DIED.

COTTON—Chester C., son of Harriet D. and the late Thomas D. Cotton, at Lordsburg, N. M. Short services at residence, 28 North Jefferson avenue, Monday at 8 p. m. Funeral service at New Bethel Church Tuesday at 11 a. m. Friends invited.

MONUMENTS.

MONUMENTS—A. DIENER, 449 E. Washington. Tel. 2525. Branch works E. entrance Crown Hill.

MONUMENTS—M. H. FARRELL, 241 West Washington st. New 'Phone 2418.

FUNERAL DIRECTORS.

FUNERAL DIRECTOR—C. E. KREGELO, 721-723 N. Delaware st. Both 'Phones 250.

FLANNER & BUCHANAN—320 N. Ill. St. Both Phones 641. Lady attends all calls for ladies and children. Automobile wagon insures promptness.

ROYSTER & ASKIN, 2329 W. Michigan st. Lady attendant. New 'Phone 4654.

TUTEWILER & SON, Undertakers, 129 W. Market st. Tel. 216.

JOHNSON, HASSLER & GEORGE, 357 Massachusetts av. New 'Phone 967. Old Main 1430.

FRANK A. BLANCHARD, Undertaker, 153 N. Delaware st. Lady attendant. Both 'Phones 411.

JOURNAL BUSINESS DIRECTORY.

FLORISTS—
BERTERMANN BROS., New No. 241 Mass. av., 228 N. Del. st. Tel. 840.

SALE AND LIVERY STABLES—
HORACE WOOD. (Carriages, Traps, Buckboards, etc.) 25 Circle. Tel. 1097.

THE PEERLESS FOUNDRY, 710-18 E. Maryland, manufactures stove repairs and do repairing.

WANTED—MALE HELP.

WANTED—Boiler makers and machnists; first-class mechanics for railroad shops. Apply at once to 126 West Ohio st.

WANTED—Persons to manage district offices for commercial house; salary $21, paid weekly; all expenses advanced. COLONIAL, Caxton, Chicago.

WANTED—High school graduate to run telephone exchange in editorial department. Chance to work into that department. Apply by letter, Box 92, care Journal.

WANTED—Young man of good address who thoroughly understands clock repairing; one who will not object to travel over Indiana. Apply 47 Monument place. GEO. E. BELL.

WANTED—First-class canvassers; salary guaranteed; $15 per week; rapid advancement to capable men. Apply, between 9 and 11, 47 Monument place. GEO. E. BELL.

WANTED—Boys to work up Sunday Journal routes. Two cents' profit on every paper sold. Regular customers are easily obtained since the two-colored supplements have been added. One four-page comic and one four-page home supplement—twice as many pages in color as any other Indianapolis paper furnishes. 36 to 40 pages every Sunday.

Papers can be bought at the office or from any of the following substations:
Bassett, 904 Massachusetts av.
Hoshour, 22d and College av.
Scott, 16th and Illinois sts.
Coval, 1612 E. Washington.
Vail, 1044 Virginia av.
Neff, 1339 Shelby.
Neer, 940 S. Meridian.
Walcott, New York and Bright.
C. K. Stewart, 2233 E. 10th.
Money will be refunded for unsold papers returned.

WANTED—SALESMEN.

WANTED—Salesman to sell high-grade butterine to Indianapolis retailers on commission; trade established; state where 'phone will reach you if possible. Wednesday noon. Address Box 174, care the Journal.

FOR SALE—MISCELLANEOUS.

FOR SALE—

A CARD LIKE THIS
Every Sunday for one year costs but $1.95 per month. The Journal want page is profitable to the advertiser and reader.

NOTICE OF SALE.

The undersigned, the Cleveland, Cincinnati, Chicago & St. Louis Railway Company, hereby give notice that on the twentieth day of January, nineteen hundred and four, at ten o'clock a. m. of said day, at the Big Four Freight Depot, 301 South Delaware street, in the city of Indianapolis, county of Marion, State of Indiana, it will offer for sale to the highest bidder one carload of hemlock lumber, for the purpose of paying certain freight charges on said lumber, and expenses incidental to the care and storage of same.

THE CLEVELAND, CINCINNATI, CHICAGO & ST. LOUIS RAILWAY COMPANY.
By F. P. BOISSEAU, Freight Claim Agent.

STORAGE.

STORAGE—PACKING, HAULING.
HOGAN TRANSFER AND STORAGE CO. MAIN 'PHONES 675. EXTRA 'PHONES 670.

STORAGE—INDPLS. WAREHOUSE CO., W. E. Kurtz, Pres. H. A. Crossland, Mgr. 517-523 S. Penn. Telephone 1343. We STORE, PACK and HAUL.

STORAGE — The Union Transfer and Storage Company, corner East Ohio st. and Union tracks; only first-class storage solicited. Crating and packing. 'Phones 725.

FINANCIAL.

FINANCIAL—Insure with FRANK SAWYER.

FINANCIAL—
LOANS—Money on mortgages. C. F. SAYLES & CO., 137 East Market street.

FIRE KINDLERS.

FIRE KINDLERS—Peerless Fire Kindlers at all grocers in Indianapolis. 2½ cents. General and local agents wanted everywhere. Send 25 cents for sample and terms to PEERLESS MANUFACTURING COMPANY, 826 Stevenson Building, Indianapolis, Ind.

NOTICE.

NOTICE—JOSEPH GARDNER, tinwork and furnaces. 39 Kentucky av. Telephone 325.

All advertisements inserted in these columns are charged at the very low rate of 5 cents a line. Blank or dash lines at the same price per line. Telephone 238 and your ad. will be called for.

PROPOSALS.

Sealed proposals will be received at the office of Treasurer Marion Branch, N. H. D. V. S., National Military Home, Grant Co., Ind., until 1 o'clock p. m. November 27, 1903, and then opened, for furnishing and delivery of supplies, remodeling water closets, painting barracks, etc., in accordance with instructions and specifications, copies of which, with blank proposals and other information, may be had upon application to JNO. Q. ADAMS, Treasurer.

PROPOSALS for Manufacturing Clothing from Material to be Furnished by the Quartermaster's Department. Chief Quartermaster's Office, Chicago, Ill., November 15, 1903. Sealed proposals, in triplicate, will be received at this office until 12 o'clock noon Monday, December 7, 1903, for the manufacture and delivery at Chicago, Ill., of olive drab overcoats, olive drab service coats, olive drab services breeches and olive drab flannel shirts, all strictly conforming to standards and specifications. Government reserves right to reject or accept any or all proposals or any part thereof. Preference given to articles of domestic production or manufacture, conditions of quality and price (including in the price of foreign productions and manufactures the duty thereon) being equal. Particulars and blanks for proposals will be furnished on application. Envelopes containing proposals to be indorsed "Proposals for Manufacturing Clothing," and addressed to LIEUT. COL. W. H. MILLER, Chief Quartermaster.

LEGAL ADVERTISEMENT.

NOTICE OF APPOINTMENT.

Notice is hereby given that the undersigned has duly qualified as executrix of estate of Lambert Krumholz, late of Marion county, Indiana, deceased. Said estate is supposed to be solvent.

CAROLINE BARBARA KRUMHOLZ.
No. 6002.

NOTICE TO HEIRS, CREDITORS, ETC.

In the matter of the estate of Anna M. Gould, deceased.

In the Marion Circuit Court, November term, 1902.

Notice is hereby given that Thomas C. Gould, as administrator of the estate of Anna M. Gould, deceased, has presented and filed his account and vouchers in final settlement of said estate, and that the same will come up for examination and action of said Circuit Court on the 3d day of December, 1903, at which time all heirs, creditors or legatees of said estate are required to appear in said court and show cause, if any there be, why said account and vouchers should not be approved. And the heirs of said estate are also hereby required, at the time and place aforesaid, to appear and make proof of their heirship. THOMAS C. GOULD.
A. W. Hatch, Attorney.

NOTICE TO HEIRS, CREDITORS, ETC.

In the matter of the estate of Armilda Dalzell, deceased.

In the Marion Circuit Court, November term, 1903.

Notice is hereby given that Alice Tomlinson, as administratrix of the estate of Armilda Dalzell, deceased, has presented and filed her account and vouchers in final settlement of said estate, and that the same will come up for examination and action of said Circuit Court on the 3d day of December, 1903, at which time all heirs, creditors or legatees of said estate are required to appear in said court and show cause, if any there be, why said account and vouchers should not be approved. And the heirs of said estate are also hereby required, at the time and place aforesaid, to appear and make proof of their heirship.
ALICE TOMLINSON.
Masson & Reagan, Attorneys.

TONNAGE IS INCREASING

SEVERAL ROADS HANDLING THE HEAVIEST BUSINESS IN YEARS.

Pass Agreement Between the Trunk Lines and Central Lines West to Continue Through 1904.

The train record shows that all the lines, the Big Four excepted, are moving a large volume of freight, in most cases in excess of that of previous years in November, and the decrease in business shown by the Big Four is not for lack of freight to move, but because of a shortage in power. The engines leased from the Lake Shore are not materially improving conditions, as the power of the Big Four is considerably crippled, owing to needed repairs, their locomotives having been severely taxed by the heavy freight movement of the last three years; especially are the old engines in bad condition for heavy service. The road will, within the next ten days, begin to receive its new freight locomotives, thirty-five in number, and with those in service will soon greatly relieve the congested condition now prevailing on the Big Four on nearly every division. Grain cars are in large request, considerably in excess of the supply in this respect. The Pennsylvania, the Lake Erie & Western and the Cincinnati, Hamilton & Dayton are in the best shape. The lines named last week did the heaviest business in years, shipments of grain, flour and dressed meats being large. With all lines coal, both hard and soft, is an important feature. With each year the consumption of anthracite increases. Westbound freights continue to exceed eastbound in volume. Local traffic is very satisfactory and considerably in excess of the corresponding period last year, weather conditions contributing to such a result. Merchants and manufacturers, almost without exception, are heavier shippers than in any November of past years and with the strict maintenance of rates the situation is satisfactory. The following table shows the number of cars received and forwarded at Indianapolis in the week ended Nov. 21 and in corresponding weeks of 1902 and 1901:

Name of road.	1903.	1902.	1901.
C., I. & L.	638	728	501
C., I. & W.	626	746	495
C., H. & D.—Ind'pls div.	1,199	1,015	819
L. E. & W.	786	685	645
Penn.—I. & V.	1,168	1,093	951
Penn.—J., M. & I.	1,153	1,237	1,133
Penn.—Chicago div.	1,060	1,173	1,185
Penn.—Columbus div.	2,428	2,213	2,082
Vandalia	2,694	2,483	2,217
P. & E.—East div.	913	1,193	895
P. & E.—West div.	1,205	1,117	1,008
Big Four—Chicago div.	2,131	2,448	2,550
Big Four—Cincinnati div.	1,618	2,772	2,981
Big Four—St. Louis div.	1,711	2,807	2,550
Big Four—Cleveland div.	2,032	3,036	2,782
Totals	22,352	24,646	22,794
Empty cars	6,746	6,229	5,113
Total movement	29,098	30,875	27,907

Traction Competition.

The rapid extension of the electric lines in Indiana, Ohio and New York is attracting much attention. Especially in New York have these lines cut into the steam roads as competitors, and as a consequence doubling of tracks and utilizing electricity for power is being much studied by the managers of the steam companies. The electrification of the New York terminal station of the New York Central has been undertaken on a scale undoubtedly larger than any similar station in the country, if not in the world, and the chance seems good that, after completed and its lesson learned, other lines will be equipped with electricity, particularly in competitive and short-haul territory. For the present, the short-haul in the vicinity of the large cities is undergoing great changes, and the New York Central, in common with other steam roads similarly situated, is failing to hold its share of the increased traffic. The steam roads have been taken quite unprepared by the recent development of the interurban lines in the States named, and are not, under present conditions, able to compete with them vigorously.

Belt Road Traffic.

In the week ended Nov. 21 there were transferred over the Belt road 19,807 cars. Belt engines handled at the stockyards 1,248 loads of livestock and for private switches on its line 1,660. Business on private switches on the Belt is steadily increasing.

Personal, Local and General Notes.

M. E. Ingalls, president of the Big Four, is expected home to-day from the East.

Oliver Morton Watts, of Terre Haute, has been appointed city ticket agent of the Big Four at its uptown office in Indianapolis.

The struggle between the Michigan Central and the Pere Marquette over Michigan passenger business is becoming extremely sharp.

In granting the demands of the men on the Big Four as to increased wages, the pay roll of the company is increased $140,000 a year.

The American Express Company is fitting up new offices in Cleveland, O., which when completed will give that company magnificent and thoroughly modern quarters.

W. C. Sechrist, who represents the Vanderbilt lines at Portland, Ore., has returned to his headquarters, after a month's visit in New York and other Eastern cities.

The Wabash is receiving from Pittsburg steel rails in large quantities and is distributing them between Maumee, O., and New Haven, Ind., a distance of eighty-five miles.

It is stated that the Chicago Great Western will withdraw from the Western Passenger Association, the cause being that the Great Western was fined $25 for cutting the rate from Omaha to Minneapolis.

Harry J. Rhein, general passenger agent of the Lake Erie & Western, left yesterday for New York to attend a meeting of the general passenger agents of the Vanderbilt line to arrange the winter time table.

The annual report of the Pennsylvania will show that in the year ended June 30 the Pennsylvania carried on its Eastern lines 90,439,163 passengers, and on the entire system East and West 115,848,841 passengers.

By an arrangement with the Chicago, Rock Island & Pacific the Great Western will soon run tourist sleepers to California by way of El Paso. The arrangement will give the Great Western two routes to the Pacific coast.

Some of the roads in the Central Passenger Association are objecting to some of the rulings made at the recent meeting in Chicago. The smaller lines are the chief objectors and declare that the rules are too arbitrary.

The November number of the Sunset magazine contains "Where Californians Come From," "The Commercial Awakening of Russia," "Course of Empire," "Rod and Reel at Webster Lake" and other interesting matter.

George Kittredge, chief engineer of the Big Four, was in the city on Saturday. He states that the trouble of the contractors over the improvements on the Cincinnati division at Sunman's Hill has been adjusted and the work is vigorously proceeding.

There is little doubt now that the experiments the Chicago Great Western has been conducting with acetylene gas headlights will result in their use on all engines of the road. Those on which the lights have been tried have proved successful in every particular.

F. E. Scott, formerly superintendent of the Indianapolis Belt road, died last week at Galveston, Tex., where he was superintendent of terminals. He was a nephew of the late Horace Scott, who for years was superintendent of the Louisville division of the Pennsylvania.

It is understood that negotiations are pending by which the Lake Erie & Western will secure ten heavy freight locomotives, purchased recently for the Lake Erie, Alliance & Wheeling. The traffic of the Lake Erie & Western is so heavy as to require more power at once.

Operating officials of all roads centering at Toledo except the Toledo, St. Louis & Western have agreed upon a plan for switching interchange cars whereby each road will deliver cars to yards to the connecting company in that city instead of the transfer track. The plan is in opposition to the Toledo Railway terminal.

Orders have been issued by the Pennsylvania reducing the number of hours in its shop from ten to nine per day. The orders will be effective at once and will affect some 15,000 men. Officials of the road say the shortening of the hours is not unusual at this time of the year.

It has leaked out that one of the already existing trunk lines is behind the project to build an air-line road from Pittsburg to New York, either the Pennsylvania or the Philadelphia & Reading, probably the former, as the business of the Pennsylvania continues beyond its capacity.

The Pennsylvania ten days ago purchased ground in Pittsburg at a cost of $2,500,000 for a large down-town station, and last week purchased additional ground near by, paying $2,000,000, on which to erect warehouses. Officers of the Pennsylvania will not discuss the alleged transaction.

Horace Stamp, the oldest employe of the American Express Company in Chicago, a few days ago celebrated the forty-fifth anniversary of his service with that company, he commencing in 1863 as a truckman. He was promoted again and again until he is now master of transportation.

On Saturday train service was renewed between San Antonio and Laredo, southbound. The sleeper will go through to Mexico City, and during the continuance of quarantine at Laredo sleepers will be changed at Laredo, north-bound, so cars can be thoroughly fumigated there.

John F. McNamee, who, it is expected, will be selected grand secretary and treasurer of the Brotherhood of Locomotive Firemen, vice Frank Arnold, resigned, passed through the city yesterday en route to Peoria, where a meeting will be held to-morrow to fill the position vacated.

John A. Wertz, for twenty years in the employ of the Baltimore & Ohio, most of the time as baggage master, but who commenced service as a fireman, has been offered the position of general yardmaster of the company at Staten island, the important Eastern terminal of the B. & O. lines.

The Lake Erie & Western made several changes in its time table which became effective yesterday. Under the change a passenger can leave on Sunday by the Big Four's 8 o'clock train and reach Fort Wayne at 11:30. Heretofore there has been no train by which a person could go to Fort Wayne on Sunday morning.

It is stated that both the trunk lines and Central Passenger Association railroads have decided to make no change the coming year in rules governing exchange of passes. No passes will be exchanged by Eastern lines, while lines west of Buffalo and Pittsburg will continue to issue annuals in accordance with this year's agreement.

The village of Frayzeburg, O., which has begun suits in the Muskingum county court aggregating $3,800 against the Panhandle for running trains through the village faster than eight miles an hour, is having its troubles. The company has removed all lights at the station and at crossings, and threatens to run all trains except a local each way through the town.

In spite of the efforts to keep it secret the fact has become known that William D. Bishop, the venerable former president of the New York, New Haven & Hartford, is critically ill at his home near Bridgeport, Conn. Mr. Bishop is one of the oldest railroad men of the country, having been the builder, practically, of all the lines in the consolidated road.

With the selection of Charles S. Mellen to the presidency of the New York, New Haven & Hartford the rumor is revived that there will soon be an absorption of the Boston & Maine and the New York, New Haven & Hartford by a community of interests, which will result in the future in the two systems being operated under one management. Both systems are doing well.

Arrangements have been completed whereby the Lehigh Valley will have connections with New England. The Delaware & Hudson will have the privilege of running its engines and freight trains to be transferred over the Erie & Binghamton to Oswego, and in turn giving the Lehigh Valley a run from the West to the large New England field, from which it has been heretofore shut out.

The transcontinental lines have decided to bunch tourist business and do away with tourist conductors and personally-conducted tours. The plan is for all lines to send tourist business out three days in the week instead of daily, so it can be concentrated at Ogden and El Paso on the same day and thus handled with greater facilities. This throws about fifty tourist car conductors out of positions.

Investigation just completed shows that during the year ending Sept. 1, 1903, no person was either killed or injured on a Pullman car in the State of New York. In the three past years the Pullman Company carried 32,930,341 passengers, and only six persons were killed. Four were seriously injured and sixty-four slightly, making a total of seventy-four casualties to passengers out of over 32,000,000 carried.

E. A. Ford, general passenger agent of the Pennsylvania lines West, and subordinate passenger officials returned on Saturday from the East, where they became better acquainted with passenger officials of lines East of Pittsburg and better informed as to terminal facilities, etc. In a social way the Western officials were generously entertained during their visit to Washington, Philadelphia and New York. The next meeting will be held early in the spring at St. Louis.

No change has occurred in the last four years in the length of road operated by the New York, New Haven & Hartford Company, it being 2,027 miles, but during the present administration, covering four years, there has been a remarkable increase in its volume of traffic. The earnings from passenger traffic in 1900 were $19,764,755; in 1903, $22,058,018; the earnings of the freight department in 1900 were $20,164,753; in 1903, $23,326,150; in 1900 the road carried 948,642,580 passengers; in 1903, 1,124,313,020. Tons of freight in 1900, 1,340,789,590; in 1903, 1,627,858,848.

Building of Traction Lines Has Made Wall Street "Broke."

That the era of traction and interurban railroad building in Ohio and Indiana the past several years has had considerable to do with present financial conditions in Wall street seems to have been given little consideration by financiers up to this time.

The trouble with Wall street—which means the seat of all important Eastern financial operations—is that there is not enough money there at present. There are a good many causes which have brought about this condition, and it seems most reasonable to recognize the assertion of a local stock broker that among these causes is the building of interurban and traction lines in Indiana and Ohio, especially the last two years.

All of the money with which the Indiana traction and interurban lines have been built and equipped has come from the East. Eastern trust companies and financial institutions of other kinds have financed all these projects. Indianapolis banks and banks in other parts of the State have been invited to assist in financing various of the interurban railroads built within the past two years, but the Indiana banks have taken little, if any, stock in these concerns. The same situation prevails as to most of the Ohio interurban roads, it is said.

MONEY FLOWED WEST.

The millions of dollars which have been spent in Indiana to build and equip these roads have come from Eastern concerns which, if they had not invested in the Western railroad projects, would have used most of this capital in operations which would have kept the money at the disposal of Wall street.

So, argues the local stock broker, who has been studying this aspect of the financial situation, Indiana and Ohio's era of interurban road building has had considerable to do with making Wall street short of money.

The West in the past ten years has reversed its position in the financial affairs of this country. A decade ago, when the financial stringency came upon the nation the East held a mortgage upon the West. Things have changed about now and this change will save the country from a possible repetition of the financial difficulties of ten years ago. The West is out of debt. Its banks are overflowing with deposits. Now the East is not coming out here to collect its money, but it is coming to the West as a borrower; and the West has the money to lend.

No longer does Wall street dominate the financial operations of this country to such an extent that a crash "in the street" would mean financial stringency all over the nation. Wall street, however, does dominate the country's financial situation to a considerable extent, for trouble in Wall street, as that of this year, has a tendency to lessen confidence in every part of the country and to drive money to cover.

HARD TIMES NOT PROBABLE.

But the hard times of a decade ago cannot come again, says Clarence H. Matson, in the Saturday Evening Post, because the West is in shape, not only to care for itself, but also to pull the East through its difficulties. It is the industrial world which is calling for money from the West. The encouraging feature about the demand for money is that it is not needed to cover business losses, but to conduct increased legitimate business operations.

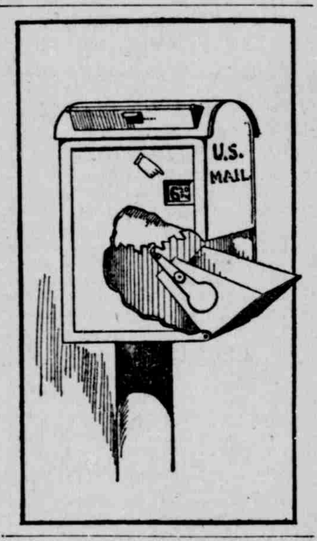
When the farming community has money it creates business in all other lines. The financial troubles in the East are not nearly so bad as some people imagine. They are really only on the surface. The farms are the real foundation of the national wealth of America. The main thing the West has to do now is to supply the East with sufficient money to tide over the stringency and bring about a restoration of confidence, and this the West can probably do, unless some unforseen emergencies arise. At the same time Western bankers are exceedingly careful in their loans. Hard times are not so far behind them that they have forgotten caution. Therefore no Western money will go East for mere speculative purposes, but only for those lines of business that are certain to yield fair returns.

MAIL-BOX INDICATOR.

How a Mechanical Device Is to Answer One of the Crying Questions.

Persons who have found it difficult to decipher the hieroglyphics on Uncle Sam's mail boxes, which show the hours of collection, will appreciate an automatic arrangement which an inspiring inventor is just now endeavoring to persuade the Postoffice Department to adopt for its boxes throughout the length and breadth of the land.

A disc revolving inside the box bears near its edge the hours of the several daily visits of the mail collector and an aperture at the side of the box is so arranged as to permit only one of these hours to be seen



at a time from the outside. The opening of the box by the postman causes the disc to revolve, and in the little aperture appears the hour of the next collection.

The thing is exceedingly simple, and as the figures on the disc are large there can be no difficulty in determining the question "when will this letter I am about to mail start on its journey to its destination?"

What Faith Is.

New York Times.

The teacher was trying to communicate to a class of small children an idea of faith, and, to better illustrate it, she held up an orange and said:

"If I were to tell you there were no seeds in this orange you would believe me without further proof, would you not?"

"Yes, ma'am," answered the class in chorus.

"Well, that is faith," said the teacher.

The next day, in order to test their recollection of the lesson, she asked:

"Who can tell me what faith is?"

"I can," promptly answered a small urchin. "It's an orange what ain't got no seeds in!"

NO OTHER.

Mr. Henpeck—Well, there was one man who could truthfully tell his wife that she was the only women he ever loved.

Mrs. Henpeck—Who was he?

Mr. Henpeck—Adam.

AMUSEMENTS.

PARK—2 p. m. 8 p. m. MONDAY, TUSEDAY, WEDNESDAY
NOT GUILTY By Joseph Le Brant
Whitaker & Nash's Comedy Dramatic Triumph,
Everybody Goes to the Park. PRICES—10c, 20c, 30c. Thursday—ACROSS THE PACIFIC.

LOCAL WHOLESALE TRADE

LATTER HALF OF WEEK SHOWED MARKED INCREASE IN ACTIVITY.

High Prices for Poultry Are a Certainty—Good Business on Commission Row—Better Grain Markets.

Trade was brisk on the wholesale streets and on Commission row during the last half of the week which ended Nov. 21, owing to the more favorable weather. The dry goods houses did an excellent business, as did the boot and shoe houses, leather dealers and confectioners. The last named report the best week since the holidays of last year. On Commission row sales of fruits and vegetables were large. Choice apples are very firm, but inferior fruit must be sold low. The street sellers, who are quite numerous, are liberal purchasers. Irish potatoes are very firm at the advance of Thursday and may go higher. Cabbage, onions and like vegetables sell at the figures of some days past and below prices which prevailed in November of last year. The produce market is active, preparatory to Thanksgiving. Turkeys, chickens and ducks are free sellers and it is evident that high prices are to prevail until after the holidays, as receipts at the present time are falling below reports which have been sent in regarding the supply.

Druggists are having a big trade in holiday goods, as are all dealers in fancy notions. It is very evident that people in the country are in good financial condition to make purchases. The provision market continues very active. Prices are easy on account of large receipts of hogs for weeks past, the Indianapolis market being the leader of Western markets as regards increased receipts. Flour is active, with both domestic and export demand excellent. The iron and hardware stores are doing a good business, but indications are for lower prices during the coming week in some lines. Traveling salesmen who came in on Friday and Saturday report trade good. Retail merchants feel better over the financial outlook and are stocking up more freely, especially in goods that enter into the holiday trade.

Indianapolis Grain Market.

Grain receipts were larger last week, but are not yet up to the expectation of local dealers. Wheat yesterday ruled easier and prices went off ½c. Corn and oats were steady and active. The following range of prices is reported by the secretary of the Board of Trade:

Wheat weaker; No. 2 red, 84c track; No. 2 red, 84c on milling freight; No. 3 red, 81c track; November, 84c; wagon, 84c.

Old corn steady; No. 2, white, 43½c; No. 3 white, 43½c; No. 4 white, 41c; No. 2 white mixed, 43¼c; No. 3 white mixed, 43¼c; No. 4 white mixed, 41c; No. 2 yellow, 43¼c; No. 3 yellow, 43¼c; No. 4 yellow, 41c; No. 2 mixed, 43¼c; No. 3 mixed, 43¼c; No. 4 mixed, 41c; ear, 44c.

New steady; No. 2 white, 41c; No. 3 white, 41c; No. 4 white, 39c; No. 2 white mixed, 41c; No. 3 white mixed, 41c; No. 4 white mixed, 39c; No. 2 yellow, 41c; No. 3 yellow, 41c; No. 4 yellow, 39c; No. 2 mixed, 41c; No. 3 mixed, 41c; No. 4 mixed, 39c; ear, 40c.

Oats steady; No. 2 white, 36½c; No. 3 white, 36c; No. 2 mixed, 35½c; No. 3 mixed, 35c.

Hay steady; No. 1 timothy, $11.25; No. 2 timothy, $10.

Output of flour.		Insp. for week.	
Nov. 21, 1903	12,412	Wheat	5,250
Nov. 22, 1902	13,274	Corn	54,000
Nov. 23, 1901	12,017	Oats	13,750
Nov. 13, 1903	12,256	Rye	750

—Stock in Store.—

	Wheat.	Corn.	Oats.	Rye.
Nov. 21, 1903	352,510	46,701	38,000	2,500
Nov. 22, 1901	400,912	52,800	27,650	2,800
Nov. 23, 1901	413,957	27,587	49,100	1,900

WAGON MARKET.

Offerings on this market Saturday were over seventy loads and at noon but one load was on the stand. The market was strong at the price which prevailed on Friday, reported by the wagon weighmaster as follows:

Corn—Per bu, 50@56c; new corn, 45@48c.
Oats—Per bu, 38@40c.
Hay—Timothy, $11@12; clover, $7@8; mixed, $8@9.
Sheaf Oats—Per ton, $8@10.

Poultry and Other Produce.

(Prices paid by shippers.)

Wool—Local dealers are paying for wagon lots: Good medium merchantable unwashed, 17c; coarse and braid, 15c; heavy merino, 10@12c; half-blood, 12@14c; burry and cotted, 12@14c; Western, 12c.

Poultry—Young turkeys, 14c; hens, 8½c; cocks, 5½c; young ducks, 8c; springs, 9c; geese, 6c per lb.

Cheese—Wisconsin, 12c; New York full creams, 12c; Swiss, 16c; brick, 15c; limburger, 12c.

Butter—Ec choice, 12@13c.

Eggs—Firm at 26c.

Feathers—Prime geese, 30c per lb; prime duck, 20c per lb.

Game—Rabbits, $1.25 per doz; ducks, $2.40@2.50 per doz.

Beeswax—30c for yellow, 25c for dark.

HIDES AND TALLOW.

Green-salted Hides—No. 1, 8c; No. 2, 7c; No. 1 calf, 10c; No. 2 calf, 9c.
Tallow—No. 1, 3½c; No. 2, 3c.

Candies, Nuts, Figs.

Candies—Capital stick candy (bris), 5½@6c per lb; common mixed, 2@7c; grocers' mixed, 5@5½c; Banner twist stick, 7½@8c; Banner cream mixed, 9c; derby mixed, 7½c.

Nuts—Soft-shelled almonds, 17@20c; Brazil nuts, 12c; filberts, 12c; peanuts, roasted, 7@8c; mixed nuts, 13c.

Figs—New Smyrna, 12c per lb.

Coal and Coke.

(Retail Prices.)

	Half ton.	Ton.
Anthracite (all sizes)	$3.90	$7.50
Smokeless	3.15	6.00
Cannel	3.15	6.00
Blossburg	2.90	5.50
Jackson (Ohio)	2.75	5.25
Kanawha	2.50	4.75
Pittsburg	2.50	4.75
Raymond	2.50	4.75
Winifrede	2.50	4.75
Hocking Valley	2.40	4.50
Lubrig	2.40	4.50
Brazil block	2.25	4.25
Green and Sullivan (lump and nut)	2.00	3.75
Slack, smokeless	2.65	5.00
Slack, Jackson	1.65	3.00
Slack, Pittsburg	1.65	3.00
Slack, West Virginia	1.65	3.00
Slack, Indiana	1.40	2.50
Connellsville coke	2.90	7.50
Oven coke	3.90	7.50
	12½ bu.	25 bu.
Lump coke, 15c per bu	$2.00	$3.75
Crushed coke, 16c per bu	2.15	4.00

Bags, 25c per ton extra, ground floor or dumped in cellar; 50c per ton extra, second floor or carried in cellar. From wagon, 25c per ton extra, by wheelbarrow, chute or basket.

Drugs.

Alcohol, $2.52@2.70; asafoetida, 40c; alum, 2½@4c; camphor, 68@70c; cochineal, 55c; chloroform, 58@65c; copperas, brl, 85c; cream tartar, pure, 32@35c; indigo, 65@80c; licorice, Calab., genuine, 35@40c; magnesia, carb., 2 oz, 20@22c; morphine, P. & W., per oz, $2.45@2.70; oil bergamot, per lb, $3; opium, $3.75@4; quinine, P. & W., per oz, 32@37c; balsam copaiba, 55@60c; soap, Castile, Fr., 13@16c; soda, bicarb., 2¾@5c; salts, Epsom, 1¾@4c; sulphur flour, 2¾@5c; saltpeter, 8@10c; turpentine, 63@70c; glycerin, 16½@20c; iodide potassium, $2.45@2.50; bromide potassium, 45@50c; chlorate potash, 15@20c; borax, 9@12c; cinchonida, 29@34c; carbolic acid, 27c; cocaine, mur., $4.30@4.50.

Dry Goods.

Bleached Sheetings — Androscoggin L, 7½c; Berkeley, No. 60, 9c; Cabot, 7¼c; Capitol, 7¼c; Cumberland, 7¼c; Dwight Anchor, 8¼c; Fruit of the Loom, 8c; Farwell, 7½c; Fitchville, 7c; Full Width, 6c; Gilt Edge, 6c; Gilded Age, 5½c; Hill, 7½c; Hope, 7¼c; Linwood, 7½c; Lonsdale, 7¾c; Peabody, 5½c; Pepperell, 9-4, 21c; Pepperell, 10-4, 23c; Androscoggin, 9-4, 22c; Androscoggin, 10-4, 24c.

Brown Sheetings—Atlantic A, 7c; Argyle, 6c; Boott C, 5½c; Buck's Head, 6¼c; Carlisle, 40-inch, 6c; Dwight Star, 7c; Great Falls E, 6c; Great Falls J, 5½c; Hill Fine, 7½c; Indian Head, 7c; Pepperell R, 6c; Pepperell, 10-4, 21c; Androscoggin, 9-4, 20c; Androscoggin, 10-4, 22c.

Prints—Allen dress styles, 5c; Allen TR, 4¾c; Allen robes, 5c; American indigo, 5c; Arnold long cloth B, 5c; Arnold LLC, 7c; Cocheco fancy, 5c; Hamilton fancy, 5c; Merrimac pinks and purples, 5½c; Pacific fancy, 5c; Simpson's mournings, 5c; Simpson's Berlin solids, 5½c; Simpson's oil finish, 6c; American shirting, 4½c; black white, 4¾c; grays, 4¾c.

Kid-finished Cambrics—Edwards, 4c; Warren, 3½c; Slater, 4c; Genesee, 4c.

Tickings — Amoskeag ACA, 11½c; Conestoga BF, 19½c; Cordis 140, 11½c; Cordis 7, 11½c; Cordis ACE, 11½c; Hamilton awnings, 10c; Kimono fancy, 17c; Lenox fancy, 18c; Lenox XX, 18c; Oakland AF, 6c; Portsmouth, 11½c; Susquehanna, 13½c; Shetucket SW, 6c; Shetucket F, 6¾c; Swift River, 5½c.

Grain Bags — Amoskeag, $14.50; American, $15.50; Harmony, $14; Stark, $18.

Ginghams — Amoskeag, 6½c; Amoskeag dress, 7½c; Lancaster, 6½c; Lancaster dress, 7½c; Toil du Nord, 8½c.

Flour.

Spring patent, $5 per brl; $4.60@4.80 in sacks; winter wheat patent, in brl, $4.50; in sacks, $4.30@4.40; straight grade, $4.10 in brl; in sacks, $3.90@4; low grade, $2.25@4.13; extra fancy, in brl, $4; in sacks, $3.50@3.90.

Groceries.

Coffee—Good, 8@12c; prime, 12@14c; strictly prime, 14@16c; fancy green and yellow, 18@22c; Java, 28@32c. Roasted—Old Government Java, 32½@33c; finest Mocha and Java, 28@30c; Java blend, 25c; fancy blend, 18c; Golden blend, 15c. Package coffee—City prices: Ariosa, 14.75c; Lion, 10.75c; Jersey, 10.75c; Caracas, 10.25c; Dutch Java blend, 13c; Dilworth's, 10.75c; Mail Pouch, 10.75c; Gates's blended Java, 10.75c; Climax Java blend, 10.75c.

Sugar—City prices: Crystal Dominoes, 5-lb cartons, 7.20c; cut loaf, 5.65c; cubes, 5.40c; XXXX powdered, 5.30c; standard powdered, 5.25c; fruit powdered, 5.02c; granulated, 2-lb package, 5.25c; granulated, 5-lb package, 5.15c; standard fine granulated, bags or bris, 4.87c; Ridgewood A, bris, 4.67c; Phoenix A, bris, 4.62½; Empire A, 4.57c; Ideal ex. C, 4.52c; Windsor ex. C, 4.47c; Ridgewood ex. C, 4.42c; 10 yellow, 4.32c; 16 yellow, 4.22c; New Orleans (dark), 4c.

Molasses and Syrups—New Orleans molasses, fair to prime, 28@32c choice, 38@42c; syrups, 26@30c.

Salt—In car lots, 80@85c; small lots, 90@95c.

Spices—Pepper, 17c; allspice, 15@18c; cloves, 15@18c; cassia, 15@18c; nutmegs, 50@60c per lb.

Rice—Louisiana, 4½@6c; Carolina, 6½@8½c.

Shot—$1.40@1.60 per bag for drop.

Lead—6½@7c for pressed bars.

Wood Dishes—No. 1, per 1,000, $1.80@2; No. 2, $2@2.20; No. 3 $2.20@2.30; No. 5, $2.80@3.

Twine—Hemp, 12@18c per lb; wool, 6@10c; flax, 20@30c; paper, 15c; jute, 12@15c; cotton, 18@25c.

Woodenware—No. 1 tubs, $6@7; No. 2 tubs, $5@6; No. 3 tubs, $4@5; 3-hoop pails, $1.60; 2-hoop pails, $1.40@1.50; double washboards, $2.50@2.70; common washboards, $1.85@1.90; clothespins, 50@65c per box.

Iron and Steel.

Bar iron, 2.50c; horseshoe bar, 2.75c; nail rod, 7c; plow slab, 4.50c