HOGS AND CATTLE LOWER

LOCAL PACKERS HAD LITTLE COMPETITION FROM THE OUTSIDE.

In General Way the Weakness Showed a 15c Decline—Cattle Show Loss of from 10c to 15c.

Receipts and Shipments.

HOGS—Receipts	1,500
Shipments	300
CATTLE—Receipts	450
Shipments	250
SHEEP—Receipts	Light
Shipments	None

UNION STOCKYARDS, INDIANAPOLIS, April 18.—Hogs—While not liberal, the receipts of hogs to-day were about as large as might be expected at this time in the week, and larger than last Saturday. There was also a better variety represented than at the close of the week and therefore there was a better chance to estimate any changes in the market. In harmony with reports from other places the market here developed considerable weakness, and local packers, having very little opposition from outside sources, the trading was necessarily rather quiet at the decline. For the most part prices were quoted 15 cents lower than Saturday, and a good many dealers made their comparison with Friday, claiming that sales to-day were 5 cents lower than at that time. In isolated cases light hogs appeared to be almost 20 cents lower than extreme prices Saturday, but in either case there were not enough sales to affect the general average. Although the trading was sluggish and it required a good part of the day to transfer the supply, a good clearance was finally made at the decline. Hogs averaging 201 and 239 pounds that sold at $5.25 were probably equal to the $5.40 hogs Saturday. Other sales of loads averaging a little less than 200 pounds, at $5.20, were probably $5.30 hogs Saturday and loads more on the mixed order that sold at $5.15 no doubt would have sold as high as $5.30 at the close of the week. There were no light hogs reported to-day above $5.15, but they were lighter and possibly not quite as desirable as a few selected that sold at $5.35 Saturday. Other sales of hogs averaging less than 160 pounds were made at $5.10 and to establish a range ordinary light hogs are quoted as low as $5. Pigs are quoted today at $4@4.75 and roughs at $4.50@4.80. Quotations:

Good to choice medium to heavy	$5.15@5.25
Mixed and heavy packing	5.05@5.20
Good to choice light weights	5.10@5.15
Common to fair light weights	5.00@5.05
Inferior to best pigs	4.00@4.75
Roughs and stags	4.50@4.80

—Representative Sales.—

No.	Av.	Dk.	Pr.	No.	Av.	Dk.	Pr.
61	201	80	$5.25	50	189	160	$5.15
69	232	40	5.25	68	202	..	5.15
41	238	40	5.25	68	210	240	5.15
63	187	80	5.25	52	181	480	5.15
64	195	80	5.20	17	141		5.10
79	198	120	5.20	87	154	160	5.10
110	171	120	5.15	2	110	..	4.75
94	177	280	5.15	9	105	..	4.25
89	196	..	5.15				

Cattle—The receipts of cattle to-day, although probably an average for this time in the week, were by no means liberal, and ordinarily would probably not have affected the market to any quotable extent. The developments here, however, were influenced by reports from other places. There was not enough competition to create an active market, and, of course, it was more or less difficult to consummate sales. Salesmen were a little reluctant in accepting the decline, but finally a satisfactory clearance of the fat stock was made at a reduction of 10c to 15c in prices compared with those prevailing for equal kinds at the close of last week. While a number of sales, no doubt, were 15c lower, the market generally was quoted fully 10c lower. There was not a complete variety of steers, and the market could not be tested for all kinds, but there is no reason to doubt that the same results would have prevailed. Occasionally fancy cows appeared to be about steady, but otherwise the market showed the same change as for other grades, and sales of heifers, no doubt, represented all of the weakness of the market. The bull market was also weaker, but calves sold usually about 25c higher. As usual at the beginning of the week, there was very little request for feeding stock, and hardly enough business was transacted in this line to indicate any change in values. Sales of steers included 1,290 to 1,328-lb cattle at $4.40@4.80, with lighter butcher grades as low as $4, and feeders as high as $4.15. Heifers sold from $3.85 to $4.35, cows from $2.25 to $4.25, bulls from $3 to $3.50, and calves from $3.50 to $6. Quotations:

—Steers.—

Good to choice steers, 1,350 lbs and upwards	$4.65@5.30
Plain fat steers, 1,350 lbs and upwards	4.50@4.75
Good to choice 1,200 to 1,300-lb steers	4.40@4.75
Plain fat 1,200 to 1,300-lb steers	4.15@4.50
Good to choice 900 to 1,150-lb steers	4.10@4.50
Plain fat 900 to 1,150-lb steers	3.75@4.35
Choice feeding steers, 1,000 to 1,100 lbs	4.15@4.35
Good feeding steers, 900 to 1,100 lbs	3.75@4.10
Medium feeding steers, 800 to 900 lbs	3.40@3.65
Common to good stockers	3.00@4.00

—Heifers.—

Good to choice heifers	$4.10@4.35
Fair to medium heifers	3.65@4.00
Common light heifers	3.00@3.50

—Cows.—

Good to choice cows	$3.60@4.15
Fair to medium cows	3.25@3.50
Canners and cutters	2.00@3.15
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	$3.60@3.75
Good to choice butcher bulls	3.00@3.50
Common to fair bulls	2.50@2.75
Fair to best veal calves	4.50@6.00
Fair to good heavy calves	2.50@4.50

—Representative Sales—Steers.—

No.	Av.	Pr.	No.	Av.	Pr.
1	1540	$4.85	2	1110	$4.25
19	1328	4.80	6 Feeders	975	4.15
20	1251	4.50	3	1026	4.00
13	1230	4.40	3	1106	4.00
16	1050	4.30			

—Heifers.—

No.	Av.	Pr.	No.	Av.	Pr.
24	635	$4.35	1	970	$4.00
2	700	4.00	2	695	3.35

—Cows.—

No.	Av.	Pr.	No.	Av.	Pr.
1	1600	$4.25	1	980	$3.35
2	1250	3.60	1 Cutter	1030	3.25
1	1300	3.75	1 Cutter	1120	3.25
9	1177	3.75	1 Cutter	980	3.25
2	1095	3.60	3 Cutters	1010	3.25
1	1120	3.60	1 Cutter	1050	3.00
2	1120	3.50	2 Canners	870	2.50
1	1040	3.50	3 Canners	783	2.25
1	1030	3.50	1 Canner	820	2.25

—Bulls.—

No.	Av.	Pr.	No.	Av.	Pr.
1	1560	$3.50	1	1050	$3.00
1	1880	3.00			

—Calves.—

No.	Av.	Pr.	No.	Av.	Pr.
2	200	$6.00	1	180	$5.00
1	120	6.00	1	140	5.00
1	120	6.00	5	150	5.00
1	120	6.00	3	143	5.00
1	140	5.75	1	130	5.00
2	160	5.50	1	180	4.75
1	110	5.25	4	117	4.50
1	170	5.25	2	95	4.25
2	135	5.00	2	115	3.50

Sheep—As usual on Monday, the receipts of sheep and lambs to-day were small, and there were not enough of the different grades to establish a market. Most of the offerings were spring lambs averaging 54 pounds, at $11, which is no doubt as high as equal kinds could have been sold at the close of last week. It was also generally believed that other grades would have sold on a basis of steady prices, which means that the best wool lambs are quotable as high as $8 and handy weight sheep as high as $4.50. Quotations:

Spring lambs	$8.00@11.00
Good to choice lambs	5.50@6.25
Common and medium lambs	4.00@5.25
Common to best yearlings	3.75@4.50
Good to choice sheep	3.50@4.00
Fair to medium sheep	3.00@3.25
Culls and common sheep	2.50@2.75
Stockers and feeding sheep	2.00@3.00
Bucks, per 100 lbs	2.50@3.00

ELSEWHERE.

CHICAGO, April 18.—Cattle—Receipts, 45,000. Market active and 10@15c lower. Good to prime steers, $5@5.50; poor to medium, $3.90@4.90; stockers and feeders, $2.75@4.25; cows, $1.50@4.35; heifers, $2.25@4.60; canners, $1.50@2.40; bulls, $2@4; calves, $2@4.50; Texas fed steers, $4@4.50.

Hogs—Receipts to-day, 47,000; to-morrow, 25,000, estimated; left over, 2,212. Market 10c to 15c lower. Mixed and butchers, $5.05@5.17½; good to choice heavy, $5.10@5.20; rough heavy, $4.95@5.10; light, $4.80@5.15; bulk of sales, $5@5.10.

Sheep—Receipts, 30,000. Market steady to 10c lower. Lambs steady to strong; good to choice wethers, $4.75@5.25; fair to choice, mixed, $3.50@4.60; Western sheep, $4.20@5.75; native lambs, $4.50@5.75; Western lambs, clipped, $4.75@5.65; Western lambs, wooled, $5.75@6.65.

NEW YORK, April 18.—Beeves—Receipts, 3,853. Market active and 10c higher on light supply. Steers, $4.25@5.50; bulls, $4.25@4.35; cows, $1.60@4; cables firm for live cattle at 11@12c per lb, dressed weight. Shipments to-morrow, 1,440 cattle, 1,536 sheep and 3,400 quarters of beef.

Calves—Receipts, 4,872. Market active and 50@75c higher. Veals, $4@6.50; tops, $6.75; buttermilks, $3@3.50; little calves, $1 per head; city dressed veals higher at 6½@9½c per lb; extra, 10c; country dressed veals, 6@9c.

Sheep and Lambs—Receipts, 9,319. Sheep firm to 15c higher. Lambs, 10@15c higher; wooled sheep, $4@5.75; culls, $3; clipped sheep, $3.50@5; unshorn lambs, $6.70@7.40; clipped lambs, $5.75@6.25; spring lambs slow at $3@4 per head. No prime offered.

Hogs—Receipts, 10,293. Market easier. Pennsylvania and state hogs, $5.60@5.80.

KANSAS CITY, April 18.—Cattle—Receipts, 6,000, including 800 Southerns. Beef steers, 10 cents lower, all others steady to 10 cents lower. Export and dressed beef steers, $4.50@5.15; fair to good, $3.60@4.40; Western-fed steers, $3.60@4.50; stockers and feeders, $3.25@4; Southern steers, $3.75@4.25; Southern cows, $2.65@3.25; native cows, $2@4.15; native heifers, $3.50@4.40; bulls, $3.35@6.75; calves, $3.75@5.50.

Hogs—Receipts, 6,700; market, 10 to 15 cents lower; top, $5; bulk, $4.80@4.85; heavy, $4.90@5; packers, $4.85@4.95; pigs and lights, $4@4.90.

Sheep—Receipts, 4,000; market steady; native lambs, $5.50@6.20; Western lambs, $5.50@6.25; fed ewes, $4.75@5.25; yearlings, $5@5.60; stockers and feeders, $3.50@4.50.

ST. LOUIS, April 18.—Cattle—Receipts, 3,000, including 1,500 Texans; market for natives, slow to 10 cents lower; Texans steady; native shipping and export steers, $4.35@5.75; dressed beef and butchers' steers, $4@5.50; steers under 1,000 pounds, $4@5.25; stockers and feeders, $3.50@4.50; cows and heifers, $2.90@4.50; canners, $2.10@2.50; bulls, $2.75@3.75; calves, 3.50@6; Texas and Indian steers, $3.75@4.75; cows and heifers, $2.75@3.75.

Hogs—Receipts, 8,000; market 10 to 15 cents lower; pigs and lights, $4.60@4.90; packers, $4.80@5.10; butchers and best heavies, $5@5.20.

Sheep—Receipts, 2,000; market steady; native muttons, $4.75@5.75; lambs, $5.25@6; culls and bucks, $2@4.50; stockers, $2@3.

BUFFALO, April 19.—Sadler, Huddleston & Co. report receipts of cattle 4,000. Market opened 15c higher. Export steers selling at $5.15@5.40; shipping steers, $4.80@5.10; butcher steers, $4.50@5; heifers, $3.50@4.50; cows, $3@4.25. Market closed weaker owing to Western reports.

Hogs—Receipts, 10,000. Medium, $5.55@5.60; Yorkers, $5.40@5.50; pigs, $5.25.

Sheep—Receipts of sheep and lambs, 18,000. Market steady. Clipped sheep, $4.50@5.50; clipped lambs, $5.25@6, wool lambs, $6.50@7.10.

PITTSBURG, April 18.—The Ohio Live Stock Commission Company reports receipts of cattle 1,700. Market 10@15c higher on all grades. Top, $5.50.

Hogs—Receipts, 6,500. Heavy selling at $5.50@5.55; mediums, $5.55@5.60; best heavy Yorkers, $5.50@5.55; light Yorkers, $5.30@5.40; pigs, $5@5.10.

Sheep—Receipts of sheep and lambs, 7,500. Clipped sheep selling from $5 down; clipped lambs from $6 down, and veal calves from $5.75 down.

OMAHA, April 18.—Cattle—Receipts, 4,500; market slow to 10 cents lower; beef steers, $3.65@5.15; cows and heifers, $3@4.20; stockers and feeders, $2.80@4.20; calves, $3@5.75.

Hogs—Receipts, 7,000; market 10 cents lower; heavy, $4.80@4.90; light, $4.60@4.85; pigs, $4@4.50.

Sheep—Receipts, 6,000; market shade lower; sheep, $3@5.65; lambs, 5@5.65.

LOUISVILLE, April 18.—Hogs—Choice packers and butchers, 200 to 300 lbs, $5.10@5.20; medium packers, 165 to 200 lbs, $5.10@5.20; choice light shippers, 120 to 165 lbs, $4.85@4.95; choice pigs, 90 to 120 lbs, $4.20@4.30; good pigs, 80 to 90 lbs, $3.75@4; roughs, 150 to 300 lbs, $4@4.65.

CINCINNATI, April 18.—Hogs quiet and lower at $4@5.30.

Cattle steady at $2.25@4.75.

Sheep strong at $3@4.50; lambs strong at $4.75@6.50.

THE COTTON MARKET.

NEW YORK, April 18.—The cotton market opened weak at a decline of 26 to 34 points on the old and of 7 to 9 points on the new crop months, under active bear pressure and liquidation, promoted by easier cables than expected and rather better weather over Sunday than had been anticipated. Selling was also encouraged to some extent, perhaps, by the outlook for rather larger receipts.

Shortly after the opening there was a rally of a few points on covering, but almost at once another aggressive drive by the bears and a bearish interview predicting a decline of a full cent a pound, credited to one of the heaviest early sellers, a spot house with New England connections, again eased the market off, and the estimates for to-morrow's receipts at leading points being heavier, the general ruling was weak right up to the middle of the afternoon.

By that time May had depressed to 13.57c, July to 13.78c, and October to 11.60c, a net decline of about ½c on the near months, while the late positions were net 20 to 24 points lower. At this level liquidation gave way to covering, and, while the bear element was evidently trying to break July through to 13.75c with the idea, possibly, of catching more stop orders at that figure, the tone during the balance of the session was rather steadier, with the close showing a recovery of about 8 to 10 points on the near-by positions. The final tone was steady, net 19 to 41 points lower. Sales were estimated at 400,000 bales.

SUIT AGAINST WHISKY TRUST.

NEW YORK, April 18.—The action brought by certain stockholders of the American Spirits Manufacturing Company, known as the whisky trust, to compel an accounting for the profits of that concern, came to trial to-day before Justice Davis, in the Supreme Court.

Over $135,000,000 of authorized capital is represented by the main defendant and its allied and subsidiary companies. The plaintiffs and Frederick G. Reeves, of New Jersey, invested $500,000 in the concern at the time of the formation of the original company, in August, 1895.

The plaintiffs ask for an accounting, for the return of property and assets alleged to have been wrongfully diverted, for an explanation by the directors concerning their management of the concern, and to set aside the transfers of more than a dozen of the largest whisky plants in the country. It is alleged that distilleries with plants worth several hundred thousand dollars were transferred to the trust for a consideration of $5.

The case now on trial has been long pending. Demurrers, amended bills, answers and supplementary answers have been interposed from time to time, so that the real points at issue have never yet been passed upon and the main question to be decided now comes before the court.

HEARING OF HARRIMAN SUIT IS UNDER WAY

NEW YORK, April 18.—The hearing in the suit against the Northern Securities Company, asking a restraining order against the announced methods of distribution of that company's holdings of Great Northern and Northern Pacific Railroad stock was begun in Jersey City this morning. E. T. Nichols, secretary and treasurer of the Northern Securities Company, filed an affidavit very similar to the affidavit filed in the Minnesota suit, the only new thing being a statement that the Continental Securities Company became a stockholder of record of 500 shares on March 28, six days after the distribution of stock had been decided upon.

Counsel Thompson, for the petitioner, argued in support of the requested injunction and former Attorney General John W. Griggs replied on behalf of the Northern Securities Company. The arguments were continued this afternoon.

Merger Decision Not Handed Down.

ST. PAUL, Minn., April 18.—No decision was handed down by the United States Circuit Court in the motion of E. H. Harriman and W. Pierce for leave to intervene in the settlement of the Northern Securities Company's affairs. Judge Sanborn said the decision would be given on or before next Thursday.

IMPORTANT TRACTION DECISION

CHICAGO, April 18.—Minority stockholders of the underlying corporations of the Chicago Union Traction Company won a decisive victory in two decisions announced to-day in the United States Circuit Court of Appeals. The decisions, written by Circuit Judges Jenkins and Baker and District Judge Bunn, reverse the orders of Judge Grosscup in the United States Circuit Court, restraining Henry R. Platt and Horace K. Tenney from prosecuting a suit brought by them in the state courts, in behalf of Jacob Miller, a subject of Germany. The order of Judge Grosscup in the David A. Kohn case, which involved the paying of dividends under the modified lease, was also reversed in the decisions made public today.

To-day's decisions have an important bearing upon the Chicago traction decision at this time. With the exception of a case involving the validity of the ninety-nine-year act and tangles arising from that case, traction matters are largely taken out of the hands of the federal courts and are relegated to the state courts for settlement.

U. S. STEEL COMPANY HOLDS ANNUAL MEETING

Resolution to Investigate Present Management Voted Down—Judge Gary Urges Publicity Policy.

NEW YORK, April 18.—A resolution was offered in the annual meeting of the United States Steel Corporation at Hoboken today calling for the appointment of a committee of stockholders to investigate the present management. He said he did not charge misappropriation of funds, but asserted that it was a fact that over $6,000,000 has been paid in commissions through bond conversion for less than $12,000,000. He wanted to have the stockholders find out just what measure was necessary under such circumstances.

Judge Gary announced that proxies would be voted against the resolution, but Mr. Allee insisted on a stock vote and this matter was therefore voted simultaneously with the other matters for which the meeting was called.

There were 2,234 shares voted in favor of the Allee resolution for an investigation, and 4,759,617 shares were cast against it. The Stetson resolution ratifying the action of the board of directors during the past year was carried.

The routine of the year's business was approved by the stockholders, as also were the changes and amendments to by-laws. These include the action of the board in abolishing the executive committee and in naming Judge Gary to act as chairman of the board of directors.

Mr. Allee made a motion that all persons not stockholders who could not give the chairman of the meeting good grounds for their presence should be excluded. Judge Gary urged that the motion be not pushed, as the corporation courted publicity and was glad to have its meetings largely attended. Mr. Allee insisted, however, that the motion be put to a vote, which was done, and the motion was lost.

John Reynolds asked if the amendment to the by-laws was not intended to get rid of a provision in the original by-laws which certified that surplus earnings over the preferred dividends should be paid out as dividends on the common stock. Judge Gary said that there never was any such provision in the by-laws.

Mr. Stetson proposed the full list of retiring directors for re-election as follows: J. Pierpont Morgan, Henry H. Rogers, Elbert H. Gary, George W. Perkins, Charles M. Schwab, Henry Phipps, Edmund S. Converse and James Gayley. They were re-elected.

DECLINE OF PROFANITY.

Gentle Slang Has Supplanted Cuss Words of Old.

Savannah News.

Many purists bewail the prevalence of slang in the spoken language of the period. Has it never occurred to them that in the vast majority of instances slang is relatively soft and harmless, that it is seldom profane, and that what common speech has suffered from interjections of slang and cant phrases has been more than counteracted by the disuse of hard old Anglo-Saxon swear words? Thus the language is really the gainer, and usage is making much of the slang good English. Take any good dictionary lately from the press, and it will be found to contain literally hundreds of words that were considered slang and not to be spoken in polite conversation a dozen, or twenty-five or fifty years ago. Likewise, take any standard novel of three, four or five generations ago, which reflects the customs and people of its period, and it will be found that some of the leading characters in it were given to politely damning various parts of themselves and about everything else on the slightest provocation, in any company whatsoever.

In the days of Sheridan it was considered good form for the gallant gentleman to consign himself to perdition, piecemeal or as a whole, while paying tribute to the charms of the ladies with whom he was conversing. The rotund and benevolent Mr. Pickwick himself was not averse to using a judicious oath while in the most charming society. Thackeray, in person and in his novels, let drop swear words occasionally that would not now be tolerated in a gentleman's parlor. There was a famous and brilliant lawyer of Charleston, who flourished not long before the outbreak of the civil war, who swore plausibly, artistically and easily in polite company and told risque stories in the most select circles; and he was accounted among the most delightful company to be found within the broad expanse of the country. In the "good old days" of long ago it was regarded as a gentleman's privilege to swear, and if his oaths were nicely chosen no offense was felt. It is not so now. Not that profanity is obsolete, but it is pretty nearly so in polite society. It is principally indulged in by uncultured persons, or by the lower class. Occasionally the gentleman may let slip an oath, under provocation, but in such instances he is careful to note that there is no woman within earshot. The "d—" at the dinner table or in the drawing room is unknown in these modern and better days. Men have a higher and finer respect for women, for themselves and for the language than in former times.

Yeats Remembered Him.

Rochester Post Express.

W. B Yeats, the Irish poet, who is on a lecture tour of this country, spent Washington's birthday at the capital, says the New York Tribune. His room at the hotel adjoining that of A. L. Robinson, private secretary to Mr. Taylor, assistant secretary of the treasury. The door between the two apartments was left open over night and when Mr. Robinson awoke he exclaimed aloud. "This is Washington's birthday. 'First in war, first in peace and first in the hearts of his countrymen.'" "Ah, Washington," came the poet's drawl from the next room muffled under the bedclothes, "I remember. George Washington, was it not, the gentleman who by his own confession was incapable of telling a falsehood? Yes, I remember."

The Joke Turned.

New York Tribune.

The traveling men of Maine are noted for the jokes they are always springing on the public, but last week one of them got into trouble in an unexpected way. His parents celebrated their golden wedding, and the drummer had long planned to spend the day with them. But when the day arrived, he found that he was too far from his old home to get back to it, so he sent a telegram to his father. He thought that it was a good time to get off a joke on the old man, so he merely sent the message, "Is marriage a failure?" He was somewhat taken aback when he got the reply, "Marriage is not, but the results sometimes are."

Building Permits.

Maggie Browning, barn, 2140 North Meridian street, $1,775.

Alice Tomlinson, shed, 45 Laura street, $15.

Samuel Welch, addition and stable, 630 Eddy street, $150.

Dynes Lumber Company, shed, 1100 East Maryland street, $900.

Mrs. Hansen, addition, 1431 Spann avenue, $900.

Daniel Burton, repairs, 875 West New York street, $500.

Eva Tinsley, barn, Park avenue, near Twenty-fourth street, $100.

S. P. Engle, frame dwelling, near Twenty-fifth street, $2,500.

Thomas McNamee, repairs, West and Tenth streets, $100.

J. A. Reed, cottage, Newland avenue, near Beville, $1,200.

G. Hodges, addition, 1817 Lambert street, $28.

W. P. Henderson, addition, 1519 Linden street, $25.

Jessie Aldred, cottage, Holmes avenue, near New York street, $1,000.

W. E. Smith, two frame dwellings, Keystone avenue and New York street, $1,500.

Louis Brooks, addition, 827 Darnell street, $50.

A. E. Wittenberg, addition, 1313 Linden street, $100.

Thomas Nelson, repairs, 1308 Columbia avenue, $100.

Carl Schmid, addition to dwelling, Ketcham street, near Walnut street, $250.

Nancy M. Montgomery, two-story frame dwelling, Northwestern avenue and Congress street, $2,000.

Major Davis, porch and addition, 1606 Martindale avenue, $450.

WILL PUSH TO THE COAST

ROCK ISLAND COMPANY CAN NOW CARRY OUT ITS PROGRAMME.

Pere Marquette a Full-Fledged Trunk Line—W. K. Vanderbilt, Jr., in the City Yesterday.

It is stated that the Moore Bros. and W. B. Leeds, having succeeded in settling all their difficulties with the minority stockholders of the Chicago, Rock Island & Pacific, are now in shape to push on to the Pacific coast. The settlement with the minority includes the stock held by the C. H. Venner Company, who had been a bitter opponent of every move made by the owners of the property since they purchased it. In connection with the settlement it is stated by those who ought to know that the Moores will carry out their original intention of securing a transcontinental line by extending the Rock Island to the Pacific coast, and the project will be undertaken as soon as financial conditions are more favorable. Many are of opinion that the Rock Island has been back of the Moffatt road from the start, and that the Rock Island will secure the San Pedro-Los Angeles line from Senator Clark, also Moffatt's Denver & Pacific.

Pere Marquette a Trunk Line.

The contract between the Michigan Central and the Canada Southern with the Pere Marquette, under which the latter obtained trackage over the lines of the former from St. Thomas to Niagara, includes the use of the cantilever bridge and track from Wellking to the International bridge at Buffalo, has been approved by the Canadian government, and the Pere Marquette has also closed a contract with the New York Central under which it secures, beside a terminal yard of its own, the use of the latter's terminal facilities at Niagara Falls, trackage into Buffalo and the use of the New York Central passenger station at Buffalo, thus completing the Pere Marquette's line between Chicago and Buffalo and placing it permanently in the family of trunk lines. An official of the company states that while the relations of the Pere Marquette with the Vanderbilt interests are expected to be friendly, it is entirely free to interchange its business at Buffalo and intermediate points with all its connections, consequently this road will become a growing factor in dealing with the trunk-line situation. In anticipation of the opening of its through line the Pere Marquette has added 6,000 freight cars to its equipment, and is now receiving the last of eighty new model locomotives. The company has added two steel ferries to its Lake Michigan fleet and is just putting in condition a new steel car ferry for service in the river at Detroit.

Vanderbilt on a Western Trip.

William K. Vanderbilt, jr., Sunday started on a Western trip and reached Indianapolis yesterday. While in the city he left his car, took a stroll up South Meridian street and viewed the monument, his train having to wait about half an hour for the Cincinnati connection. He then looked over the Union Station and its surroundings, his car leaving for St. Louis at 12:05, noon. Five New York Central engines of different types will pass through the city to-day en route to the St. Louis exposition.

A Fine Piece of Machinery.

The large Atlantic type locomotive, which the Big Four will exhibit, is at Brightwood, being put in shape to send to St. Louis tomorrow. It is one of the finest pieces of machinery in this line ever constructed. Much of the machinery is nickel-plated; under the cab all of the steel work is nickel-plated and presents a very attractive appearance. In fact, in every part the locomotive is as perfect as it can well be and it is expected to be one of the finest and most complete locomotives on exhibition.

Personal, Local and General Notes.

H. Irwin, commercial agent of the Great Northern at Chicago, is in the city.

Alonzo Robbins, superintendent of the Buffalo division of the Wabash, was in the city yesterday.

The board of managers of the Union Railway Company will hold their regular monthly meeting to-day.

President Ingalls, of the Big Four, who has been abroad with his family for several months, will sail for home to-morrow.

J. C. Pond, general passenger agent of the Wisconsin Central, and W. C. Pratt, general Eastern agent, are spending a few days at Old Point Comfort.

A work train of the Wabash entered Pittsburg last week over the tracks of that company, and the work of ballasting and completing the track will now be pushed vigorously.

The Pennsylvania is making extensive improvements at Winona, including a sixty-foot double track undergrade bridge at the point where the electric line passes beneath the railway.

Samuel B. Sweet, general freight agent of the Lake Erie & Western, expects to leave on his foreign trip May 9, accompanied by Chalmers Brown. They expect to be abroad about three months.

The appointment of Alexander M. Cleland to succeed Charles S. Fee as general passenger agent of the Northern Pacific is announced. Mr. Cleland was promoted from assistant general passenger agent.

Tourist rates to Denver and the West will be put on June 1, good to Sept. 30, westbound; the return limit is Oct. 1. Salt Lake City and a number of other pleasure resorts are included in the programme.

The Santa Fe has received 100 new oil tank cars this month and now has 900 cars of that class constantly carrying oil in California and Texas. The present equipment will be doubled within the next year.

The Panhandle has purchased the Ollie Evans property at Columbus, O., and L. Ohliger, superintendent of the Indianapolis division, will on May 1st remove his family from Richmond to Columbus and occupy the house.

It is understood that the Western roads will not press their claims against the St. Louis, Toledo & Western for the $200,000 of which they allege they were defrauded through manipulation of rates by the Clover Leaf.

Gallogly & Firestine, of Leipsic, O., have filed with the Interstate-commerce Commission a complaint alleging that the Cincinnati, Hamilton & Dayton Railroad discriminates against them in the supply of cars for grain traffic.

Superintendent Boomer, of the Lake Erie & Western, was in Cleveland on Saturday to meet the Lake Shore people to arrange for running trains to St. Louis during the exposition, using the Chicago & Alton from Bloomington, Ill.

O. M. Shepherd, general superintendent of the New York, New Haven & Hartford, has issued an order to all uniformed employes that they be more trim in their appearance while on duty, and the order specifies uniforms to be worn.

The work of double tracking the Wabash from St. Louis to Claresdale, Ill., is to be begun at once. This completed, two fast passenger trains each way between St. Louis and Chicago will be put on and one each way between St. Louis and Buffalo.

Hines & Gordon, of Cincinnati, the men who have charge of the construction of the C. H. & D. from Delphos to Mandale, have opened an office at Delphos, which will be their headquarters until the line is completed. Construction work was begun yesterday.

The railroad branch of the Y. M. C. A. of Philadelphia will on Friday night give a reception to all the engineers and firemen of the six Pennsylvania divisions centering at that point. General Manager Atterbury and other Pennsylvania officials will be present and make addresses.

The Lake Shore and the Grand Rapids & Indiana will compete for the passenger business in southern Michigan. Beginning yesterday Lake Shore ticket agents were supplied with new local rates for points in southern Michigan where the line is in competition with the Grand Rapids & Indiana.

One of the important measures to come before the meeting of the Brotherhood of Locomotive Engineers is the erection of a big office building with a large auditorium in some city where all the conventions will hereafter be held. The local brotherhoods are pressing Indianapolis as the proper place for this new building.

The Lake Shore will soon begin improvements upon its terminals at Toledo known as the Middle Ground. Plans are being developed which contemplate raising the grade of the tracks, which were entirely submerged by the flood in January, and the building of a freighthouse and office structure on the present site of the old Island House.

V. B. Sharritt was yesterday appointed ticket agent of the Cincinnati, Hamilton & Dayton and the Monon at Indianapolis, vice F. N. Hicks, who recently went to Philadelphia to represent the Chicago, Milwaukee & St. Paul. Mr. Sharritt has been agent of the Monon at Ladoga, Ind., for twelve years and is said to be a very capable passenger man.

The Lake Erie & Fort Wayne Railroad Company, recently formed, proposes to control regular service between the railroads centering at Fort Wayne and the several industries. E. F. Zarnelle was elected president and C. H. Rollins general manager. They propose to begin operations at once by laying tracks to connect the several industries with the road.

President Cassatt, of the Pennsylvania, says the dispatch emanating from Cleveland to the effect that orders had been issued to stop all construction work on the lines of the company west of Pittsburg is absolutely untrue. On the contrary, it is said it is the purpose of the Pennsylvania to go on and complete all the improvements now under way.

C. A. Cellar, superintendent of telegraph, and W. McGrafton, signal engineer of the Pennsylvania lines west, completed their inspection of the lines west on Saturday and returned home on Sunday. They will this week make a similar inspection of the Grand Rapids & Indiana and the Vandalia. It is probable that a number of extensions and improvements will be recommended as a result of the trip.

Plans for the improvement of the Pennsylvania's Toledo dock property, involving the expenditure of more than $1,000,000, have been filed in Toledo, and everything is said to be in readiness to proceed with the improvements. It is expected that an appropriation for the improvement will be made at the next meeting of the directors of the Pennsylvania. The tracks cover all the right of way acquired by the Pennsylvania along the river front, and some of them are now operated.

Visitors to northern Michigan resorts during the coming summer will enjoy the lowest rates ever granted by the Michigan Passenger Association. At a meeting of the Michigan lines in Chicago last week it was decided to give a rate of one fare plus 50 cents for the round trip for points like Toledo, Jackson, Fort Wayne and Chicago. These rates are to be established on a fifteen-day limit. The Michigan Passenger Association will meet to-day for completion of the revision of the Michigan rate sheet.

The Louisville & Nashville, which now owns five important blocks in Cincinnati property fronting on the Ohio river, will, in the near future, begin the construction of extensive terminals in that city. In buying up this property the Louisville & Nashville has already spent $1,000,000 and it is expected that these terminals will cost at least $2,000,000. These improvements, combined with the $3,000,000 for a bridge across the Ohio, show that the Louisville & Nashville is preparing to largely increase its business at that point.

A charter has been obtained by interests, said to be favorable to the Baltimore & Ohio, for a railroad from the West Virginia state line on New river to tidewater at Norfolk, Va. The distance will be about 325 miles. The line will follow New river to the Blue Ridge, where a tunnel will be built; from there it will take the course of the Roanoke river, passing through the southern counties of Virginia to tidewater. It is understood that the Baltimore & Ohio is interested in the new line, and may ultimately, with the Pennsylvania's assistance, operate the road.

H. B. Taylor, superintendent of motive power of the Lehigh Valley road, has resigned, and it is stated that his resignation is but a forerunner of several changes in the Lehigh Valley's official family. Mr. Taylor has been offered the position of mechanical superintendent of the Southern, which was recently vacated by Samuel Higgins. It is further stated that E. P. James, now master mechanic at East Buffalo, will take charge of the shops at Sayre when they are finished. These shops will cost more than $5,000,000.

Always Saw Double.

Kansas City Journal.

A remarkable story can be verified by a well-known oculist in Kansas City. In one of the counties of western Kansas is a cattleman who has grown wealthy. His wife, a charming woman of some forty years, recently began to have severe headaches. A local physician decided that the trouble was with her eyes. The family could not believe it, as she had very keen sight from both far and near. However, the husband took her to an oculist in Kansas City for expert examination. In the course of the examination the professional man held up a candle and asked her what she saw. "I see the two lights," she answered calmly. "Two!" exclaimed the surprised husband. "Have you always seen two of me—when you looked at me?" "Why, certainly, dear," was her answer, "don't you always see two of me?"

And then came the revelation that this educated, intelligent woman had never known in all her forty years of life that everybody didn't see double. She had accepted her own condition as a matter of course. It instantly accounted to the husband for little indefinite movements which he had frequently observed in his wife when she was reaching for an object, and it was a matter of great astonishment to the woman when by an adjustment of glasses and through treatment she began to see as other people do.

An Apt Pupil.

Boston Transcript.

Teacher—But have you no excuse to offer?

Pupil—You said yesterday that one who was good at excuses was usually good at nothing else. Under the circumstances I think it better for me not to do anything that will lower me in your estimation.

Beauty and the Beast—Find the Beast.

A farmer had a daughter named Beauty. He went on a journey and lost his way. Wandering about, he found a beautiful palace and picked some roses to take to Beauty, but he saw a great ugly breast, who said: "You must send your daughter Beauty to me or I will kill you." The poor farmer sent her and she was very much afraid, but the beast was very kind to her, and when she kissed him he was changed into a beautiful prince.

How many classified ads. in to-day's Journal. Answer .....

In the above picture is a hidden person. On each week day there will appear on this page one of these puzzles.

Until differently announced, five cash prizes of $1.00 each will be awarded each week to the five solutions considered best by the puzzle editor. To receive consideration, each entire puzzle must be cut from the page and the hidden figure plainly outlined. The six must be pasted on the same side of one sheet of paper in the order in which they appeared; they must be mailed not later than the following Tuesday, in an envelope addressed to DAILY Puzzle