling place on election day may be fined from \$10 to \$50. or required to give security for not more than six months. Falling to give the bond, he shall be imprisoned from five to 29 days. In Indian Territory the drunken person may be arrested and "confined until he becomes duly sober," and the Magistrate is empowered to exact secur-ity for good behavior and keeping the

In 16 states the penalty for intoxication s fine or imprisonment. Those States are klabama, Connecticut, Delaware, Illinois, lowa, Kansas, Maryland, Massachusetts, Michigan, Minnesota, New Jersey, New Tork, North Carolina (three counties).
Pennsylvania, Rhode Island and Wisconsin. In Alabama the pecuniary penalty for drunkenness ranges from \$5 to \$100, and a common drunkard for the second offense conmitted within six months of the first, may be sentenced to jail or to hard labor for a maximum period of six months. Connecticut provides a fine not exceeding 150 or imprisonment not exceeding 50 days, while for the first offense a common drunkard may be jailed for a maximum term of 60 days, and for a second offense he may be committed for 120 days. Delaware fixes a fine of 50 cents for intoxica-

In Illinois the fine ranges from 230 to in lithous the one ranges from an 10 1890, and the term of imprisonment from 10 days to six months. Iowa authorizes a fine of from \$5 to \$55 and a jail sentence not to exceed 30 days, but provides that the offender may obtain his discharge by disclosing information where the liquor was obtained and by giving ball to appear as a witness against the seller. The seller may be compelled to pay "reasonable" compensation for the care of an intoxicated person, and civil damages may also made for placing common drunkards un-

der competent guardianship.

In the State of Kansas intoxication is punishable by a maximum fine of \$55 and a maximum punishment of 30 days in jail. Maryland imposes a fine of \$1 and costs. and the offender may be committed until payment is made, or he is "discharged by due course of law." For the second offense the fine is \$1, and if it is not paid, imprisonment for 30 days is prescribed. For the fourth case of intoxication within 60 days the fine is raised to \$5 plus costs, and in default of payment the alternative punishment of three months in Jali is named. In Massa-chusetts the fine for drunkenness is \$1 and costs, or, in default of payment, im-prisonment for not more than 10 days. or the second offense within 12 onths a maximum fine of \$5 and costs is provided, or imprisonment not exceeding two months, and for any subsequent offense a maximum fine of \$10 and costs. or imprisonment in the jail, "or in any place provided by law for common drunk-ards," for not more than one year. Michigan prescribes a fine of \$20, or im-

Michigan prescribes a fine of \$30, or imprisonment for 30 days, or both, as the maximum penalty for drunkenness. In Minnesota the cumulative system of punishment prevails. For the first onesse the fine is from \$30 to \$40, and the imprisonment from 10 to 40 days; for the second offense the fine ranges from \$30 to \$40 and the imprisonment from 30 to 60 days, and the penalty for the third offense is imprisonment from 60 to 90 days. Under the muiet system in New Jersey a penalty of \$10 is meted out for every sale to a per-He is meted out for every sale to a per-son of whose intemperate habits due no-tice has been given. One-half of the fine goes to the overseers of the poor, and the other half to the person suing.

In North Carolina a special law which applies only to the Countles of Buncombe, Henderson and Transylvania authorizes the imposition on a drunken person of a minimum fine of \$10 or a maximum im-prisonment of 30 days. In Pennsylvania the fine of \$2 is paid to the Treasurer of of the school district in which the con-viction takes place. Inebriates who are temporarily insane may be committed to an asylum. The penalty for performing the marriage ceremony when either of the contracting parties is intoxicated is a fine of \$50 and imprisonment not exceeding 60 days. For habitual drunkards who neglect to support their families, Rhode Island prescribes imprisonment from six months to three years. In Wisconsin the maximum punishment for setting drunk in a public place is a fine of \$10 or imprisonment for five days, but this law does not apply to any town or village which has enacted local ordinances governing the subject.

The States of Massachusetts, New Jer-sey and Rhode Island have made provi-cion for the creation of probation officers look after persons who are convicted of drunkenness, but in whose cases the execution of the sentence is suspended. Massachusetts, as is well known, was the ploneer state to adopt the probation sys-tem. The Rhode Island law providing for the appointment of one probation officer for the state and such additional local officers as may be needed was passed in 1830. The New Jersey probation system was created by a legislative act of 1850. Those who have watched the operation of the system in Massachusetts are confident that the underlying principle will ulti-mately be generally adopted by other

for the treatment of habitual drunkards in either private or state institutions. The and only 14 were said to be likely to be-following states have no specific general come public charges.

FINES FOR DRUNKENNESS laws governing the punishment of intoxication and habitual drunkenness; Call-fornia, Colorado, Idaho, Indiana, Ken-tucky, Louislana, Mississippi, Miscouri, Montana, Nebraska, Nevada, Oregon, South Carolina, Tennessee, Texas, Utan and Washington. In most of three states provision is made for the emactment of local ordinances governing the subject.

> GEISEMANNCENTRIFUGALGUN Filled the Surrounding Air With Cannon Balls

New Orleans Times-Democrat

"I saw an article in one of the tech-sical journals, recently," said a New Orleans engineer, "describing a so-called 'centrifugal cannon,' which some genius in Manchester, England, was supposed to have invented. The mechanism was said to consist of a big wheel, which was re-volved at a tremendous rate of speed, while projectiles, fed into grooves on its surface, were huried through a barrel, on the same principle that a boy throws a stone from a sling. I could take a piece of paper and convince you in two minutes that the thing is a mechanical impossibil-ity; but the story interested me because it recalled a very similar device which I

saw years ago at Louisville, Ky.
"It was the invention of a German ma-chinist named Geisemann, and I went to ook at it at the solicitation of a friend who imagined he had struck a hig thing. I found Geisemann at a little shop in the suburbs of the city, and he proved to be an extremely intelligent fellow, who, un-fortunately, lacked technical education. His 'gun' was set up in the engine-room of the place, and I couldn't help smiling when I saw it. It consisted of a flywheel about five feet in diameter, with an attachment for holding half a dozen small cannon balls against the rim and releasing them at fixed intervals. The idea was to connect the wheel with a steam engine, and, when it attained a certain velocity, to let loose the balls just as they passed a given point in the revolution. Geisemann had figured that they would fly off at a right angle, and hit a target at the other end of the shed, and he invit-ed me to be present at the test he was going to give the following week. please my friend I went around, and I shall never forget the ludicrous contretemps that wound up the experiment.

"About 20 of us were grouped near the wheel when the inventor slipped on the engine belt and began to speed it up. I suppose it was making a couple of hun-dred revolutions a minute when he touched the spring connected with the release mechanism, and a big black cannon ball instantly seared off at a tangent and went crashing through the skylight. The next missils struck a huge pile of casting, bounced off and hit the boiler with a smash like 40 bass drums, all being beaten at once. Exactly where the others landed I can't say, for by that time I was beating a rapid retreat; but it seemed to me that it was raining cannon balls for at least five minutes. Several of the visitors were bowled over like ninepins, and everything in the engine-room was more or less damaged except the target That escaped unscathed. Geisemann him-self had crawled into an ash pit at the irst fire, and when he was dragged out he was a pitiable-looking object. He was weeping bitterly, but stuck to it that he had simply made an error in his 'calculation of curves,' and that the gun was all

"I never saw it again, and supposed it was consigned to the scrap heap. If 1 ever attend another centrifugal gun ex-hibition, I shall insist on a conning tower four feet thick as a coign of vantage."

WILL CONVENE TUESDAY. Nebraska Legislature, Which Will

Elect Two Republican Senators. LINCOLN, Neb., Dec. 30.—Members-elect of the Nebraska Legislature began arriving in force today. The annual mes-sion convenes at noon Tuesday. Interest is heightened from the fact that two United States Senators are to be elected— a successor to Senator Thurston, whose term soon expires, and to fill the vacanca

caused by the death of Senator Hayward. elected two years ago.

The Republicans have a majority in both houses, making it reasonably cer-tain that the two new Senators will be of that party. There are nine avowed candidates in the field, besides a number of others whose names have been mentioned but who are making no active canass. There are three candidates for many fat cattle now reaching market with their horns on.

Texas-bred Hereford cattle sold during VARS.

fusion members have brought forward no candidates for the two positions.

Thursday Governor-elect Dietrich will be inaugurated and the other state officers gworn in.

Our Friends and Admirers.

Spokane Spokesman-Review, Our friends and admirers in Great Britain and Europe are passing us bouquets. They have discovered the greatness of the United States. We have won the old man's reluctant tribute to the young

man's reluctant tribute to the young man's rising powers.

Recent utterances by English and German journals are almost extravagant in praise and admiration. Coming after years of underrating and belittling from the same sources, these admiring utterances may intoxicate our National spirit. But that will be endured with countrities. But that will be endured with equanimity if it shall be the means of arousing to decent sense of National birthright that groveling class of self-expatriated Amer-icans who have been hanging around Europe with apologies for their Ameri-

Obviously, the intelligent minds of Eng land and the Continent are awakened at last to an understanding that these poor spirited creatures are in no sense repre-sentative of American character. Willo they were tondying to British peers and London society leaders, true Americanism was at home, working for the Na-

tional growth and glory.

But that aside, the fact remains that America has become the fashion. Everywhere they are looking up to your Uncle.

Samuel. They are saying that the United States has entered on the world's indus-trial conquest; that the United States has become a world power in the Pacific and on the Isthmus of Darlen; that our sol-dlers are more self-reliant than the sol-dlers of Europe; and our Navy can shoot truer and faster than any other navy on earth. And they are expressing a wish

to come is school to us.

Thanks, gentle neighbors, thanks. It rejoices us that you are "getting next."

We have known these things for lo, these many years, and the joy of the knowledge has led us to make the eagle scream, and on occasion even to twist the lion's tail.

Canr to Return Home Next Month. ST. PETERSBURG, Dec. 30.—Emperor Scholas, according to very recent information from a member of the imperial family, will arrive here from Moscow about the end of January.

Meeting Ended in Free Fight. LONDON, Dec. 31.—Scandalous scenes ensued at the Dowle Zionist meeting in Bermandsey town hall last evening, the disturbances culminating in a free fight. \$125,000 Fire in Ontario Village.

WEST LORNE, Ont., Dec. 30.-Fire tonight wiped out one of the principal busiss blocks of the village, causing a loss

To Clear California University Debt. SAN JOSE, Cal., Dec. 30,-The sum of \$60,000 has been raised to clear the debt of the University of the Pacific

Of the 6752 Pinns who came to this country last year, only 17 were sent back; only @ were unable to read and write,

ANNUAL REVIEW BY A CHICAGO EXPERT AUTHORITY.

Extraordinary Activity in Purchases on Western Ranges-Improvement in Food Animals.

CHICAGO Dec. 28.—The Daily Livestock World. of this city, today prints its
annual trade review. It shows that recelpts for the year 1900 estimating the
closing days were as follows: Cattle,
2,754,000; making an increase of 219,000;
hogs, 8,122,000; sheep, 3,554,490.
Cattle receipts for the year were the
largest since 184, when 2,574,303 arrived
and, barring the six years, 1869 to 1854,
were the largest op record and about 500,
000 less than the record year of 1822, when
2,571,786 cattle arrived.
Hogs receipts were about 50,000 less than

2.571.795 cattle arrived.

Hog receipts were about 55,000 less than 1859, about 655,000 less than the banner year of 1858, when 8,817.114 arrived. The past was one of five years to exceed the 8,000,000 mark on hog receipts and only four years 1891, 1897, 1898 and 1899—equalled or exceeded the receipts of 1909.

Sheen and less receipts were about Sheep and lamp receipts were about 125,000 less than in 1856, which was the banner year. The year's receipts were countled or exceeded in 1856, 1857, 1838 and 1850.

Receipts of cars of livestock for 1900 were about 7500 larger than the year pre-vious, and some 500 larger than in 1888. The record run of cars was 211,557, in 1890. A curious and interesting fact is that while receipts by carloads were 25,000 less than in 1550, the aggregate number of cattle, hogs and sheep was some 1055 head larger than 10 years ago. The reason of this is partly due to the largely increased size and capacity of cars, but, of course, mainly to the fact that small stock, hogs mainly to the fact that small stock, hogs sheep and lambs, made up a much larger proportion of the past year's receipts.

Men who had good ripe heavy cattle on the market the latter part of 1869 fared so very well that naturally enough many were misled into thinking that the prime heavy would command profitable premiums in 1969. When prices during the ng months of the past year sho that buyers were willing to pay more for 1200 to 1400-pound cattle than for heavier weight, not a few owners of cattle al-ready as heavy as the trade required ar-gued that if they fed on there would ome a time when buyers would for the blg ones. There were so many, however, who reasoned this way and acted up to their reasoning that the last condition of the man who had big cattle to sell was worse than the first. Along in the early Summer when the big feeders decided to put their good weight cattle out on grass to be fed through until late Summer or Autumn, there was a little let up in the depression, but there was very little time during the year that salesmen who invited buyers to look at salesmen who invited buyers to look at prime ripe cattle were not met with the stereotyped phrase, "too heavy," accompanied by a disappointing shake of the head. Week after week and month after month the prime thick-fat 1500 to 1800-pound beeves were neglected and sold at much less per 100 pounds than the 1100 to

Much less per 100 pounds than the 100 to 1150-pound cattle.

After the large crop of big cattle in the hands of small feeders was forced out, the men who were able to carry the matter further thought they would bs all right, but it transpired that there were such large numbers of these cattle in "strong hands" as to entirely over-stock the market for big cattle right up stock the market for big cattle right up to the end of the year. Even during the Christmas cattle time in December, when 1356 to 1500-pound cattle were selling up to MGRE, with some at \$5 MGR 50, and one load of 1539 pounds, during the exposition, at \$15 50, plenty of extra-fine and even famey 1700 to 1900-pound cattle had to be sold at \$505 40.

The lesson that feeders learned the past year was that it is better to make a mistake by selling cattle of medium weight

take by selling cattle of medium weight than to be caught with cattle already too heavy for market and getting heavier

every day. Corn-fed range steers from the Northwest and Southwest formed a very large share of the beef cattle supply. Many of them were so well bred that the brands were required to show their range origin.
Most of them were even minus horns,
lictween the use of Angus, Galloway,
Red Poiled and Polled Durham bulls and
the various "dehorners," there are not

with their horns on.
Texas-bred Hereford cattle sold during the International Exposition up to \$8 30, as high as any cattle ever sold in Chicago previous to that week. The fact that they sold well up among the aristo-cratic bunches of that record-breaking event speaks volumes for the improvement

that Texas is making in cattle-breeding.

The average price of good 1300 to 1500pound beeves was \$5 25 for the year, being
25 cents lower than '59. The highest
average was during August and September, but it was 30 to 40 cents below the corresponding month of the previous year, and there was more difference than the prices indicated, because the cattle this year were so much riper and fatter.

year were so much riper and fatter.
The lowest top price for a month was
\$5.85 in April, May and July. The top
in January was not approached until
November reached \$5.50. The December
top was \$7.50, outside of the fancy exposition cattle at \$8.915.50.
Export cattle averaged about 25 to 25
cents less than in 1850, while prices in

cents less than in 1829, while prices in England averaged about 14 cent per pound higher. This made a more favorable con-cition for exporters, who, however, were ham; ered by lack of boats.

The high prices for beef cattle during the close of 1829, and the handsome profits made by maturers of good beeves led to extravagant prices being paid for young cattle to put late feed lots. The disap-monining prices of beef cattle during 1900. cointing prices of beef cattle during 1900, lowever, had the reverse tendency, and, arring a brief period during the late bummer, the prices for feeding cattle uled a good deal lower. When prices are high, buyers look more for the cheap cat-tle, but when the range of prices is comparat'vely low, more attention is paid to

ber of thin Western range cattle was fa-vorable to buyers of "feeders," or store cattle as our friends across the water A good share of the feeding cattle sent call them to the country the past three months cost

the q ility of the cattle. The large num-

The cows and helfers, in sympathy with beef steers, averaged lower, but during almost the entire year it was the comnon epinion that such stock, and espe cially "canners," were relatively the high-est cattle in the market. It was no un-common thing for choice fat 60 to 700-pound yearling helfers to outsell ripe heavy Boston beeves.

Western Rangers.

Receipts of Western range cattle for 1900 were about 146,000 head, or 31,500 less 1900 were about 149,000 head, or 31,500 less than '90. While the number of Western range cattle appearing at market was considerably less, the number of North-western range cattle shipped from the ranges was much larger than usual. A very large share of the cattle were not fit to be put upon the beef market, and were taken direct by feeders in the corn helt. The drouth not only presented the beit. The drouth not only prevented the cattle from getting fat, but caused own-ers unensiness for the Winter, and they shipped out very closely, a great many sending their cows and calves to market sending their cows and calves to market rather than run the risk of Wintering them on short feed. Rain fell in abund-ance throughout the greater part of the range country during the latter part of August and early in September—but too late to do any good as far as the gras-was concerned, although a blessing in that it replenished the water supply. Owing to the thinness of the cattle. it April, and this is as high as any ever very few of them were fit to attract the attention of shippers or exporters, and that they needed this boost to even them

BIG YEAR FOR LIVESTOCK Downing, Hopkins & Co. WHEAT AND STOCK BROKERS

BOTH TELEPHONES

Room 4, Ground Floor

Chamber of Commerce

an unusually large share of them went to canners.

The Western range cattle season opened
July 16, or about three weeks earlier than
in 1899. A train of Matador and Western
Ranches Dakota-Texans, shipped from
the Belle Fourche, sold as follows: Mat-

ador Land & Cattle Company, 231 steers, 1218 pounds, 14 %; Western Ranches, 197, 1981 pounds, 14 & Last year the first shipment from the Belle Fourche country came to hand August 7, belonging to Lake, Tomb & Co., and selling as fol-lows: Nineteen steers, 1454 pounds, 35 25; 185, 1183 pounds, \$4 90.

185, 1185 pounds, \$4 90.

The quality of the cattle was generally much poorer, and that fact was due to the severe drought that prevailed in a good share of the northern range region.

The top range cattle sold at \$5 %, or \$5c lower than in 1896. The average price for the year was about \$4 %, being about \$5c below the 1899 average. However, barring last year, the prices averaged higher than last year, the prices averaged higher than they have since 1884.

The following shows the receipts and top prices of range cattle by months the past season with comparisons for 1899:



In view of the fact that hog receipts were so nearly the same as in 1859, it is quite significant that the average price for the year was the same as the top price of the preceding year—35. During nearly the entire year the prices for provisions were "out of line"; that is, there was no profit in killing hogs according to the old basis of Board of Trade quotations for pork, lard and ribs. However, the trade has gotten pretty well accustomed to the idea that Board of Trade prices for the second to the idea that Board of Trade prices. quite significant that the average price for these commodities do not cut the figure they used to do before the development of the fresh-meat trade and the

profitable utilization of by-products had reached such important proportions. The average price of hogs, \$5, was \$5c higher than in 1899; \$1 15 higher than in 1896; \$1 50 higher than in 1896; the highest since the 1854 average, \$505, but \$1.50 lower than in 1892. Hogs sold highest in April, when \$5.50

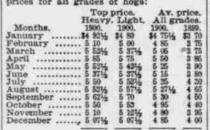
was the average and \$5 85 the top, and lowest in January, when \$4.57½ was the average and \$4.92½ the top.

The packers talked a great deal about how high hogs were during the year and they were high enough to give a nice profit to feeders, the average price being about 20 cents above the average price of the preceding 24 years, which was \$4.80. Hogs have sold very low a few times in the past 23 years, but only six years during that time show an average of less than 34 00 at Chicago. The highest yearly average in that time was \$7 55, in 1882, when the top price, \$9 35, was reached in September of that year. The lowest price for fancy heavy hogs during that time was \$3, in September, 1878.

In January heavy hogs sold 12% cents higher than best light, later light and heavy were just even, with light-weights at a premium during the late Summer and Fall months. The year closes with choice medium hogs, 225 to 250 pounds, and fancy

300-pound hogs at a premium over both light and "big" hogs. Probably the most remarkable feature of the year's hog trade was the great demand for hogs and hog products. Otherwise it would not have been possible for sellers to force an average advance of 95 cents in the face of such liberal mar-

keting.
Following were the monthly top prices for heavy and light hogs and the average prices for all grades of hogs:



Sheep and Lambs. Sheepbreeders and feeders did well dur-ing the past year, and realized much

higher average prices. Not since 1895 have prices shown such a high range. A falling off in the receipts has helped a little to stimplate prices, but the main causes of the sheepralsers' pros-perity were the high price of wool early in the year, and the exceptional demand which has prevailed for mutton through out the entire year. Early in April both native and Western sheep reached \$5.50 in

Exporters were good buyers of heavy Western sheep, and their shipments have been mainly limited by the lack of ship-ping facilities on the ocean. The embargo against Argentine intensified the demand, for it caused a big decrease in supplies across the water which could not be wholly made up by home contributions. The average price of sheep and year-lings was 14 70, being 25 cents higher than in 1889, and, in fact, the highest on record. The top price for yearlings was 16 85. The sheep market was highest in April and lowest in September and October when the top price was \$4.25, and the

quality poor, the great bulk of the offerings being western grass rangers.

The volume of feeding sheep and lambs sent out during the early Fall was very great. The average price of lambs of all kinds was \$5.95 for the year, being 45 cents higher than in 1899; \$1.45 higher than in 1896; \$2 40 higher than in that year of dreaful memory to sheepmen-1894. In fact, lamb prices for the year were the aghest on record. The first half was the high end, however, as prices since July have been considerably lower than the corresponding months last year. Top and average prices for sheep and yearlings were as follows, with a com-partson of average prices with the pre-

vious year: Top prices— aheep.

Native. West. Yearling, 1900 1999.

\$5 35 \$5 35 \$5 \$5 \$6 \$4 75 \$23 \$0 \$5 50 \$5 55 \$4 20 \$4 50 \$6 50 \$5 55 \$4 20 \$4 50 \$5 50 \$4 50 \$6 50 \$5 50 \$4 50 \$6 50 \$5 50 \$4 50 \$6 50 \$5 50 \$4 50 \$6 50 \$5 50 \$4 50 \$6 50 \$5 50 \$4 50 \$6 50 \$5 50 \$4 50 \$6 50 \$5 50 \$4 50 \$6 50 \$5 50 \$4 50 \$6 50 \$5 50 \$4 50 \$6 50 \$5 50 \$4 50 \$6 50 \$6 50 \$4 50 \$6 50 \$6 50 \$4 50 \$6 50 \$4 50 \$6 50 \$6 50 \$4 50 \$6 \$6 50 \$6

Year .. \$6 10 \$6 50 \$6 85 \$4 70 \$4 25 Top native lambs sold at \$7.60 in March, it \$5.75 in October and November, and at \$6 50 in December for advertising purposes, with just as good during the third week at \$5 \$5. Top Western lambs (other than Colorado fed Mexicans) sold at \$7.50 in April, and up to \$5.70 in September, with some Idaho premium lambs at \$6.75. There was the usual percentage of Western fed lamba marketed last Spring. and prices were such as to cause owner to wear a smile of satisfaction. Colo rado feeders were especially fortunate. and received the best average prices they ever secured. The top, \$7.55, was reached in April, and this is as high as any ever

up for the losses of the year before when they paid too much for both lambs and feed. The Colorado lamb-feed ers have become famous, and all they have as a basis is feed lots, alfalfa and water. They buy lambs from New Mexico or the far West, and their corn from Kan-sas and Nebraska. Extreme prices for lambs, with average

prices as follows:

1900. \$6 00 6 05 7 00 7 00 6 55 6 20 6 45 5 25 5 06 5 48 5 10 Year ..\$7 60 \$7 40 \$7.55 \$5.95

Washington Industries. Between 550 and 575 carloads of fruit were shipped from Walia Walia the past

Morrison Bros. have a piledriver and a force of men at work at Fairhaven driv-ing the foundations of their new mill. Fish Commissioner A. C. Little is making a trip of inspection along the Yakima River, looking for a favorable site to lo-cate another fish hatchery. The hatchery will cost \$500.

Savage & Scofield, contractors, are rebuilding the treatle of the Port Townsend Southern Railroad along the west side of the bay. Large amounts of saw logs are being delivered over the treatle.

During the year 1900 the Lake Whatcom Logging Company's camps have turned out about 22,000,000 feet of logs. This company operates two logging camps at the head of Lake Whatcom. The average number of men employed is 100, and the daily output of logs is 150,000 feet.

Negotiations are pending for the trans-fer of the Volunteer, in Republic district, to an Ohio syndicate. The property lies north of hie Tom Thumb about one-half mile. There has only been work enough done upon it to show that there is a large ledge, and that it carries values ranging from \$3 to \$23 per ton.

The Pierce County Commissioners have notified that no right-of-way privileges will be given for the projected electric rallways across the Puyailup Indian reservation. The Commissioners give as their reason that the county road, along which the right of way is desired, is already too narrow for the traffic which daily goes over it. This is the proposed elec-tric road between Tacoma and Scattle. The freight depot of the O. R. & N. st

Colfax, which was destroyed by fire nearly two years ago, and temporarily repaired soon after, is being rebuilt. The building has long been needed, for the road has never had sufficient room in which to handle its business since the fire. The people of Colfax had hoped that a new and larger building would be creef. a new and larger building would be erect-ed, but are glad to have the old one re-built after waiting so long.

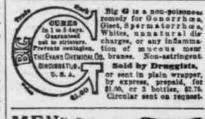
It is reported that the Northern Pa-cific Company will expend more than \$55,000 in station improvements at Aberdeen. The present depot will be moved half a block and a large addition put on. An extensive warehouse is to be erected, tracks changed and a watershed built over them. All the surrounding property of the company is to be improved by gravel-ing, etc. These improvements were planned some time ago, but were delayed.

Pettijohn Bros, have taken a contract from E. G. Burlingame, constructor of the Selah-Moxee irrigation canal, to complete three miles of the ditch in 60 days Their work consists entirely of removing earth, for which the contract price is 9 cents per square yard. A large force of men and teams has the work well under way, and it is expected that the entire 25 miles of canal will be completed within the next 90 days if the weather remains favorable

Dr. D. C. Newman and C. O'Brien Reddin have taken a 20 days' option on the Mooreland ranch, near Rosalia. The ranch upon which the deal has been made contains 630 acres of land upon which some strong indications of oil have been found. The deal, if the option is taken up, will be one of the most important yet made in the district, as the organised to take charge of the property will be a strong one, and development work will start at once. The price to be paid is \$34,000.

Whitman County outside of the Snake River district shipped a little more than 300 carloads of apples last Fall. Each car contained from 500 to 600 boxes, worth on an average 40 cents per box. A con-servative estimatre of the average value of each car of fruit shipped from the county during the year is \$250, making a total of \$125,000 received by farmers and fruitgrowers. This is independent of the prune crop The three principal points in the county for apple shipments are Col-fax, Farmington and Garfield. Colfax shipped 50 cars, Farmington 64 cars, and Garfield 54 cars of apples. The aggregate value is \$200,000, and perhaps \$250,000.

Ashanti Rebellion Ended. LONDON, Dec. 31 .- Colonel Wilcox has cabled the government that the Ashanti rebellion has ended, all the rebel chiefs



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TRAVELERS' GUIDE

Steamers for Orient

T. M. Stevens & Co., Inc.

WHITE COLLAR LINE

STR HERCULES takes the place of HAILEY GATZERT (Alder-street Dock), Leaves Portland dilly every morning at 7 o'clock, except Sunday, Beturning, leaves As-teria every night at 7 o'clock, except Sunday, Oregon phone Main 551. Columbia phone 151.

Union Depot, Sixth and J Streets THREE TRAINS DAILY

FOR ALL POINTS EAST "CHICAGO-PORTLAND SPECIAL." Leaves for the East, via Huntington, at 9:0 M.; arrives at 4:30 P. M.

SPOKANE FLYER, Spokane, Eastern Washington, and Great thern points, heaves at 6 P. M.; arrives at ATLANTIC EXPRESS.

Leaves for the East, via Huntington, at 9:00 P. M.; arrives at 8:40 A. M. THROUGH PULLMAN AND TOURIST SLEEPERS. OCEAN AND RIVER SCHEDULE. Water lines schedule subject to change with out notice.

OCEAN DIVISION — From Portland, leave Ainsworth Dock at 8 P. M.; sail every 5 days: Geo, W. Elder, Dec. 8, 18, 28; Jan. 2, 12, 22 Cotumbia, Dec. 8, 18, 28; Jan. 7, 11, 25.

From San Francisco — Sail every 5 days. Leave Spar-street Pier B at 11 A. M.; Columbia, Dec. 4, 14, 24; Jan. 2, 13, 25. Geo. W. Elder, Dec. 9, 19, 29; Jan. 8, 18, 25.

COLUMBIA RIVER DIVISION.

PORTLAND AND ASTORIA.

Steamer Hassain leaves Portland daily, except Sunday, a. 5:00 P. M.; on daturday at 10:00 P. M. Returning, leaves Astoria daily, except Sunday, at 7:00 A. M.

WILLAMETTE RIVER DIVISION. PORTLAND AND SALEM, OR Steamer Ruth, for Salem, Independence and way points, leaves from ash-street Dock at 4 A. M. on Mondays, Wednesdays and Fridays Returning, leaves Independence at 5 A. M. and Salem at 5 A. M., on Tuesdays, Thursdays and Saturdays.

CORVALLIS AND ALBANY. Steamer Modec leaves Portland at 6 A. M on Tuesdays, Thursdays and Saturdays, He orning, leaves Corvallis at 6 A. M. on Mon sys, Wednesdays and Fridays. YAMHILL RIVER ROUTE.

PORTLAND AND DATTON, OR. Steamer Elmure, for Oregon City, Buttevilla, Champoeg, Dayton and way landings, leaves Portland, Theredays, Thursdays and Saturdays at I. A. Leaves Dayton for Portland and way points Mondays, Wednesday and Fridays at G. A. M.

SNAKE RIVER ROUTE. RIPARIA, WASH., AND LEWISTON, IDAHO RIPARIA. WASH. AND LEWISTON, DAHO
Bleamer Spokape or steamer Lewiston leaves
Riparia daily at 3:40 A. M., arriving at Lewston about 3 P. M. Returning, the Spokane of
Lewiston leaves Lewiston daily at 8:30 A. M.,
arriving at Riparia same evening.
W. H. HURLBURT,
General Passenger Agent.
V. A. SCHILLING, City Ticket Agent.
Telephone Main 712. SO Third st., cor. Oak.

STEAMSHIP LINE TO THE ORIENT CHINA AND JAPAN, FROM PORTLAND

For rates, accommodations, etc., apply to OREGON HAILROAD & NAV. CO., Agents, Portland, Or.



Depot Fifth and I Streets. OVERLAND EX-PRESS TRAINS, for Salem, Rose-burg, Ashland, Sac-ramen to, Ogdet, Ban Francisco, Mo-jave, Los Angeles, El Paso, New Or-leans and the East. 8:30 P. M. *7:45 A. M. At Woodburn (daily except Sunday), morning train connects with train for Mt. Angel, Silverton, Brownswille, Springfield, and Natron, and evening train for Mt. Angel and Silverion. *10:10 A. M ||T:80 A. M Corvaille passenger ||5:50 P. M.

||4:50 P. M. || Sheridan pass'gr .. ||8:25 A. M. *Daily. ||Daily except Sunday.

Rebate tickets on sale between Portland, Sacramento and San Francisco. Net retes \$17 first class and \$11 second class, including sleeper.
Rates and tickets to Eastern points and Egrope. Also JaPan, CHINA, HONOLULU and AUSTRALIA. Can be obtained from J. E. KIRKLAND, Ticket Agent, 140 Third street.

TAMBILL DIVISION. Passenger Depot, foot of Jefferson street.

Leave for Oswego dally at 7:20, *0:40 A. M.: 12:50, 1:55, 3:25, 4:40, 6:25, 8:30, 11:30 P. M.: and 8:00 A. M. on Sundays only. Arrive at Portland daily at *0:55, 8:30, *10:50 P. M.: 12:40 A. M. daily, except Monday, 8:30 and 10:00 A. M. on Sundays only. Leave for Dallas daily, except Sunday, at 5:06 P. M. Arrive at Portland at 9:30 A. M. Passenger train leaves Dallas for Airlis Mondays, Wednesdays and Fridays at 2:45 P. M. Returns Tussdays, Thursdays and Saturdays. *Except Sunday.

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TRAVELERS' GUIDE.

The Yellowstone Park and Ploneer Dinlog-Car Route

Leave.	Unina Deput, 6th and J Sts	Arrive.
No. 12- 145 P. M.	Overland Express for South Bend, Aberdess, Hoquians, Cosmopoirs, Olympia. Tacona, Sartile, North Yakima, Ritaville, Spokans, Puliman, Moscow, Lewiston, Grangeville, Rossland, B. C. Hute, Billings, Fargo, St. Paul, Minnespois, Chicago, Boston, Tashington, D. C. Now York, and all points east and southeast.	No. 11- 7:00 A. M.
No. 4- 1:20 P. N	Kansas City-St. Louis Special for Tacoma, Na- attle, North Fakima. Ritryllie. Spukans. Ritryllie. Spukans. Helena. Butte. Billings. Deadwood. Denver, Omsha. St. Joseph. Kansas City. St. Louis, Chicago. Washington, Baltimors. New York. Bosten. and all points sust and southesst.	F)

Bagrage checked to destination of tickets. Union Depot connections in all principal cities. Through car service via Northern Pacific-Burlington Route, train No. 4. for Omaha, St. Joseph, Kanesa City, St. Louis, Quick time and unequaled scommodations. The only line running Pullman standard and Pullman upholetered tourist sleepers, the finest in the world, Portland to Minneapolis and St. Paul without change.

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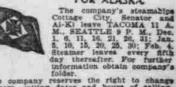
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