HARRISON STEAMERS MAY CALL HERE

United Kingdom Service Depends on Cargoes.

SHIP NOW IS AVAILABLE

Sailings Are Every 28 Days—Lumber Will Be Accepted Here for Part of Load.

The T. & J. Harrison Steamship company, operating the Harrison direct line, with regular sailings from San Francisco to the United Kingdom, will extend its service to Portland if sufficient freight is offered here, it was announced yesterday by Balfour, Guthrie & Co., local agents for the line. The 11,000-ton steamer Patrician of the Harrison line is now available for loading at Portland, it was announced.

Several vessels of the Harrison line, during the past few years, have loaded cargo at Portland, but no regular service out of this port has ever been established by the line. It is now the desire of the Harrison company to establish a schedule of regular sailings out of Portland, according to Robert S. M. Nicholson of Balfour, Guthrie & Co., if sufficient inducement in the way of freight for the United Kingdom can be booked here. Lumber will be accepted as part cargo, according to Mr. Nicholson, but the vessels of the Harrison line will not call here for lumber alone.

The Harrison line now maintains a schedule of a sailing out of San Francisco for the United Kingdom every 28 days. It was announced in the San Francisco offices of the line a few weeks ago, according to press dispatches, that the company was planning an extension of its service to ports of the north Pacific.

Mr. Nicholson also announced yesterday that the schooner Thistle and the auxiliary schooner Columbia River have been chartered by Balfour, Guthrie & Co. to load lumber here for Australia. Both are now in south Pacific waters and will be here in the first quarter of 1920.

The Thistle left Callao on the west coast of South America November 24 for Taltal and Honolulu, and returned to Callao September 8 with her steering gear and rudder damaged. She put to sea again after the damage was repaired. The Columbia River left Callao November 27 for Taltal.

The chartering by Balfour, Guthrie & Co. of the American barkentine George U. Hind to carry lumber to South Africa has previously been reported. This vessel, now at San Francisco, will come to load in the Columbia river.

ANIWA COMING TO PORTLAND

Steamer Now Unloading Coal in Honolulu Will Be Here Soon.

The shipping board steamer Aniwa, a steel vessel of 4615 net tons register, discharging coal for the navy at Pearl Harbor, Honolulu, will come to Portland as soon as she finishes that operation to load flour for the Atlantic coast. This was announced yesterday by C. D. Kennedy, agent of the division of operations of the emergency fleet corporation. The Aniwa took coal from Norfolk to the islands.

Two other large steamships, the shipping board steamer Duquesne and the troop ship Marica, have been reported as coming to Portland the first part of this month from Honolulu to load flour for the Atlantic. The Marica was scheduled to sail from Honolulu yesterday and the Duquesne next Thursday. The exact date of the Aniwa's departure from Honolulu was not given, but she was expected to start for Portland this week.

STEAMER RESUMES RUN SOON

Metlako, Damaged by Recent Mishap, Is Being Repaired.

KELSO, Wash., Jan. 5.—(Special.)—A. E. Hayes, owner of the steamer Metlako, which struck a piling breakwater at the head of Willamette slough last week during a heavy fog, punching a hole in her side, reported yesterday that the boat had been successfully raised. The hole made in the hull is being repaired and the Metlako will be back on the Kelso-Portland run soon.

The steamer had been on that run but a few days when the accident occurred.

Pacific Coast Shipping Notes.

GRAYS HARBOR, Wash., Jan. 5.—(Special.)—Effort to float the stranded motor schooner Janet Carruthers, which has been on Copalis beach for a year, have been abandoned for the winter, J. H. Price, who bought the schooner as junk and removed the cargo and machinery, says he expects to try to get the hull into deep water on one of the spring high tides. The vessel is still standing up well.

The steamer Carlos cleared for San Pedro this morning with passengers and lumber from the Donovan mill, South Aberdeen.

ASTORIA, Or., Jan. 5.—(Special.)—The steam schooner Daisy began loading lumber at Knappton this morning for San Francisco.

The steam schooner Santiam began taking on lumber at the Hammond mill this morning. She will go to San Pedro.

To load lumber at Westport, the steam schooner Shasta arrived at 5 o'clock this morning from Los Angeles.

The steam schooner Nome City arrived at 1:30 this morning from San Francisco with freight and proceeded to Portland.

To load a full cargo of lumber at Westport for San Francisco, the steam schooner Johan Poulsen arrived at 3 o'clock this morning from San Francisco.

With a cargo of general freight, the steam schooner E. H. Meyer arrived at 9 o'clock last night from San Francisco and proceeded to Portland.

The steam schooner Daisy Putnam arrived at 4:30 this morning from San Francisco and went to Portland to load lumber.

The steam schooner Klamath, which arrived at 9 o'clock last night from San Francisco, will load lumber at Wauna, Westport and St. Helens.

The steamer Diana, laden with ties from Portland for England, returned this morning from her 24-hour trial trip at sea and sailed at 2 o'clock this afternoon.

The schooner Inca, lumber-laden from Portland, sailed for Australia at 10:35 today.

To load lumber at Wauna, Westport and St. Helens, the steam schooner San Jacinto arrived at 7:30 this morning from San Francisco.

With a cargo of general freight, the steam schooner Multnomah arrived at 7 o'clock this morning from San Francisco and proceeded to Portland.

The steamer Circinus finished loading 1,000,000 feet of lumber at Knappton tonight and will shift to the Hammond mill, where she will begin loading 1,200,000 feet tomorrow morning.

Eight steam schooners arrived during last night from California points and each will load lumber for a return cargo.

The steamer Nishmaha, with cargo for New York, arrived from Portland at 2:30 this afternoon. She was attached here by Sheriff Nelson on a suit filed by the Columbia River Packers' association to recover $4420 damages, but was released later on bond. The Nishmaha will sail at 2 o'clock tomorrow morning.

The trial run of the steamer Owatama will probably be held tomorrow. The craft was built at the Wilson shipyards and her machinery was installed by the Astoria Marine Iron works. The steamer had her dock trial several days ago and passed inspection. After her run tomorrow she will be turned over to the emergency fleet corporation and she is understood to be under charter.

The tank steamer Lansing, with fuel oil for Portland, is due from California.

SAN FRANCISCO, Jan. 5.—(Special.)—The motorship is the most economical and efficient for long voyages and this type of craft will have to be considered in the future when a surplus tonnage follows competition on the seas, according to John H. Rossiter, former director of operations, United States shipping board, who has returned to San Francisco. Mr. Rossiter said that before leaving Washington he advised construction of 30 11,600-ton motor ships for account of the shipping board and that he had the various congressional representatives and officials lined up for the project. The shipping expert said that in his judgment the reciprocating engine is best for vessels making only short voyages. Mr. Rossiter visited the floor of the Merchants' Exchange here today and was greeted by his friends.

The five-masted schooner Levi W. Ostrander, Captain Steel, put into this port today from Vancouver, B. C., leaking so badly that repairs will have to be made. The Ostrander sailed from the northern port 21 days ago, clearing for Durban with 1,700,000 feet of lumber. Three days out the vessel commenced to leak and the power pumps were brought into play. Later these failed to work and the crew had to resort to the hand pumps. It was hard and strenuous work and three of the crew needed medical atention when the vessel arrived here. It is expected that the Ostrander will proceed in ten days.

The local division of operations, United States shipping board, announced today the following assignments of new vessels: Wooden steamer Clackamas, due for delivery January 12, to the Columbia-Pacific Shipping company, Portland, to load railway ties for the United Kingdom; wooden steamer Wonahbe to the Admiral line for operation to the United Kingdom, with railway ties, and the West Ivan, due for delivery February 2 to Frank Waterhouse & Co., of Seattle, for operation to the orient and to load general merchandise.

The shipping board training ship Iris, Captain McAvoy, returned from a coastwise cruise today. A score of the apprentices will be graduated and sent out on vessels as ordinary seamen.

PORT TOWNSEND, Wash., Jan. 5.—(Special.)—With a cargo of rice loaded in the orient, the Japanese steamer Panama Maru, which called at Puget sound to replenish her bunkers, sailed this afternoon for Cuba.

After seven months spent at the navy-yard at Bremerton undergoing a general overhauling, the United States artillery steamer Thomas for Ivan Thomas returned here today to resume her duties in connection with the artillery service. The Thomas had new machinery installed.

SEATTLE, Wash., Jan. 5.—(Special.)—Twenty-five thousand tons of cargo consigned to the Alaskan Engineering commission will be handled from Seattle to Seward and Anchorage during 1920 by vessels of the Alaska Steamship company and the Pacific Steamship company, according to a contract just closed by representatives of the government and officers of the companies.

The cargo will consist of construction material, steel rails, rolling stock, steel bridge material, cement and lumber for bridges and trestles for the Alaska railroad and supplies for the army of men employed along the right-of-way. The freight will begin to move immediately and will consist of 15 shiploads of the size handled by vessels now operated on the Seattle-Alaska routes.

With a cargo of 11,000 measurement tons, 95 per cent of which was produced on Puget sound, the steamship West Segovia of the United States shipping board is scheduled to sail from Seattle tomorrow night for Honolulu, Port Allen, Kahului and Hilo, Hawaii. The freight aboard the West Segovia consists of lumber, box shooks, flour, feed and other commodities. The vessel is managed and operated by the Matson Navigation company for the shipping board. The West Segovia made one trip to the orient and return for Struthers & Dixon and is now loading at the Smith Cove terminal of the port commission for her second voyage.

The steamship Meriden of the Matson Navigation company's shipping board fleet, which has been on drydock at the plant of the Heffernan Drydock company in West Seattle, is expected to be ready to go on berth for Hawaii Wednesday. She will load lumber and general cargo in Seattle and Tacoma. The Meriden stranded in a heavy fog at Jefferson Head recently while coming up the sound bound from Hawaii for Seattle, but a survey of the vessel's hull on drydock showed she was not damaged in the least by her mishap.

TACOMA, Wash., Jan. 5.—(Special.)—Indications are that the Robin Hood, loading here for west coast ports, will get away tomorrow. The vessel has completed her lumber cargo and is finishing up with box shooks. It is not believed that the steamer will go to Anacortes or Bellingham this voyage. She has a little over 1,000,000 feet of lumber from Tacoma.

The West Islip arrived here this morning to load a part cargo of flour for the east coast. The vessel is being handled by Struthers & Dixon.

The Stanwood was an arrival from San Francisco via ports.

The steamer Cathlamet had a good voyage out from Tacoma to the east coast, according to advices received here from Howard Hermans, chief engineer of the ship. Some heavy weather was encountered after passing through the canal. The Cathlamet will go to Europe and possibly Australia.

No word has been received up to a late hour today from the Garland line steamer Justin, due from Shanghai. The vessel was expected to report Sunday. It is believed that she has been slightly delayed by heavy weather. The Javary, of this line, is following close behind the Justin.

The Amur, with 400 tons of blisters, the Eastholm with 200 tons and the Providencia with 700 tons, arrived at the smelter today to discharge.

The Cello is due at the Puget Sound Lumber company mill some time tomorrow to load lumber.

The steamship Governor, of the Admiral line, will arrive at the Commercial docks some time Wednesday night and begin to load for her California voyage. The big coast liner will take the entire cargo consigned to the Admiral Schley, which is now on dry dock in San Francisco with propeller trouble.

CLAUSEUS TAKES FUEL OIL

Vessel to Go to Seattle in Ballast for General Cargo.

The steamer Clauseus of the Green Star line dropped down from the Northwest Steel company's plant to the Standard Oil company's dock at 4 P. M. yesterday to take on fuel oil for her trip to Seattle in ballast, where she will load general cargo for the orient.

The Clauseus was the last of four ships bought by the Green Star Steamship company from the Northwest Steel & Columbia River Shipbuilding company. Others were the Corvus, Centaurus and Circinus.

Keels have been laid and erection is under way on three of the five steel steamers to be built for the Green Star line by the G. M. Standifer Construction corporation at Vancouver. The first of these vessels will probably be delivered in March.

DAILY CITY STATISTICS

Marriage Licenses.

EVANS-BURLEY—Howard B. Evans, 30, 654 Schuyler street, and Enid Burley, 29, 735 Everett street.

MOCHETTEZ-BLANC—Joseph D. Mochettez, 25, McMinnville, Or., and Zephirine Blanc, 24, 789 Gilsan street.

LESSER-SCHNEIDER — Morris Lesser, 51, San Francisco, Cal., and Rose Schneider, 38, Multnomah hotel.

EASLEY-ANDERSON—W. H. Easley, 27, Broadway hotel, and Opal V. Anderson, 27, Broadway hotel.

Vancouver Marriage Licenses.

TRACEY-JOYCE — Alban Tracey, 35, Spokane, and Rebecca Joyce, 35, Spokane.

THOMAS-FARRINGTON—H. E. Thomas, 39, Portland, and Amelia Farrington, 40, Eureka, Cal.

ZANDER-CUMMINGS—Hubert Zander, 22, of Missoula, Mont., and May Cummings, 21, of Missoula, Mont.

HEPPENSTALL-ADAMS—Clair Heppenstall, 24, Portland, and Doris Adams, 18, Grants Pass, Or.

YUSCAP-BERTOWSKI—Simon Yuscap, 34, of Portland, and Burbara Bertowski, 32, of Portland.

JORDAN-BEMENT—Robert Jordan, 24, of Portland, and Ethel Bement, 21, of Portland.

8 LUMBER CARRIERS ARRIVE IN ONE DAY

Coastwise Movement Shows Unusual Activity.

RECORD OF YEARS IS SET

Fleet, Discharging or Loading, Between Westport and Portland Reaches Total of 13.

Unusual activity in the coastwise movement of lumber was shown by the arrival in the river yesterday of eight steam schooners to load for California. This was the largest number to come into the river in a single day for several years. The fleet of steam schooners loading, unloading and arriving in the river between Westport and Portland yesterday reached a total number of 13.

Those to arrive yesterday were the Klamath, Ernest H. Meyer, Nome City, Daisy Putnam, Shasta, San Jacinto, Multnomah and Johan Poulsen. Of this number, four arrived light. They were the Klamath, which went directly to St. Helens to load, and the Shasta, San Jacinto and Johan Poulsen, which went to Westport. The remainder of yesterday's arrivals came to Portland, the Multnomah and Nome City bringing freight, and the Ernest H. Meyer and Daisy Putnam coming light.

The five steam schooners loading in the river when yesterday's fleet of eight arrived were the Avalon, Santiam, Wapama, Daisy and Florence Olson. The Avalon left down from St. Helens for sea at 9 o'clock last night, and the Florence Olson shifted from Westport to Rainier. The Nome City shifted last night from Albers dock No. 3, where she discharged her general freight from California, to the mill of the St. Johns Lumber company, where she will load a full outward cargo of lumber.

NISHMAHA IS SUED AGAIN

COLUMBIA RIVER PACKERS' ASSOCIATION IS PLAINTIFF.

Damages in Sum of $4420 Asked as Result of Collision on November 29.

ASTORIA, Or., Jan. 5.—(Special.)—Damages in the sum of $4420 are asked in a suit filed in the circuit court today by the Columbia River Packers' association against the United States shipping board, the Emergency Fleet corporation and the Pacific Steamship company, owners and operators of the steamer Nishmaha. The action is to recover for injury alleged to have been done to the plaintiff's dock and warehouse by the steamer Nishmaha, when she collided with the cannery ship Reuce and the dock on the afternoon of November 29, as the steamer was berthing at the Standard Oil company's wharf.

The complaint recites that 900 square feet of the wharf decking was smashed, two slips were destroyed, the warehouse was shifted four inches on its foundation and the expense for repairs will amount to $4000. In addition, the complaint avers that on account of the accident, the plaintiff was deprived of the use of its wharf and warehouse for 21 days, thereby sustaining a loss of $420 which it seeks to recover. A libel was released later on bonds served on the steamer Nishmaha on her arrival from Portland this afternoon.

A few days ago a suit was brought in the federal court against the same steamer by the board of marine underwriters to recover $12,000 for the damage done the cannery ship Reuce in this accident.

Dollar Jr. Inspects Schooners.

Melville Dollar, son of Robert Dollar, ship owner and operator of San Francisco, was in Portland Sunday and inspected the schooners Cossa and Cotys on the ways of the Peninsula Shipbuilding company. Mr. Dollar was taken on a trip around the harbor by G. B. Hegardt, chief engineer and secretary of the commission of public docks. Mr. Dollar praised the facilities at the St. Johns municipal terminal and declared them the most modern on the Pacific coast. He declared an additional drydock the greatest present need of the port.

Pacific Company Gets Wowahbe

The wooden steamer Wowahbe, being built by the George F. Rodgers Shipbuilding company at Astoria, was assigned yesterday to the Pacific Steamship company for operation, by C. D. Kennedy, agent of the operations division of the emergency fleet corporation. The Wowahbe is scheduled for delivery January 20. She will load lumber or ties for the United Kingdom.

Silver Shell Is Coming.

The tank steamer Silver Shell, owned by the Shell Oil company, left San Francisco yesterday with a cargo of oil for the Shell company here. It was reported yesterday to the Merchants' Exchange. This is the first of the Shell tankers to come to this city. Oil for the Shell company has heretofore been brought by tankers of the other oil companies, principally the Union and Associated.

Movements of Vessels.

PORTLAND, Jan. 5.—Arrived at St. Helens at 7 A. M., steamer Klamath, from San Francisco; arrived at 9 A. M., steamer Ernest H. Meyer, from San Francisco; arrived at noon, steamer Nome City, from San Francisco; arrived at 3 P. M., steamer Daisy Putnam, from San Pedro; arrived at Westport at 4 P. M., steamer Shasta, from San Pedro; arrived at Westport at 4 P. M., steamer San Jacinto, from San Francisco; arrived at 10 P. M., steamer Multnomah, from San Francisco; arrived at Westport at 10 A. M., steamer Johan Poulsen, from San Francisco. Sailed, at 5 P. M., steamer Atlas towing barge No. 93, for San Francisco; sailed at 5 P. M. from St. Helens for San Francisco, steamer Avalon.

ASTORIA, Jan. 5.—Arrived at 10 and left up at 11 last night, steamer Klamath, from San Francisco for St. Helens; arrived at 10 and left up at 11 last night, steamer Ernest H. Meyer, from San Francisco; arrived at midnight and left up at 2 A. M., steamer Nome City, from San Francisco; arrived at 5 A. M. and left up at 6 A. M., steamer Johan Poulsen, from San Francisco for Westport; arrived at 5 A. M. and left up at noon, steamer Shasta, from San Francisco for Westport; arrived at 4 and left up at 5 A. M., steamer Daisy Putnam, from San Pedro; arrived at 8 A. M. and left up at noon, steamer Multnomah, from San Francisco; arrived at 8:30 A. M. and left up at noon, steamer San Jacinto, from San Francisco for Westport; arrived at 2 A. M., steamer Diana, from trial trip. Sailed at 10:35 A. M., schooner Inca, for Sydney; sailed at 2 P. M., steamer Diana, for United Kingdom; arrived down at 2 P. M., steamer Nishmaha.

SAN FRANCISCO, Jan. 5.—Arrived last night, steamer Tiverton, from Columbia river; sailed during the night, steamer Silver Shell, for Portland.

SAN FRANCISCO, Jan. 5.—Arrived—Steamers G. C. Lindauer, from Coos bay; W. A. Porter, from Astoria; Falls of Clyde, from Astoria; Bee, from Coos bay; Levi W. Ostrander, from Vancouver.

Sailed—Steamers El Segundo, for Seattle; Howick Hull, for Yokohama.

YOKOHAMA, Dec. 25.—Arrived—Coaxet, from Portland, Or., via Astoria.

HONGKONG, Dec. 30—Arrived—Montcagle, from Vancouver, B. C.

Sailed—Methven, for Vancouver, B. C.

KOBE, Dec. 27.—Sailed—Endicott, for Seattle.

SEATTLE, Wash., Jan. 5.—Arrived—Steamers Alaska, from southwestern via southeastern Alaska; Governor, from San Diego via San Francisco.

Departed—Steamers Panama Maru, for New Orleans via Balboa; Lyman Stewart, for San Francisco.

TACOMA, Wash., Jan. 5.—Arrived—Steamers Alaska, from Alaska ports; West Islip, from orient; Providencia and Stanwood, from San Francisco; Eastholm, from Vancouver, B. C.

Sailed—Steamer Cordova, for Alaska ports.

U. S. Naval Radio Reports.

(All positions reported at 8 P. M. yesterday unless otherwise indicated.)

RICHMOND, towing barge 95, Richmond for Seattle, 400 miles from San Francisco.

ADMIRAL DEWEY, Seattle for San Francisco, 390 miles from Seattle.

CAPTAIN A. F. LUCAS, Point Orient for Willbridge, 490 miles north of Richmond.

ARGYLL, Oleum for Seattle, 400 miles from Seattle.

LYMAN STEWART, Seattle for Oleum, 695 miles from Oleum.

CURACAO, Eureka for San Francisco, 100 miles from San Francisco.

WILLAMETTE, Portland for San Francisco, 105 miles north of San Francisco.

SILVER SHELL, Martinez for Richmond Beach, 254 miles north of San Francisco lightship.

JOHANNA SMITH, San Francisco for Coos Bay, 240 miles north of San Francisco.

ASUNCION, Richmond for Eureka, cruising off Eureka.

BROAD ARROW, San Francisco for Shanghai, 1027 miles from San Francisco at 8 P. M., January 4.

BROAD ARROW, San Francisco for Shanghai, 1283 miles from San Francisco.

IRIS, San Francisco for San Pedro, 22 miles south of Pigeon Point.

EL SEGUNDO, Richmond for Seattle, 92 miles north of Richmond.

STANDARD ARROW, Shanghai for San Francisco, 360 miles from San Francisco.

LABEZA, Honolulu for Port San Luis, 700 miles from San Luis.

OLENA, Port Angeles for San Francisco, 110 miles from San Francisco.

F. H. BUCK, Gaviota for Portland, 530 miles north of Gaviota.

SPOKANE, San Francisco for Wilmington, 54 miles south of San Francisco.

WEST IRMO, New Orleans for San Francisco, 400 miles south of San Francisco.

CHINA, San Francisco for the orient, 2476 miles west of San Francisco at 8 P. M. January 4.

WALLINGFORD, Kahului for San Francisco, 1097 miles from San Francisco at 8 P. M., January 4.

MANOA, San Francisco for Honolulu, 421 miles west of San Francisco at 8 P. M., January 4.

MATSONIA, San Francisco for Honolulu, 1524 miles from San Francisco at 8 P. M., January 4.

ARCHER, San Francisco for Honolulu, 899 miles from San Francisco at 8 P. M., January 4.

Tides at Astoria Tuesday.

High.	Low.
1:34 A.M...8.2 feet	7:12 A.M....2.8 feet
12:54 P.M...10.3 feet	7:57 P.M....1.3 feet

Columbia River Bar Report.

NORTH HEAD, Jan. 5.—Condition at the bar at 5 P. M.: Sea, rough; wind, south, four miles.

ACTIVE TRADE AT YARDS

NINETY-FIVE CARS OF STOCK ARE UNLOADED.

Hogs Quarter Higher With Added Premium for Best Grades—Cattle Steady and Lambs Firm.

There was an excellent run of 99 loads of stock at the yards for the opening of the week and a very active market. Cattle started out in the morning with a rather easy tone, but a very steady market developed before the day was over. In the hog division there was a continuation of last week's strength which developed into a quarter advance throughout the hog list. Tops were quoted generally at $15.25, though two full loads of very fine grade were sold at $15.40 and $15.45. There was but little trading in the sheep market. Lamb prices averaged 50 cents higher.

Receipts were 2904 cattle, 184 calves, 1065 hogs and 668 sheep.

The day's sales were as follows.

	Wt.	Price		Wt.	Price
2 steers.	560	$ 5.00	30 cows..	761	7.25
18 steers.	1075	10.80	18 calves..	417	$ 9.50
26 steers.	1150	11.00	1 calf....	240	7.00
10 steers.	1137	11.00	5 calves..	280	11.00
28 steers.	950	9.75	2 calves..	140	14.00
27 steers.	1000	11.25	9 calves..	427	7.50
27 steers.	1020	11.25	9 calves..	195	14.00
27 steers.	1050	11.25	5 calves..	330	10.50
32 steers.	1070	10.75	2 calves..	370	10.50
32 steers.	1090	11.25	4 calves..	142	13.50
3 steers.	913	9.25	1 calf....	350	10.00
5 steers.	1192	11.00	4 calves..	187	14.00
26 steers.	1007	10.25	2 calves..	155	15.00
16 steers.	1070	10.00	5 calves..	230	11.25
1 steer..	1010	10.00	2 calves..	325	15.00
1 steer..	1170	9.00	38 calves..	216	11.50
5 steers.	840	9.00	1 calf....	440	10.00
5 steers.	712	7.50	9 calves..	160	11.50
1 steer..	830	8.25	1 calf....	210	14.00
12 steers.	1060	10.50	1 bull....	990	6.50
4 steers.	1045	10.50	1 bull....	1570	7.00
50 steers.	1196	10.50	1 bull....	1610	8.00
13 steers.	1209	11.75	1 bull....	1560	8.50
12 steers.	1153	11.75	1 bull....	1380	7.25
1 steer..	970	9.00	1 bull....	1400	7.00
3 steers.	920	9.00	1 bull....	1150	7.00
3 steers.	1020	9.50	1 bull....	1630	7.00
5 steers.	900	10.00	1 bull....	1370	7.00
2 steers.	960	11.00	1 bull....	1550	8.00
24 steers.	1015	11.50	1 bull....	1370	7.25
2 steers.	820	8.00	4 bulls...	937	7.40
15 steers.	1144	11.00	1 bulls...	1560	8.00
26 steers.	1091	10.80	2 mixed..	142	8.25
28 cows..	911	7.50	22 mixed..	995	6.50
29 cows..	944	7.50	3 mixed..	1143	8.25
1 cow...	930	8.25	82 hogs...	232	15.25
5 cows..	980	8.25	18 hogs...	198	15.25
3 cows..	1196	9.50	8 hogs...	235	15.25
13 cows..	1090	9.50	2 hogs...	245	15.25
1 cow...	950	8.25	10 hogs...	167	15.25
3 cows..	1145	8.25	5 hogs...	124	15.25
17 cows..	950	7.25	1 hog....	460	13.25
10 cows..	969	6.50	1 hog....	230	14.25
*8 cows..	1040	9.25	1 hog....	550	13.25
2 cows..	1070	8.50	6 hogs...	138	15.25
22 cows..	1130	10.00	35 hogs...	203	15.25
4 cows..	1002	8.50	3 hogs...	473	15.25
23 cows..	1050	10.00	90 hogs...	206	15.45
24 cows..	1113	10.00	11 hogs...	206	15.45
2 cows..	1170	8.50	2 hogs...	284	13.25
2 cows..	880	8.50	4 hogs...	315	13.25
16 cows..	1050	9.35	64 hogs...	204	15.25
3 cows..	723	5.00	95 hogs...	215	15.40
24 cows..	1014	7.75	4 hogs...	206	15.25
24 cows..	1150	9.80	2 hogs...	205	13.25
12 cows..	903	8.50	2 hogs...	245	13.75
12 cows..	1000	5.50	2 hogs...	360	14.00
2 cows..	910	5.00	3 hogs...	236	15.25
1 cow...	870	7.50	6 hogs...	208	15.25
2 cows..	1072	7.00	15 hogs...	185	15.35
1 cow...	700	8.00	31 hogs...	198	15.25
2 cows..	1007	7.00	15 hogs...	235	13.25
8 cows..	850	7.00	1 hog....	130	13.50
1 cow...	787	5.25	28 hogs...	235	13.25
2 cows..	760	7.00	7 hogs...	385	13.25
15 cows..	707	7.60	57 hogs...	209	15.25
2 cows..	994	7.50	5 hogs...	148	13.50
8 cows..	970	9.25	15 hogs...	308	13.25
2 cows..	925	8.00	19 hogs...	185	13.75
30 cows..	849	6.50	15 hogs...	125	13.75
10 cows..	1055	5.00	1 hog....	300	13.25
5 cows..	1050	8.50	10 hogs...	257	13.25
3 cows..	826	6.75	2 hogs...	520	13.25
27 cows..	1020	9.40	11 hogs...	266	15.25
27 cows..	1075	9.50	21 hogs...	195	15.25
16 cows..	995	9.50	17 hogs...	119	13.50
1 cow...	930	10.00	15 hogs...	295	10.50
1 cow...	1020	8.50	37 hogs...	187	15.25
9 cows..	741	8.00	16 hogs...	123	13.75
1 cow...	800	5.00	3 hogs...	390	13.25
4 cows..	1047	5.50	1 hog....	340	13.25
8 cows..	740	5.50	78 hogs...	232	12.75
7 cows..	965	7.50	1 hog....	310	14.25
2 cows..	995	6.50	20 hogs...	136	13.75
25 cows..	1007	8.15	6 hogs...	241	13.25
4 cows..	1090	8.00	28 hogs...	210	15.25
2 cows..	1005	8.25	3 hogs...	210	15.25
2 cows..	950	7.50	16 hogs...	232	15.25
2 cows..	950	8.00	62 hogs...	184	15.25
5 cows..	840	7.25	4 hogs...	85	13.00
1 cow...	1270	7.50	1 hog....	190	13.25
15 cows..	1024	9.00	15 lambs..	73	13.50
7 cows..	740	6.50	38 lambs..	89	11.85
22 cows..	1065	9.50	15 lambs..	91	12.50
2 cows..	1085	6.50	14 wethers	119	10.50

Livestock prices at local yards follow:

Cattle—	Price.
Best steers	$10.75@11.25
Good to choice steers	10.00@10.50
Medium to good steers	9.00@ 9.75
Fair to good steers	8.00@ 9.00
Common to fair steers	7.00@ 8.00
Choice cows and heifers	9.00@ 9.75
Good to choice cows, heifers	7.75@ 9.00
Medium to good cows, heifers	5.75@ 7.50
Fair to medium cows, heifert	4.75@ 5.25
Canners	3.25@ 4.25
Bulls	6.00@ 8.00
Prime light calves	12.50@14.00
Heavy calves	7.00@12.00
Stockers and feeders	8.00@ 9.00
Hogs—	
Prime mixed	14.75@15.25
Medium mixed	14.25@14.75
Rough heavies	12.25@13.25
Pigs	11.75@13.75
Sheep—	
Eastern lambs	13.00@14.00
Light valley lambs	11.50@13.00
Heavy valley lambs	10.50@11.50
Feeder lambs	10.00@11.50
Wethers	9.00@ 9.50
Yearlings	9.50@10.50
Ewes	6.00@ 7.00

Chicago Livestock Market.

CHICAGO, Jan. 5.—Hogs—Receipts, 54,000, slow, 15c to 25c higher. Bulk, $14.85@15.10; top, $15.25; heavy, $14.80@15.10; medium, $14.90@15.15; light, $14.50@15.10; light light, $14.50@14.70; heavy packing sows, smooth, $14.25@14.75; packing sows, rough, $13.75@14.25; pigs, $12.75@14.75.

Cattle—Receipts, 20,000, strong. Beef steers, medium and heavy weight, choice and prime, $18.75@20; medium and good, $11@18.75; common, $8.75@11; light weight, good and choice, $13.50@19.25; common and medium, $8@13.50; butcher cattle, heifers, $6.75@14.75; cows, $6.60@13.50; canners and cutters, $5.50@6.60; veal calves, $16@17.25; feeder steers, $7@12.25; stocker steers, $6@10.25.

Sheep—Receipts, 20,000; lambs, $16@18.85; culls and common, $12.25@15.50; ewes, medium and good, $8.50@10.75; culls and common, $4.75@8.25.

Omaha Livestock Market.

OMAHA, Jan. 5.—(United States bureau of markets.)—Hogs—Receipts, 9100, 25c to 40c higher. Top, $14.75; bulk, $14.50@14.65; heavyweight, $14.60@14.75; medium weight, $14.05@14.75; lightweight, $14.50@14.65; light light, $14.25@14.50; heavy packing sows, smooth, $14.45@14.50; packing sows, rough, $14.25@14.45; pigs, $11@12.50.

Cattle—Receipts, 11,600, killing grades 15c to 25c lower. Feeders, stronger. Beef steers, medium and heavyweight, choice and prime, $16.25@18.25; medium and good, $11.50@16.25; common, $9.75@11.50; light weight, good and choice, $16@18.25; common and medium, $9.25@16; butcher cattle, heifers, $7@13.25; cows, $6.75@13; canners and cutters, $5@6.75; veal calves, light and handy weight, $13@14.50; feeder steers, $7.50@13.25; stocker steers, $7@11.25.

Sheep—Receipts, 7400. Lambs, 25@50c higher; sheep and feeders, stronger; lambs, 84 pounds down, $17@17.75; culls and common, $12.50@16.50; yearling wethers, $13.50@15.75; ewes, medium and choice, $9@10.25; culls and common, $6.25@9.

Kansas City Livestock Market.

KANSAS CITY, Mo., Jan. 5.—Sheep—Receipts, 9000, active, 25c to 50c higher; lambs, $16.50@18.25; culls and common, $10.75@16.40; yearling wethers, $12.90@15.40; ewes, $8@10.75; culls and common, $4@7.75; breeding ewes, $8@12.50; feeder lambs, $11.75@15.

KANSAS CITY, STOCKYARDS, Jan. 5.—Cattle prices early last week were off 50 cents to $1.25, but regained 25 to 40 cents of the loss in the past few days. Hog prices are 75 cents higher than last week and lambs are up 50 to 75 cents. Top lambs today brought $17.85. No good killing cattle were offered. The top price for hogs today was $14.65 and the bulk of the offerings sold at $14.35 to $14.60.

Following rather sharp declines early in the week, steer prices in the week regained 25 to 40 cents of the loss and the week closed 50 to 75 cents net lower than the extreme high point last week. A few bunches of steers that sold at $15 to $18 were considered good to prime, and that class is very scarce. Most of the steers brought $11 to $14 and were in the short-fed class. Cows remain in fairly active demand and show no important net change in prices. Fed cows are selling at $8 to $12.25, odd head up to $12.50, and heifers $9.50 to $13.50. Prime heifers would bring more. Veal calves are quoted at $8.50 to $16.

Seattle Livestock Market.

SEATTLE, Jan. 5.—Hogs—Receipts 185, strong. Prime, $15.25@15.75; mixed to choice, $14@15; rough heavies, $13.25@13.75; pigs, $12.50@13.50.

Cattle—No receipts, steady. Best steers, $11.25@11.75; medium to choice, $9@10.50; common to good, $7@9; cows and heifers, $8.25@9; common to good, $6@8; bulls, $6@7.50; calves, $7@14.

SALESMEN WANTED

We are considering the services of one or two capable men for our sales organization. Preference will be given to ex-service men who qualified for commissions. We will consider only young men of education and character who are desirous of forming a permament connection and who possess ability to forge ahead. Only written applications will be considered, in which should be given full details of past connections and references.

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