HOG PRICES ARE LOWER

DISCRIMINATION AGAINST LIGHT OFFERINGS CAUSES DECLINE.

Steers Sold Yesterday at Average Decline of 10 Cents, with Some Transfers 25 Cents Lower.

Receipts and Shipments.

HOGS—Receipts	6,000
Shipments	2,000
CATTLE—Receipts	1,200
Shipments	200
SHEEP—Receipts	150
Shipments	None

UNION STOCKYARDS, INDIANAPOLIS, Jan. 28.—The receipts of hogs to-day were not excessive, but as large as usual at this time in the week. The quality was again very satisfactory. With rather active competition between packers and shippers the market opened with the good medium to heavy grades selling at steady prices. Of course, along with the good hogs salesmen were able to dispose of a few loads of lighter hogs and they were also about steady. There was a continued discrimination, however, against most of the light stuff and from the start the market for this class was dull with the bidding indifferent and lower. There were not many light hogs sold until after the good supplies had changed hands, and then buyers succeeded in forcing a decline of about 5c for the light grades. Late reports from other markets were favorable to buyers and consequently the trading toward the close was quiet and inclined to be some lower than the opening for all kinds of hogs. But at the extreme close a few prime heavy grades sold as high as at the opening. It does not appear that there were as many good heavy hogs here as yesterday, and altogether the average market is a shade lower. A good clearance was finally made. The extreme range in sales was from $4.70 to $5.25, and the bulk of the supply sold at $4.80@5.20. Quotations:

Good to choice medium to heavy	$5.15@5.25
Mixed and heavy packing	4.80@5.20
Good to choice light weights	4.80@4.95
Common to fair light weights	4.65@4.75
Inferior to best pigs	4.25@4.75
Roughs and stags	4.25@4.75

—Representative Sales.—

No.	Av.	Dk.	Pr.	No.	Av.	Dk.	Pr.
49	219	..	$5.25	13	201	..	$5.10
71	227	..	5.25	81	208	..	5.10
31	239	40	5.25	36	247	80	5.10
53	242	160	5.25	60	225	120	5.07½
80	247	..	5.25	97	183	120	5.05
46	248	40	5.25	79	193	80	5.05
154	249	40	5.25	85	191	160	5.05
67	247	..	5.25	46	214	160	5.05
52	250	..	5.25	29	223	160	5.05
94	265	..	5.25	97	203	200	5.02½
60	267	80	5.25	32	190	..	5.00
33	269	80	5.25	118	195	80	5.00
23	273	..	5.25	10	207	40	5.00
22	309	..	5.25	42	195	40	5.00
85	233	..	5.22½	41	179	..	4.95
188	237	240	5.15	31	165	..	4.85
65	232	120	5.15	67	149	..	4.82½
43	240	80	5.15	33	137	..	4.80
62	242	160	5.15	39	144	..	4.77½
50	246	160	5.15	36	132	..	4.75
78	249	80	5.15	31	127	..	4.70
50	319	320	5.15	10	124	..	4.65
64	215	40	5.12½	34	101	..	4.60
71	220	..	5.12½	19	241	40	4.20
66	200	40	5.10				

Cattle—The receipts of cattle to-day were equal to the average at this time in the week recently and no doubt a little above the expectations of most dealers. Practically all kinds of cattle were represented, but there was a larger proportion of steers than usual on Thursday. Good female butcher cattle were not too plentiful and with buyers rather industrious in executing their orders this branch of the market from the start was reasonably active and sales were at fully steady prices. There was very little or no interest for steers right at the start and therefore the conditions were very unfavorable to salesmen. Later in the day buyers offered 10c to 15c lower for all fat steers, and, although salesmen were very reluctant in accepting such terms, they were finally forced to do so. Most of the sales were not to exceed 10c lower, but a good many were considered 15c lower, and occasionally bids were reported 20c to 25c lower. Both salesmen and owners were a little surprised at the turn in the affairs, and at the close a few loads were held in first hands. There was only a fair request for feeding cattle, but sales usually were at about yesterday's prices. The bull market was steady and calves sold generally as high as yesterday. Quotations:

—Steers.—

Good to choice steers, 1,350 lbs and upwards	$4.85@ 5.25
Plain fat steers, 1,350 lbs and upwards	4.50@ 4.90
Good to choice 1,200 to 1,300-lb steers	4.40@ 4.85
Plain fat 1,200 to 1,300-lb steers	4.00@ 4.40
Good to choice 900 to 1,150-lb steers	4.00@ 4.50
Plain fat 900 to 1,150-lb steers	3.75@ 4.25
Choice feeding steers, 1,000 to 1,100 lbs	4.00@ 4.25
Good feeding steers, 900 to 1,100 lbs	3.50@ 3.75
Medium feeding steers, 800 to 900 lbs	3.00@ 3.25
Common to good stockers	2.50@ 3.50

—Heifers.—

Good to choice heifers	$3.65@ 4.25
Fair to medium heifers	3.25@ 3.50
Common light heifers	2.50@ 3.00

—Cows.—

Good to choice cows	$3.35@ 3.75
Fair to medium cows	2.90@ 3.25
Canners and cutters	2.00@ 2.85
Good to choice cows and calves	$35.00@50.00
Common to medium cows and calves	20.00@30.00

—Bulls and Calves.—

Prime to fancy export bulls	$3.40@ 3.75
Good to choice butcher bulls	2.75@ 3.25
Common to fair bulls	2.00@ 2.50
Fair to best veal calves	6.25@ 7.75
Fair to good heavy calves	3.00@ 6.25

—Representative Sales—Steers.—

No.	Av.	Pr.	No.	Av.	Pr.
34	1442	$5.00	16	1118	$4.25
1	1030	4.85	1	1030	4.25
19	1265	4.65	2	1240	4.25
16	1384	4.65	11	994	4.25
18	1377	4.65	17	1066	4.15
20	1140	4.60	2 Feeders	675	3.50
8	1010	4.40	44	891	3.25
20	1319	4.40	2 Feeders	500	2.50

—Heifers.—

No.	Av.	Pr.	No.	Av.	Pr.
1	330	$4.25	39	745	$3.60
5	1180	4.25	4	722	3.60
5	1043	4.25	5	764	3.50
1	1220	4.25	1	620	3.50
3	733	3.75	6	576	3.00
1	690	3.65	1	550	2.50

—Cows.—

No.	Av.	Pr.	No.	Av.	Pr.
3	1243	$3.75	2	1005	$3.25
6	1250	3.75	2	1080	3.15
2	1265	3.65	4	1112	3.15
2	1120	3.60	2	1175	3.00
2	1070	3.50	1	1010	3.00
2	1260	3.50	3	1133	3.00
7	1274	3.50	1	910	3.00
1	1250	3.50	3 Cutters	1083	2.90
2	930	3.25	1 Canner	850	2.25
2	1080	3.25	1 Canner	770	2.25
3	1150	3.25	1 Canner	650	2.25
1	1060	3.25	1 Canner	910	2.25
4	1065	3.25	1 Canner	650	1.75

—Bulls.—

No.	Av.	Pr.	No.	Av.	Pr.
1	1700	$4.00	1	1810	$3.25
1	1500	3.75	1	1030	3.25
1	1670	3.75	1	1360	3.10
1	1600	3.65	1	980	3.00
1	1550	3.50	1	1830	3.00
1	1490	3.25	1	1080	3.00
1	1320	3.25	1	——	2.75

—Calves.—

No.	Av.	Pr.	No.	Av.	Pr.
3	153	$8.00	5	170	$7.25
2	100	8.00	3	110	7.25
3	140	8.00	2	105	7.25
2	150	7.75	2	100	7.00
1	120	7.50	1	50	4.00
2	145	7.50	1 C. & C.	——	41.00
1	210	7.50	3 S. & C.	——	120.00

Sheep—There were not enough sheep here to-day to interest even local butchers to any extent, and not nearly enough to invite shippers into the market. Consequently there was not an urgent demand for the offerings, but buyers were willing to pay strong prices, and a good clearance was made early on that basis. There were not many strictly top kinds in their class, and, therefore, the full strength of the market continues in doubt. The best lambs offered sold at $6 and others as low as $5. Tidy yearling sheep sold as high as $5, and only fair old sheep at $3. Quotations:

Good to choice lambs	$5.50@6.00
Common to medium lambs	4.50@5.25
Common to best yearlings	3.00@4.50
Good to choice sheep	3.25@3.75
Fair to medium sheep	2.75@3.25
Culls and common sheep	2.00@2.50
Stockers and feeding sheep	2.60@2.75
Bucks, per 100 lbs	2.50@3.00

—Representative Sales.—

7 Lambs	72	$6.00	7 Lambs	121	$6.00
14 Lambs	65	5.00	50 Yearlings	100	5.00
4 Sheep	115	3.00	1 Buck	180	3.00

LIVE STOCK NOTES.

There is no improvement to report in the marketing of sheep, the receipts thus far being over 900 head smaller than the same time last week and 270 head smaller than the corresponding time a year ago. The receipts yesterday were about the same as a week ago and a year ago.

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Combined receipts of hogs thus far this week show a decrease of 3,000 head compared with the same time last week, and an increase of 4,000 head over the corresponding time a year ago. The receipts yesterday were around 1,000 head smaller than a week ago, but nearly 3,000 head larger than a year ago.

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The marketing of stock for four days shows a decrease of 3,600 hogs, 700 cattle and 900 sheep compared with the same time last week, and an increase of 4,000 hogs, 1,300 cattle and a decrease of over 200 sheep compared with the corresponding time a year ago. The fat steer market was lower yesterday. Good female cattle were steady. Sheep and lambs were steady, and the hog market opened steady, but closed lower.

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The receipts of cattle thus far this week have probably been up to expectations, but 700 head smaller than the same time last week. Compared with the corresponding time a year ago there is a gain of 1,300 head. The receipts yesterday were fairly liberal for a Thursday market, and show a gain of nearly 500 head over a week ago, while compared with a year ago there is an increase of 900 head.

ELSEWHERE.

NEW YORK, Jan. 28.—Beeves—Receipts, 21, mainly consigned direct. No sales reported. Dressed beef steady; city dressed native sides, 7@9c per lb. Cables quoted American steers at 11@11¾c, dressed weight; refrigerator beef at 8¼@8¾c per lb. Exports for to-day, 122 beeves, 115 sheep.

Calves—Receipts, 52. The market rated steady. No reported sales of veals of much consequence. A few barnyard calves sold at $3.75 per 100 lbs. City dressed veals, 9@14c per lb.

Sheep and Lambs—Receipts, 4,567. Sheep steady to firm; lambs slow, general sales about 15c lower. Sheep sold at $3.75@4.50 per 100 lbs; a few head at $5; culls at $3; lambs at $6.25@6.85; about 2 cars at $7. Dressed mutton, general sales, 6½@8½c per lb; dressed lambs, general sales, 8½@10½c.

Hogs—Receipts, 5,802. The market rated weak. A car of Ohio pigs sold at $5.35 per 100 lbs.

CHICAGO, Jan. 28.—Cattle—Receipts, 18,000; 25c to 40c lower. Market dull. Good to prime steers, $4.80@5.50; poor to medium, $4@4.60; stockers and feeders, $2.40@4; cows, $1.50@3.75; heifers, $1.75@4.50; canners, $1.50@2.25; bulls, $1.75@4.20; calves, $3.50@7.25.

Hogs—Receipts to-day, 37,000; to-morrow, estimated, 30,000. Mixed and butchers, $4.80@5.10; good to choice heavy, $5@5.15; rough heavy, $4.75@5; light, $4.60@5; bulk of sales, $4.85@5.

Sheep—Receipts, 20,000; 10c to 25c lower; lambs, 10c to 25c lower. Good to choice wethers, $4.20@4.60; fair to choice mixed, $3.75@4.10; Western sheep, $4@5.25; native lambs, $4.50@6; Western lambs, $4.50@6.05.

KANSAS CITY, Jan. 28.—Cattle—Receipts, 11,000, including 4,000 Southerns. Market 10c to 25c lower. Export and dressed beef steers, $4.35@5; fair to good, $3.50@4.30; Western fed steers, $3.50@4.30; stockers and feeders, $3@4.10; Southern steers, $3@4; Southern cows, $2@2.75; native cows, $2@2.65; native heifers, $2.50@3.80; bulls, $2.40@3.65; calves, $2.25@6.25.

Hogs—Receipts, 9,000. Market 5c to 10c lower. Top, $5.07½; bulk of sales, $4.70@4.95; heavy, $4.92½@5.05½; packers, $4.80@4.95; pigs and lights, $4.30@4.85.

Sheep—Receipts, 5,300. Market 10c lower. Native lambs, $4.50@5.65; Western lambs, $4.40@5.60; fed ewes, $3.50@5; Western fed yearlings, $4@5.10; stockers and feeders, $2.75@4.

ST. LOUIS, Jan. 28.—Cattle—Receipts, 4,500, including 2,000 Texans. Market slow and easy. Native shipping and export steers, $4.50@5.15; dressed beef and butcher steers, $4@5; steers under 1,000 lbs, $3.50@4.55; stockers and feeders, $2.50@4.35; cows and heifers, $2.25@4.25; canners, $2.25@2.50; bulls, $2.50@4; calves, $3@7; Texas and Indian steers, $2.50@4.35; cows and heifers, $2.15@3.15.

Hogs—Receipts, 11,000. Market slow and lower. Pigs and lights, $4.45@4.70; packers, $4.60@5; butchers and best heavy, $4.85@5.10.

Sheep—Receipts, 3,000. Market steady to firm. Native muttons, $3@4.55; lambs, $4.80@5.75; culls and bucks, $2.25@3.75; stockers, $3@3.

SOUTH OMAHA, Jan. 28.—Cattle—Receipts, 5,000; market slow, 10c lower; native steers, $3.50@5.20; cows and heifers, $2.60@3.85; stockers and feeders, $2.75@4.10.

Hogs—Receipts, 9,000; market 5c lower; heavy, $4.75@4.90; pigs, $3.75@4.40.

Sheep—Receipts, 6,500; market dull, 10c lower; sheep, $2.50@5; lambs, $4.50@5.75.

PITTSBURG, Jan. 28.—Cattle—Receipts, 100. The market was steady.

Hogs—Receipts, 4,500. Heavy, $5.20@5.25; medium, $5.15@5.20; heavy Yorkers, $5.10@5.15; pigs, $5.

Sheep—Selling at $4.75 down; lambs, $6.50 down. The market was slow.

LOUISVILLE, Jan. 28.—Hogs—Unfavorable advices from other markets caused the market to open 5c lower on mediums and heavies and steady on all other classes. Pens were cleared at the following prices: Choice hogs, 160 lbs and up, $5.05; lights, $4.75; pigs, $4.40; roughs, $4@4.40.

CINCINNATI, Jan. 28.—Hogs lower at $3.50@5.15.

Cattle steady at $2.25@4.85.

Sheep steady at $2.75@4. Lambs steady at $4.75@6.75.

BUFFALO, Jan. 28.—Hogs—Receipts, 5,000. Mixed and mediums, $5.25@5.30; pigs and Yorkers, $5.20@5.25.

Sheep and lambs dull and lower.

Cattle—The market was strong.

Annual Quarantine Order.

WASHINGTON, Jan. 28.—Secretary Wilson has issued the annual quarantine order on account of the splenic or Texas cattle fever. It is effective Feb. 1 and includes California, Oklahoma and Texas and the Southern States. The line in the States of California, Texas, Oklahoma, Tennessee, North Carolina, Georgia and Virginia is made practically the same as last year. Monterey county, California, is taken out of the quarantine district. The restrictions are removed entirely from that part of Blaine county, Oklahoma, that lies north of the Canadian river. In Tennessee, Louis county is placed within the quarantine line, and Clay and Cumberland counties are added to the area from which cattle may be shipped on inspection.

COTTON PRICES GO TO STILL HIGHER LEVELS.

Not for Years Has the Market Seen Such Excitement as Characterized Yesterday's Trading.

[By A. R. Thompson & Co.'s Wire.]

NEW YORK, Jan. 28.—To-day's cotton market was the most sensational and excited that has been experienced in the present upward movement. Although dealings at other times have exceeded to-day's transactions, nothing like the excitement of to-day has heretofore been witnessed.

The sensational advance in Liverpool was altogether unlooked for, and traders who for several days have been playing for a decline were forced to cover; and, as offerings were light, prices were easily run up to a level not heretofore recorded in the history of the cotton market since cotton has been selling for hard money. Receipts were abnormally small, and reports from the Southern spot markets indicate a heavy demand at almost any prices at which holders may choose to ask.

A reaction is undoubtedly due, as the market has had a perpendicular advance of nearly 300 points without any decline, but, as speculation is now absolutely controlled by a few powerful speculators, it is impossible to make any accurate forecast of the trend of prices. We would only advise purchases on substantial declines. The range:

January	15.36	15.87	15.30	15.70
March	15.55	16.24	15.54	15.95
May	15.83	16.30	15.80	16.20
July	15.94	16.40	15.91	16.25

WHEAT ADVANCES AGAIN.

(CONCLUDED FROM PAGE TEN.)

at $1.40. Crude turpentine firm at $2.50, $4.25 and $4.25.

NEW YORK, Jan. 28.—Cotton-seed oil firm. Petroleum steady. Rosin firm; strained, common to good, $2.95@3. Turpentine weak at 64½@65c.

MONTPELIER, Jan. 28.—Crude petroleum strong; north Lima, $1.36; south Lima and Indiana, $1.31.

CHARLESTON, Jan. 28.—Turpentine steady at 61½c. Rosin steady.

Poultry.

NEW YORK, Jan. 28.—Poultry—Alive steady; Western chickens, 11½c; fowls, 14c; turkeys, 14c. Dressed firm; Western chickens, 12@14c; fowls, 12@14c; turkeys, 17@19c.

ST. LOUIS, Jan. 28.—Poultry firm; chickens, 10½c; springs, 10½c; turkeys, 15c; ducks, 11c; geese, 8c.

CINCINNATI, Jan. 28.—Poultry firm; hens, 11c; springs, 13c; turkeys, 15c. Cheese steady.

CHICAGO, Jan. 28.—Poultry—Live firm; turkeys, 11c; chickens, 11½c; springs, 11½c.

Cotton.

NEW ORLEANS, Jan. 28.—Cotton firm. Sales, 8,900 bales. Ordinary, 15¼c; good ordinary, 14 9-16c; low middling, 15 3-16c; middling, 15 9-16c; good middling, 15 13-16c; middling fair, 16 3-16c. Receipts, 6,259 bales; stock, 425,341 bales.

NEW YORK, Jan. 28.—Cotton—Spot closed quiet and 80 points higher; middling uplands, 16.25c; middling gulf, 16.50c. Sales, 1,600 bales.

Dry Goods.

NEW YORK, Jan. 28.—In the dry goods market excitement continues unabated in the raw material market, and the influence of this feverish condition is very much in evidence in piece goods, buyers being more liberal, but conservatism is still the watchword of the buyer, who is afraid of bidding the market up against himself.

Metals.

ST. LOUIS, Jan. 28.—Lead steady at $4.45. Spelter quiet at $4.67½.

Strawberry Season Is On.

Strawberries are one of the new fruits in the local market. They are retailing at 75 cents a quart. This price is so high that the sale of the berries is small. These strawberries are a Florida product.

Charged with Criminal Libel.

MOBILE, Ala., Jan. 28.—Dr. J. B. Lindsley, president of the National Public Health Association, was arrested here on his arrival from Havana, and is charged with criminal libel of members of the quarantine board of Mobile bay. He had a controversy last summer with the board regarding quarantine restrictions against ships from Havana, claiming Havana, being a clean port, the restrictions were unnecessary, and published in a New Orleans paper a severe arraignment of the board.

Gift from Henry Phipps.

BALTIMORE, Jan. 28.—Henry Phipps, the steel magnate, has donated $20,000 to the Johns Hopkins Hospital to establish a separate out-patients department for consumptives.

CLAIMS BIG ENGINES PAY

EXPERIENCE IS DEMONSTRATING SUCH TO BE THE CASE.

P. & L. E. Makes Flattering Earning Exhibit—Clover Leaf Assuming Considerable Importance.

A superintendent of motive power of the Pennsylvania lines West, in speaking of the comments of W. E. McCullouch, of the Board of Railway Commissioners of Missouri, to the effect that the big engines were disappointing, said too much was expected of the large machines. "We found at first that some of our engineers and firemen objected to the large machines, and sometimes aired their grievances, claiming that it is difficult to keep up steam and the engines were so difficult to fire that often two firemen were needed to do the work. These complaints are gradually being heard of less and less. The big type locomotive was not perfected at first; any operating man or manufacturer will say this. But we have found them economical, because with one of them we can haul in one train 2,500 tons or more of freight, while one of the old type engines has to go along with only 900 or 1,000 tons. They naturally cost more to keep up than do the smaller machines, but since our engine men have learned them minutely we are getting excellent service on the Pennsylvania lines West from the larger locomotives, and the Mogul engines are in the railroad world to stay, at least until something more perfect is invented. These locomotives have been placed in service on almost every road in the country in the past two years. The tendency has been so natural in this regard that when the Santa Fe was announced to be ordering engines weighing 150,000 pounds it was no surprise. It is interesting to note that these monsters are now being placed in service on the Santa Fe as fast as they are turned out. The Baldwin people claim that the engine will haul a 6,000-ton train on the level with ease, but for short and light hauls the smaller engine has shown itself more serviceable. For the immensely heavy and long haul on the Pennsylvania the Moguls have also shown their worth as motive power."

Passenger Officials at Work.

The American Association of General Passenger Agents got down to business early yesterday at St. Louis with President F. I. Whitney, general passenger agent of the Great Northern, in the chair. A committee of representatives of St. Louis lines submitted in concise form recommendations as to rates and conditions to prevail during the world's fair. The recommendations were agreed on at a meeting held earlier in the week. On the rate question General Passenger Agent C. S. Crane, of the Wabash, presented the views of the St. Louis lines. General Passenger Agent L. W. Wakely, of the Burlington, submitted the recommendation as to form of ticket and ticket regulation. On legislation and protective measures, Assistant General Passenger Agent D. F. Bow, of the Chicago & Alton, spoke of the St. Louis lines, showing what had been accomplished in that respect. The St. Louis lines favor a scale of rates that will attract visitors throughout the world's fair season. Any rates adopted will go into effect from the opening of the season.

It was decided this afternoon to recommend to their respective traffic organizations reduced rates to the world's fair from all parts of the United States. Specifically they agreed to ask for:

"First—A season excursion rate to St. Louis beginning April 25 and continuing until Nov. 25, selling tickets during that period at 80 per cent. of double the one-way fare.

"Second—Excursion rates, with final return limit of sixty days, at rate of one and one-third fare.

"Third—Excursion tickets of ten days' limit, in territory 200 miles distant from St. Louis, at rate of one fare plus $2.

"Fourth—That coach excursions be run not oftener than one day each week by each line, at rates and with limits and other conditions as may be agreed upon by interested lines."

These preparations will be formally considered at a joint meeting of the representatives of trunk lines—New England Passenger and Central Passenger Association—which will convene in New York Feb. 8. It is the belief of the passenger agents that no difficulty will be encountered in securing these rates.

Annual Meeting of the P. & L. E.

Stockholders of the Pittsburg & Lake Erie Company held their annual meeting in Pittsburg on Tuesday, and the reports of the operation of the system in 1903 were gratifying. Despite the big lessening of traffic in the last three months of the year and the large amount spent for rolling stock and new trackage, the earnings showed an increase of more than 11 per cent. over those of 1902. The total earnings from all sources were $11,280,129.16; operating expenses, $8,788,968.47, or 77.92 per cent. of the gross earnings. It is interesting to note that more than 10 per cent. of the gross earnings accrued from the passenger department, the figures being $1,124,544.11. The freight tonnage of about 20,000,000 tons made the work day average about 73,000 tons, thus showing reasons for the big income from this traffic. The earnings per mile were $62,673. Colonel Schoonmaker, in speaking of the outlook for 1904, said the general improvement policy in trackage and equipment to meet the demands of traffic will be continued this year, and that fairly good and satisfactory returns were expected, inasmuch as the business conditions are again improving. Less money will be spent on rolling stock than last year, for in 1903 thirty-five freight and five passenger engines were added, together with a large supply of freight cars.

Personal, Local and General Notes.

W. E. Parrett has been appointed commercial agent of the Vandalia at Kansas City, vice J. E. Gavin, deceased.

James Flanders, road foreman of engines on the Indianapolis & Vincennes, who a few months ago suffered a paralytic stroke, is much better.

M. J. Ramsey, chief clerk to General Manager Atterbury, of the Pennsylvania, has recovered from his serious illness and returned to duty.

M. W. Mansfield, superintendent of the Indianapolis & Vincennes and of the Pennsylvania terminals at Indianapolis, has gone to Pittsburg.

The Erie is said to have perfected all traffic arrangements for turning over its traffic at Marion to the Big Four during the St. Louis exposition.

Six firemen on the Pittsburg, Fort Wayne & Chicago have been promoted to engineers. Traffic is so heavy with that road that there is a great demand for engineers.

J. M. Gruber confirms the report that he will resign as superintendent of the Rock Island west of the Missouri river. He says he has no plans as to the future.

The Chicago, Peoria & St. Louis has changed its headquarters from Springfield, Ill., to St. Louis, Mo., where hereafter will be the general manager's headquarters.

The Wabash people expect to have their bridge over the Ohio river at Mingo Junction ready for the rails by May 1. The work has been much delayed by strikes of iron workers.

Variable routes to the South have been discontinued. Southern roads took the initiative. In lieu thereof the transit limit on the going trip is increased from fifteen to thirty days.

The railroad friends of John G. Mason, Eastern passenger agent of the Louisville & Nashville, are arranging to present him a silver service before his permanent removal to New York.

George E. Ree, who has been division freight and passenger agent of the Santa Fe at El Paso, Tex., has been appointed general freight agent of the road in Kansas City, succeeding Douglas Dollan.

The work of rebuilding the Seaboard Airline shops in Portsmouth, Va., that were burned last May, has been completed. The new shops are on a much larger and more modern scale than were those burned.

A. M. Lane has been appointed general superintendent in charge of roadway, machinery and transportation of the Pittsburg, Shaumett & Northern road. He was formerly general manager of the West Virginia & Northern.

The Columbus shops of the Panhandle have completed the first of twelve new seventy-foot combination cars which are in course of construction. The new equipment will be placed in service between St. Louis and Pittsburg.

Dr. Talbott, surgeon of the Pennsylvania lines centering here, yesterday reported eighty-three men as laying off on account of illness or minor accidents resulting from the late cold weather on the divisions under his jurisdiction, mostly trainmen.

The new engines of the Cincinnati, Hamilton & Dayton, as they come out of the shops after slight changes, are performing very satisfactorily. During the late cold weather the fast trains have been arriving at Indianapolis about on schedule time.

The traveling salesmen of local wholesale houses are delayed by the unsettled condition of railroad traffic, which has been crippled by the snow. Many of them are attempting to make only the more important points until weather conditions improve.

L. J. Ferritor has been made superintendent of the Wabash Railway eastern division at Peru, succeeding S. E. Cotter, who went to the middle division at Decatur. Mr. Ferritor has been superintendent for the Wabash and Grand Trunk at St. Thomas, Ontario.

G. N. Wilson, general auditor of the Lehigh Valley, has appointed W. S. Dousman auditor of traffic of that road, with headquarters at Philadelphia, and the offices of auditor of coal traffic, auditor of freight receipts and auditor of passenger receipts are abolished.

It is announced that the office of Alfred Lovell, assistant superintendent of motive power of the Santa Fe, will soon be moved from Topeka to Chicago. This is supposed to be in line with the latest policy of the Santa Fe to concentrate the system's offices in Chicago as far as possible.

A trunk line official says much nonsense continues to be published about the trunk-line anti-pass agreement having been violated. It is true when compared with original conditons, but the issuance of passes this year is entirely in accordance with the terms of the agreement between the trunk lines.

The Erie has placed an order with the Rogers locomotive works for a number of locomotives, and the company has ordered that work on these new engines be hurried so that they may be put in service at once. All the shops of the road have been ordered to run on full time, sixty hours a week.

The work of the executive committee of the American Railway Association, among other things, is to prepare a new schedule of per diem rates for the use of freight cars and report to the association meeting in New York in April next. Under the proposed rule it is expected a more prompt return of cars will follow.

W. W. Atterbury, general manager of the Pennsylvania, has issued a sweeping order requiring many thousand employes to wear uniforms and to keep their appearance neat and themselves and their uniforms clean. The language of the order leaves no doubt that clean linen, the wearing of white collars and cuffs and well-cared-for uniforms are things desired by the Pennsylvania management.

The directors of the Nickel-plate on Wednesday declared a 5 per cent. dividend on the first preferred and 3 per cent. on the second preferred stock. The gross earnings for 1903 exceeded the gross earnings for 1902 $1,500,000, but it is understood the directors considered it better policy to apply this increase to the betterment of the property than to increase the dividends on the second preferred. The net earnings for the past year were $1,507,275, an increase of $12,371.

In reply to the charge that the Grand Trunk was maintaining inadequate service on branch and subsidiary lines in Ontario, General Manager C. M. Hays has issued a detailed reply, in which he states that in the last six years the company has expended $4,000,000 on steel bridges designed to sustain heavy engines, built 132 miles of double track and 335 miles of additional siding, has added 11,732 new freight cars, 127 new passenger cars and 208 locomotives at a cost of $20,000,000.

P. W. Drew, car service agent of the Wisconsin Central, was in the city yesterday, the guest of C. S. Rhoads, superintendent of telegraph of the Big Four. Mr. Drew is a member of the executive committee of the railroad branch of the National Young Men's Christian Association, of which Mr. Rhoads is president, and the two perfected arrangements yesterday with the English Hotel for caring for the delegates to the national convention which will convene in this city the coming summer.

Frank N. Barksdale, advertising manager of the Pennsylvania, has returned from St. Louis. He says the fair will open on April 30 and will be nearer completion at that time than any other enterprise of a similar character ever undertaken. All the main exposition buildings are completed and the work of placing the exhibits well under way. A majority of the foreign and State buildings have also been completed, and all others are in an advanced state. He says the railroad facilities to the exposition grounds are ample.

The report is revived that the Toledo, St. Louis & Western is to be extended from St. Louis, its present Western terminal, until a gulf port has been reached. Various rumors have been abroad as to who is back of Mr. Hawley and his associates, it being understood that he is working for some large financial interests. In connection with this, rumors are current that the same syndicate is trying to construct a line reaching from the middle West to the Atlantic seaboard as well as to the gulf. The story is vouched for by a railroad official in close touch with the Clover-leaf people.

The annual meetings of the stockholders of the Central Ohio Railroad, the Eastern Ohio Railroad, the Columbus, Cincinnati & Midland and the Sunday Creek Railway Company, subsidiary companies of the Baltimore & Ohio, were held at Columbus yesterday. Oscar G. Murray was elected president of all the companies. F. A. Durbin, of Zanesville, O., recently appointed general counsel of the Western lines of the B. & O., was elected vice president of the companies in which Mr. Murray previously held that office and was also elected a director in all the companies. Fred Lazarus was elected a director in the Columbus, Cincinnati & Midland, succeeding the late Ralph Lazarus.

The Queen & Crescent has ordered three new postal cars to be built by the American Car and Foundry Company, Jeffersonville, Ind. It is necessary for the company to have these new cars on account of the United States railway mail service requiring two mail cars on the Queen & Crescent's fast Florida and New Orleans trains. The company has also ordered five new switch engines from the Baldwin locomotive works, to be delivered in one month. Two of these engines have 18x24-inch cylinders and weigh 96,000 pounds on the drivers, and the other three have 19x26-inch cylinders and weigh 120,000 pounds on drivers. Bids are being considered for 1,750 new freight cars with a capacity ranging from 60,000 to 80,000 pounds. Owing to the increased business of this line, the Ludlow shops will be enlarged and better facilities afforded for overhauling engines and other equipment. The Chattanooga shops will also be enlarged to three times their present capacity. On account of the extensive improvements this line is making, it will be necessary to employ at least five hundred additional men in the operating department. The Ludlow shops have just completed a new dining car, seating thirty-six people, equipped with steam heat and electric lights, for use on the Chicago and Florida special.

BLACK AND BROWN BREAD.

Food on Which the German Lives and Thrives.

London Mail.

The delights of German bread have been pointed out by numerous correspondents, and it is interesting to find that German bakers in London have many English customers, chiefly those who have lived at one time on the continent.

Our correspondents are mainly enthusiastic over the brodchen, a roll made from the finest flour and to be bought from any German baker for something less than a halfpenny. This roll has many "aliases." The Berliner knows it as schruppen; and in Hamburg they ask for rundstucke.

The German "brown" bread, which is sour, is made from three parts of dressed rye and one of flour, and is fairly well known to English people who have a taste for "snacks" at German luncheon counters in London.

The black rye bread given to the soldier and sailor in Germany is most nutritious, being made from undressed rye without yeast. Fermented dough retained from a previous baking is used as a leavening.

The German peasantry eat white with black rye bread as we would eat bread and cheese, putting a thing slice of the white bread upon the coarse rye. On this the German laborer is able to do a day's hard work.

English people eat more meat than any other nation, and consequently require less bread, obtaining the gluten from animal food which otherwise would be necessarily derived from coarse undressed cereals.

There is yet another kind of black bread called "pumpernickel," of a sweeter and more delicate flavor, and sold in tins in England.

NOTICE.

NOTICE—Justin A. Kellogg, Counselor at Law.

NOTICE—Joseph Gardner, 39 Kentucky avenue, repairs furnaces, tin and slate roofs and puts galvanized iron tops on flues. Telephones 322.

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.

FOR RENT.

FOR RENT—Desk or office room with use of 'phones, messenger calls and electric lights; reasonable. 632 Newton Claypool Building.

FOR TRADE.

FOR TRADE—Traction stock for farm or equity, or pay part cash. J. A. EGBERT, 513-514 Lemcke Bldg.

STORAGE.

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

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., 127 East Market street.

FINANCIAL—SHARES 3 CENTS: gold mill and gold mines, promising enormous profits; mineral, prospectus, pictures, free. SUNSET COMPANY, 506 Mack, Denver, Col.

FOR SALE—MISCELLANEOUS.

FOR SALE—A first-class box and basket factory. C. C. MECHEM, Mobile, Alabama.