HOGS AND CATTLE LOWER

THE EARLY HOG MARKET WAS 5C OFF AND CLOSED 10C LOWER.

Receipts Are Liberal for the Time of Year—Good Steers and Cows Are 25c Under Last Thursday.

Receipts and Shipments.

HOGS—Receipts	6,500
Shipments	1,000
CATTLE—Receipts	1,000
Shipments	200
SHEEP—Receipts	Light
Shipments	None

UNION STOCKYARDS, INDIANAPOLIS, May 11.—Hogs—There was another good run of hogs to-day and the receipts now are making an average of about 6,000, which is fairly liberal for this time in the year. Thre were a few who believed that there were not as many good hogs to-day as yesterday, or rather than the proportion was a little smaller, but generally the quality and condition of the offerings was reported satisfactory and considerably better than the average represented a short time ago. The market opened with only a fair request from outside sources, and with the supply evidently large enough to meet the requirements, and lower prices reported elsewhere, the bidding here was lower. It cannot be said, however, that prices offered were unreasonable, and with local packers showing a disposition to be good buyers a decline of fully 5c in prices was readily accepted and the early market was active on that basis. Subsequently, however, with no increase in the demand from shippers, packers discovered that there would be more hogs than they really required, and they began asking further concessions in prices. This salesmen were reluctant in granting, but finally they were forced to accept a further cut of nearly 5c. Therefore, closing sales were right around 10c lower than the same class of hogs sold on the high market yesterday. At the decline all local packers were in the field, and, being free and liberal buyers, a satisfactory clearance was made. Sales ranged from $4.70 to $4.90 and the bulk of the supply sold at $4.75 to $4.85. Quotations:

Good to choice medium to heavy	$4.80@4.90
Mixed and heavy packing	4.75@4.85
Good to choice light weights	4.75@4.80
Common to fair light weights	4.65@4.70
Inferior to best pigs	3.75@4.60
Roughs and stags	4.00@4.50

—Representative Sales.—

No.	Av.	Dk.	Pr.	No.	Av.	Dk.	Pr.
81	253	...	$4.40	71	191	200	$4.80
65	262	...	4.60	63	196	200	4.80
60	267	160	4.80	44	216	160	4.80
46	221	40	4.87½	74	200	80	4.80
75	239	80	4.87½	67	203	160	4.80
72	246	200	4.87½	32	204	...	4.80
64	197	...	4.85	75	207	120	4.80
81	202	40	4.85	72	208	240	4.80
75	208	240	4.85	41	216	400	4.80
64	213	...	4.85	69	221	200	4.80
71	174	...	4.80	73	186	440	4.75
58	175	80	4.80	115	187	160	4.75
83	170	40	4.80	25	220	280	4.75
77	180	120	4.80	66	154	80	4.70
59	186	40	4.80				

Cattle—The developments in the cattle market to-day were not seen alike by all dealers. The receipts were again fairly liberal and large enough to meet all of the requirements. The market opened with buyers rather backward in making bids, and it was evident that they expected some concessions in all departments. Salesmen were rather inclined to be reasonable, but the demands of the buyers were such that their terms could not be accepted readily, and, therefore, it required considerable time to consummate sales. There was an inclination to pay reasonably satisfactory prices for a few selected cattle in their class, but aside from this sales from the start in all departments were usually right around 10c lower than yesterday. It was evident that the cow stuff was suffering more than any other class of cattle, but there was also almost an equal change in prices of the steers that were not fancy in quality and condition. As there has been almost a gradual decline in the market thus far this week, dealers are rather inclined to make their comparisons with the close of last week. It was the general opinion to-day that practically all the fat steers and cows offered were selling 25c lower than last Thursday, which was the high time in the week, and 15c to 20c lower than the close of last week. Cattle of only fair quality, or a little below the requirements in fat, are showing more change than the prime stock, but the market is not nearly as good for any class as it was last Thursday. Another thing to be taken into consideration is the fact that buyers are more particular in making their selections, and, therefore, they are probably getting a higher grade of cattle at the prices than they did a week ago. The bull market started about steady to-day, but subsequently was lower, with some sales showing 25c change from yesterday. There was another liberal supply of calves, and the market generally was quoted around 75c lower, making a decline of fully $1 in prices since Monday. The demand for feeding cattle to-day was not as good as yesterday; it was more difficult, therefore, to find an outlet and prices generally were less satisfactory. Quotations:

—Steers.—

Good to choice steers, 1,350 lbs and upwards	$4.75@5.15
Plain fat steers, 1,350 lbs and upwards	4.50@4.85
Good to choice 1,200 to 1,300-lb steers	4.50@4.80
Plain fat 1,200 to 1,300-lb steers	4.25@4.60
Good to choice 900 to 1,150-lb steers	4.25@4.65
Plain fat 900 to 1,150-lb steers	4.00@4.35
Choice feeding steers, 1,000 to 1,100 lbs	4.25@4.50
Good feeding steers, 900 to 1,100 lbs	4.00@4.25
Medium feeding steers, 800 to 900 lbs	3.65@3.90
Common to good stockers	3.25@4.25

—Heifers.—

Good to choice heifers	$4.15@4.40
Fair to medium heifers	3.65@4.00
Common light heifers	3.25@3.50

—Cows.—

Good to choice cows	$3.75@4.10
Fair to medium cows	3.40@3.65
Canners and cutters	1.60@3.35
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	$3.75@4.00
Good to choice butcher bulls	3.25@3.65
Common to fair bulls	2.50@3.00
Fair to best veal calves	4.00@5.50
Fair to good heavy calves	2.50@4.25

—Representative Sales—Steers.—

No.	Av.	Pr.	No.	Av.	Pr.
19	1257	$4.85	44 Feeders	905	$4.25
12 S. & H.	901	4.75	6 Feeders	963	4.25
2	1200	4.70	4 Feeders	837	4.25
2	1150	4.65	3 Feeders	1110	4.20
10	1200	4.60	4 Feeders	842	4.20
15	1030	4.40	4 Feeders	762	4.10
11	1279	4.40	2 Feeders	880	4.00
22	1172	4.40	5 Feeders	634	3.85
11 Feeders	1061	4.40	3 Feeders	656	3.65
4	925	4.35	6 Feeders	923	3.35
3	973	4.35	6 Feeders	540	2.25

—Heifers.—

No.	Av.	Pr.	No.	Av.	Pr.
1	860	$4.40	5	816	$4.00
3	756	4.40	1	1040	4.00
10	800	4.35	1	910	4.00
1	680	4.25	1	670	4.00
3	711	4.25	3	676	4.00
25	744	4.25	3	540	4.00
4	945	4.25	1	1020	4.00
3	803	4.25	1	690	3.85
3	659	4.25	1	460	3.85
2	847	4.25	1	690	3.75
11	748	4.25	4	705	3.60

—Cows.—

No.	Av.	Pr.	No.	Av.	Pr.
1	1300	$4.10	4	1095	$3.50
1	1240	4.00	1	1060	3.50
2	1065	4.00	1	960	3.50
1	1250	4.00	1	960	3.50
3	1100	3.90	1	1050	3.40
1	1210	3.90	2	955	3.40
2	955	3.90	4 Cutters	840	3.25
1	1160	3.85	1 Cutter	700	3.25
1	940	3.80	2 Cutters	850	3.25
9	1130	3.75	11 Cutters	1020	3.25
1	1060	3.60	1 Canner	840	2.50
2	890	3.60	1 Canner	720	2.00
6	1190	3.50	1 Canner	780	2.00
2	965	3.50	1 Canner	880	1.00

—Bulls.—

No.	Av.	Pr.	No.	Av.	Pr.
1	610	$4.00	1	1170	$3.50
1	1580	3.60	1	1080	3.25
1	1420	3.50	1	900	3.00
1	830	3.50	1	1220	3.00

—Calves.—

No.	Av.	Pr.	No.	Av.	Pr.
1	180	$6.00	2	150	$4.25
2	160	5.50	4	120	4.25
2	150	5.00	6	133	4.25
5	156	5.00	6	125	4.25
3	130	5.00	4	165	4.25
3	160	5.00	3	140	4.25
4	152	4.50	3	80	2.75
11	129	4.50	1	80	2.75
14	134	4.50	1	100	2.50
8	152	4.50	1	70	2.50
4	140	4.50	2 C. & Cf.	...	100.00
6	113	4.50	1 C. & Cf.	...	25.00

Sheep—The receipts of sheep and lambs are again of small volume, and there were not enough on hand to-day to encourage the demand from any buyer. There were not enough of any kind to establish a range in prices, and the condition of the market for a number of the different grades could not be established by actual sales. Under the circumstances the market was necessarily quiet and there was no quotable change or improvement reported in prices as compared with yesterday. On a basis of yesterday's prices the good spring lambs would have sold to-day as high as $8, wool lambs around $6, clipped lambs at $5.50, wool sheep at $4.50 and clipped sheep at $4. Quotations:

Spring lambs	$5.00@8.00
Good to choice lambs	5.50@6.25
Common to medium lambs	4.00@5.25
Common to best yearlings	4.00@5.00
Good to choice sheep	4.00@4.75
Fair to medium sheep	3.25@3.75
Culls and common sheep	2.50@3.00
Stockers and feeding sheep	2.00@3.00
Bucks, per 100 lbs	2.50@3.00

THE HORSE MARKET.

The Blair-Baker Horse Company, which conducted the closing auction sale yesterday, has arranged for a big run of horses next week, and in anticipation of this, or rather on account of it, the supply yesterday was quite small, there being less than 100 head.

There were hardly enough to develop the true condition of the market, but generally sales were reported steady as compared with a week ago. There have been a few sales of prime to extra good draft and coach horses as high as $200@250 this week, but, as usual, there were comparatively few in either class good enough to sell up to $175 and above. Most of the good drivers and coach horses have sold from $125 to $150, with fair to good chunks at $125@140, and smaller and less desirable grades sold from $35 to $115.

The demand this week has been principally from Eastern dealers, and very little business was transacted with the Southern trade. There will be a good run of horses next week, and in anticipation of an increased attendance of buyers no doubt a high class of stock will be represented.

LIVE STOCK NOTES.

The receipts of stock for the first half of this week show an increase of 5,000 hogs, 200 cattle and 100 sheep compared with the same time last week, and a decrease of 1,000 hogs, an increase of 200 cattle and a decrease of 200 sheep compared with the corresponding time a year ago. The general cattle market was lower yesterday, sheep and lambs were steady, and the hog market was 5@10c lower than Tuesday.

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The marketing of hogs is of larger volume, the total thus far this week indicating a gain of 5,000 over last week, but a decrease of 1,000 compared with the corresponding time a year ago. The receipts yesterday were 3,000 larger than a week ago and about the same as a year ago.

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Combined receipts of cattle for three days show a gain of about 200 over the same time last week and a corresponding improvement over the same period a year ago. The receipts yesterday were about the same as a week ago, and show very little or no change compared with a year ago.

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Thus far this week the marketing of sheep and lambs shows an increase of about 100 over the same time last week, but a decrease of nearly 200 compared with the corresponding time a year ago. The receipts yesterday were quite small, but equal to a week ago and 200 less than a year ago.

ELSEWHERE.

NEW YORK, May 11.—Beeves—Receipts, 2,288. Steers firm to 10c higher on light supply; bulls and thin cows steady; medium and good cows steady to 10c lower. Steers, $4.35@5.35; bulls, $3.25@4.35; cows, $2@3.75. Cables unchanged. Exports to-day, 30 sheep and 2,800 quarters of beef; to-morrow, four cattle and 12 sheep. Calves—Receipts, 5,426. Market active and 25c higher, some calves 50c higher than Monday; 400 arrived late and unsold. Veals, $3.50@6.12½; choice and selected, $6.25@6.50; little calves, $2@3; buttermilks, $3.50; city dressed veals firm at 5@9c per pound; extra, 9½c; country dressed, 5@8c.

Sheep and Lambs—Receipts, 6,093. Good sheep strong, others steady; clipped lambs 10@15c higher, quality considered; spring lambs steady. Clipped sheep, $4.25@5.50; clipped culls, $2.50@3.25; no wooled sheep; clipped lambs, $5.25@6.60; clipped culls, $4.50; medium wooled lambs, $7; spring lambs, $2.50@5 per head.

Hogs—Receipts, 5,539. Market firm. Good State hogs, $5.30.

CHICAGO, May 11.—Cattle—Receipts, 18,000, including 150 Texans. Market strong to 10c higher. Good to prime steers, $5.10@5.65; poor to medium, $4.10@5; stockers and feeders, $3@4.40; cows and heifers, $1.50@4.50; canners, $1.60@2.50; bulls, $2@4; calves, $2.50@5; Texas fed steers, $4.25@5.

Hogs—Receipts, 27,000; to-morrow, 25,000. Market closed 10c lower. Mixed and butchers, $4.65@4.85; good to choice heavy, $4.75@4.87½; rough heavy, $4.60@4.70; light, $4.60@4.75; bulk of sales, $4.70@4.80.

Sheep—Receipts, 10,000. Sheep and lambs strong to 10c higher. Good to choice wethers, $4.60@5.50; fair to choice mixed, $3.75@4.50; Western sheep, $4.50@4.55; clipped native lambs, $4.50@6; clipped Western lambs, $4.75@6; wooled Western lambs, $6.50@6.90. Official yesterday: Receipts of cattle, 6,918; hogs, 16,029; sheep, 8,740. Shipments: Cattle, 3,634; hogs, 4,138; sheep, 840.

KANSAS CITY, May 11.—Cattle—Receipts, 7,500, including 50 Southerns. Exports and dressed beef steers, $4.60@5.25; fair to good, $4@4.50; Western fed steers, $4@4.70; stockers and feeders, $3.25@4.70; Southern steers, $3.75@4.35; Southern cows, $2.25@3.45; native cows, $2@4.25; native heifers weak to 10c lower at $3.50@4.75; bulls, $2.50@3.80; calves, $2.75@5.50.

Hogs—Receipts, 12,000. Market 5c lower; top, $4.85. Bulk of sales, $4.65@4.80; heavy, $4.75@4.85; packers, $4.65@4.80; pigs and light, $4@4.70.

Sheep—Receipts, 2,000; market steady. Native lambs, $5.50@6.60; Western lambs, $5@6.65; fed ewes, $4@5; yearlings, $4.50@5.25; clipped sheep, $4.50@4.75; stockers and feeders, $3.50@4.50.

ST. LOUIS, May 11.—Cattle—Receipts, 3,000, including 800 Texans. Market for natives steady; Texans slow; native shipping and export steers, $4.20@5; dressed beef and butcher steers, $4@4.85; steers under 1,000 lbs, $3.50@4.45; stockers and feeders, $3.25@4.35; cows and heifers, $3.60@4.75; canners, $2.10@2.50; bulls, $3.25@4.25; calves, $3.50@5; Texas and Indian steers, $3@4.50; cows and heifers, $2.50@3.75.

Hogs—Receipts, 12,000. Market 10c lower. Pigs and lights, $4.40@4.85; packers, $4.50@4.70; butchers and best heavy, $4.60@4.75.

Sheep—Receipts, 3,000. Market steady. Native muttons, $4.50@5.50; lambs, $5@7.25; culls and bucks, $3.50@4.25; stockers, $2.50@3.25.

OMAHA, May 11.—Cattle—Receipts, 3,200. Market strong to 5@10c higher; native steers, $3.75@5.10; cows and heifers, $3.25@4.35; canners, $2@3; stockers and feeders, $2.75@4.25; calves, $2.50@5.50; bulls, stags, etc., $3@4.

Hogs—Receipts, 6,500. Market weak to 5c lower; heavy, $4.67½@4.75; mixed, $4.62½@4.65; light, $4.50@4.65; pigs, $4@4.50; bulk of sales, $4.62½@4.70.

Sheep—Receipts none. Market nominally unchanged; Western yearlings, shorn, $4.60@5.25; wethers, shorn, $4.50@5.50; ewes, $4@4.75; common and stockers, $3@4.75; lambs, $5.75@6.75.

LOUISVILLE, May 11.—Hogs—Market was fairly well supplied, and with reports of lower prices in other markets, our market opened generally 10@15c off from yesterday's opening prices; at the decline all the offerings were disposed of early; the following prices prevailed: Choice corn-fed hogs, 165 lbs and up, $4.75; light Yorkers, $4.60; heavy pigs, $4.30; light pigs, $3.75; roughs, $4@4.30. Pens cleared.

PITTSBURG, May 11.—The Ohio Live Stock Commission Company reports receipts of hogs 1,000, heavy selling at $5.15, mediums at $5.15@5.20, heavy Yorkers at $5.10@5.15, light Yorkers at $5@5.10 and pigs at $4.80@4.85.

Receipts of sheep and lambs, 600, sheep selling from $5.10 down and lambs from $6.25 down and calves from $5.25 down.

BUFALO, May 11.—Sadler, Huddleston & Co. report receipts of hogs, 2,500, Yorkers and mediums selling at $5.20 and pigs at $5.05.

Sheep and lamb market strong.

Cattle market steady.

CINCINNATI, May 11.—Cattle steady at $2.25@4.90.

Hogs firm at $3.85@4.95.

Sheep steady at $3@4.35; lambs steady at $4.50@6.25.

Beggar Patrols Meridian Street.

Telephone calls came in clusters from North Medirian street yesterday afternoon, where Joe Watson, of East Washington street, with his arm in a sling, was begging and soliciting alms from passers-by. Women were his chief prey and upon being refused the mendicant would send forth a stream of abuse and profanity. Three or four trips were made by the bikeman, but each time Watson escaped. The telephone calls continued to come, until Morgan and Samuels, bikemen, finally caught the man and took him to jail.

NEW FAST FREIGHT LINES

THE LACKAWANNA COMPANY FORMS NEW TRAFFIC ALLIANCES.

Indianapolis Lines Make Poor Earning Exhibits—Reason for Michigan Central's Fast Run.

Effective on June 1 a new fast freight line organization will be established between the Lackawanna and its Eastern connections and the Lake Shore and the Michigan Central. The organizations will be known as the Lake Shore-Lackawanna Fast Freight Line and the Michigan Central-Lackawanna Fast Freight Line. While there has been a considerable exchange of traffic and cordial co-operation between the Lackawanna and the Lake Shore and Michigan Central, up to the present time there has been no Lackawanna fast freight line operated over these roads. The result has been to place the through line thus formed by the Lackawanna at a material disadvantage with its trunk line competitors who have such organizations in operation, and it was for the purpose of overcoming these disadvantages and for strengthening the relations of these companies that the new line is to be formed. It is expected that the result will be particularly beneficial in view of the establishment by the Lackawanna of its own commercial agencies at several points in the Northwest by which its scope and individuality in the Central West and Northwest have been extended. The intention is to defer, for the present, at least, putting in the expensive machinery usually attached to fast freight line organizations, the expectation being that under plans proposed the business can be handled just as satisfactorily and more economically.

Big Four and Monon Earnings.

—Cleveland, Cincinnati, Chicago & St. Louis.—

	1904.	1903.	1902.	1901.
Mch gross.	$1,714,439	$1,725,376	$1,460,426	$1,385,863
Exp. & tax	1,385,385	1,372,249	1,121,615	1,027,887
Mch net.	$329,045	$353,127	$338,821	$357,976
Charges ..	234,849	251,760	239,192	240,403
Mch sur.	$94,196	$101,367	$99,629	$108,573
9 mo gross.	$15,617,789	$14,911,444	$14,123,342	$13,287,684
Exp. & tax	12,639,116	11,474,321	10,356,108	9,453,516
9 mos. net.	$2,978,673	$3,437,123	$3,767,234	$3,834,168
Charges ..	2,139,365	2,143,970	2,099,793	2,196,447
9 mos. sur.	$839,308	$1,293,153	$1,667,441	$1,637,721

—Peoria & Eastern.—

	1904.	1903.	1902.	1901.
Mch gross.	$273,732	$265,598	$209,288	$207,339
Exp. & tax	212,924	211,005	160,774	151,199
Mch net.	$61,708	$54,593	$48,514	$76,160
Charges ..	33,689	33,689	33,689	33,750
Mch sur.	$28,019	$10,904	$14,825	$42,410
9 mo gross.	$2,282,055	$2,141,646	$1,902,126	$1,842,964
Exp. & tax	1,845,011	1,645,302	1,391,313	1,196,910
9 mo net.	$437,044	$496,344	$510,813	$652,054
Charges ..	303,195	303,195	303,195	303,750
9 mo sur.	$133,849	$193,149	$207,618	$348,304

—Chicago, Indianapolis & Louisville.—

	1904.	1903.	1902.	1901.
Mch gross.	$421,695	$467,063	$386,327	$338,012
Exp. & tax	283,496	278,431	238,377	222,813
Mch net.	$138,199	$188,632	$147,950	$115,199
9 mo gross.	$3,966,927	3,741,022	$3,375,208	$3,043,066
Exp. & tax	2,527,731	2,291,327	2,083,934	1,953,689
9 mo. net.	$1,439,196	$1,449,695	$1,291,274	$1,089,377

Colonel Moody's Promotion.

The Eastern press is very complimentary regarding the appointment of Colonel Samuel Moody to be general passenger agent of the Pennsylvania lines west of Pittsburg, vice E. A. Ford, promoted to passenger traffic manager. Colonel Moody is unquestionably one of the most energetic and popular passenger men in the country, has had many years of experience in railroad business and has steadily advanced by reason of the brains and energy displayed in his work. In his new position he will have a larger scope for the display of his talent, and both the railroad and the public will be benefited by this deserved promotion. It is really an application of the merit system in the railroad service. Popularity naturally goes hand in hand with ability, and business qualifications, be they what they may, would be of little service to a company unless the official was also a master of the fine art of making friends for himself and for the company and of holding them when secured. No passenger official in the country is better known than is Colonel Moody or more highly respected.

Personal, Local and General Notes.

Friends of Sidney J. Gates, general agent of the Big Four at Louisville, will regret to learn of the death of his wife from pneumonia.

An official circular announces the appointment of W. W. Johnson as assistant general freight agent of the Burlington & Missouri.

James Douglas, who ran the first engine hauling the first worktrain on the Marion division of the Erie, was buried on Monday at Marion, O. He died from a cancer of the face.

The Michigan Central will be a double track road from Niagara to Chicago by Nov. 1, and its facilities will be so developed as to accommodate the Pere Marquette's passenger and freight service.

The Chicago, Milwaukee & St. Paul is building two locomotives a month at its own shops. The locomotives are of the highest type, and said to be superior to those turned out by any of the locomotive works.

Robert Williams, general superintendent of the Toledo, St. Louis & Western, has returned from Norwich, Conn., where he was called last week on account of the death of his mother, who died at an advanced age.

John A. Gainer, chief clerk to the superintendent of the Michigan division of the Vandalia, has been appointed trainmaster for that division to succeed W. E. Burke, who has been appointed superintendent of terminals at St. Louis.

The report from Cleveland that before Dec. 1 the Postal Telegraph would supersede the Western Union along the line of the Erie Railroad is officially denied, and there is nothing under contemplation, says one high in authority, that can furnish pretext for such a report.

The New York Central lines now have eleven tourist information bureaus at different points. Four are in New York, the most recent of which was opened last week. The organization has proved itself so successful that General Passenger Agent Daniels considers it an indispensable adjunct to the road.

Chief Engineer Brown, of the Pennsylvania, has advertised for bids for the construction of a new double track bridge to be built over the Susquehanna river at Havre de Grace. There are to be twenty piers, each of which will be in deep water and will have to be built by the pneumatic process. Bids are to be in by May 16.

All the railroads composing the Central Passenger Association have decided to grant stop-overs in Chicago on all tickets sold in connection with the exposition in St. Louis. A committee has been appointed to confer with the Western Passenger Association and arrange a common basis upon which stop-overs will be authorized.

L. F. Loree, chief executive of the Chicago, Rock Island & Pacific, President Winchell and other high officials of that system are in Indian Territory inspecting the line, and the leading business men of South McAlester were guests of the railroad officials. The inspecting party are taking the trip deliberately, and much of the future of that road will be settled as to new extensions and improvements.

It is stated that the Harriman lines are in the market for 10,000 new cars for their roads. Although no contracts have yet been placed, it is said the Harriman interests believe that steel prices will drop, and also wages, and when this happens the order will be placed. It is believed that a number of other railroads hold the same view in regard to the steel market and, while in need of additional equipment, orders will not be placed until after the presidential election. The Pennsylvania is perhaps an exception to the rule.

The Erie Railroad, it is stated, will demand its full measure of differentials on G. A. R. business to Boston this summer. At the meeting of passenger men to be held in Chicago the demand of the Erie will more than likely make the meeting of no avail, as the question will have to go to higher authorities to decide what is to be done. The rate situation in this matter is rather peculiar. The distance from Chicago to Boston by the short line, which is the Nickel-plate and Hoosac Tunnel, is 1,004 miles, and the rate on the basis of one cent per mile is $20.08 for the round trip. This is higher than if the rate had been one fare for the round-trip, which is $19. The whole situation is a bit amusing, since it is now seen that differentials had not been figured heretofore on a fixed mileage basis. That the matter will demand a board of arbitration is the present outlook.

Within the last few days orders have been issued by the presidents and general managers of all lines centering in Cincinnati to reduce at once their forces to the lowest possible point without impairing the service. In some cases the reduction in working forces will amout to 20 or 25 per cent. The reason for the reduction, it is said, lies in the slump in gross earnings, resulting from a falling off in the coal, lumber, ore and merchandise traffic.

H. A. Worcester, superintendent of the Eastern division of the Lake Shore road, Allemhauer H. S. Storrs, general superintendent, who on May 10 inspected the Eastern division of the Lake Shore, yesterday went over the Western division. It is said Mr. Storrs's trip may prove to be an investigating tour during which the general superintendent will be joined by other superintendents and will decide what can be done to retrench expenses in the engineering and maintenance of way departments.

West Virginia is now well supplied with railroad facilities. The Chesapeake & Ohio, the Baltimore & Ohio and the Northwestern Railroads furnish service from points in West Virginia to Chicago, and the sleeping car service put on last Sunday between Charlestown, W. Va., over the Ohio Central and Lake Shore, adds to the competition. The Baltimore & Ohio will be the least affected by this new service, while the Chesapeake & Ohio and Northwestern may suffer to some extent, as in the last two cases passengers must change cars to make the trip.

The management of the Winona Assembly is building a miniature railway through the park from the entrance building to Kosciusko lodge, quite a distance on the south shore of the lake. The railway is for the benefit of the cottagers. The engine is an exact counterpart of the big passenger locomotives and weighs three tons, and each of the three passenger cars it hauls will carry ten persons. The track is 24-inch gauge, and will be in operation by the time the regular assembly programme begins. Harry S. Dickey is president of the road, and it has a full set of officers.

The block signal system is to be installed on the Vandalia on Sunday. Superintendent of Telegraph George A. Cellar, of the Pennsylvania, who is also superintendent of telegraph of the Vandalia, is conferring with the Vandalia officials regarding the system and the new telegraph lines which have been and are to be built. The wires have been strung for the block signals between Indianapolis and St. Louis, offices have been built and equipped and only the finishing touches remain to be given. This equipment will enhance the Vandalia's facilities for operation.

The Missouri Supreme Court yesterday handed down a decision refusing to oust the Terminal Railroad Association of St. Louis of its franchise and right to do business in Missouri. The court sustains a demurrer to the petition alleging that the association does not own and operate parallel lines and competing lines, and that as a terminal railroad it does not come under the law relating to trunk-line roads. Judge Valliant wrote the opinion, which is concurred in by Judges Brace, Burgess and Fox. Chief Justice Robinson and Judges Gantt and Marshall dissented.

It is stated that the Jersey Central will, either by agreement or purchase, come into control of the Lehigh & New England road. The Jersey Central seeks a larger interest in order to prevent the New Haven road getting such strength that it can carry out plans that President Mellen is suspected of considering. Naturallly, the Philadelphia & Reading is much concerned, as it will mean a largely increased business for the Jersey Central from other roads that have agreed to divert some of the traffic consigned to points in New England territory over the Poughkeepsie bridge.

The following representatives of passenger departments were in the city last night: George T. Gunnip, general agent, F. G. Burnett and George Chambers, of the Santa Fe; N. M. Breeze and Allen Gould, of the Chicago & Northwestern; E. Bonsall, of the Union Pacific; H. H. Roberts, of the Lehigh Valley; C. E. Benjamin, of the Canadian Pacific; W. D. Wood, of the Wabash; Colonel Shaw and Mr. Gannaway, of the C., B. & Q. The freight service was represented by J. T. Valery, of the C., B. & Q.; George Blair, of the C., M. & St. P.; T. J. Sweat, of the Illinois Central; H. Clark, of the C. & A., and Lyon Liston, of the Union Pacific. For the first time in three years freight men are hustling to get business.

Employes of the Lehigh Valley, especially those advanced in years and who are occupying more or less important positions, like heads of departments, are said to be much disturbed over the manner in which some of them have been asked for their resignations. Under President Thomas's administration men who have been giving the best of their lives to the service of the company are being summarily dismissed and their places filled by men from other roads. Many of the men who have been dismissed have been good employes and have devoted the best of their lives to the service of the company. It is a noticeable fact that many of the men who have replaced the old Lehigh Valley officials come from the Erie.

The first great coast excursion from the East to the world's fair at St. Louis passed through Indianapolis yesterday morning under personal escort, Major Burke having charge of the party. The train was run in two sections, with eleven cars on the first, and eight in the second section. The coaches were run through from New York to St. Louis, stopping at Philadelphia for luncheon, Altoona for dinner, Indianapolis for breakfast and Terre Haute for luncheon. The tickets are good for continuous passage on special train and on coaches of connecting trains to junction points with special train, and returning leaving St. Louis not later than May 19. The Pennsylvania people were much pleased with the results of this first excursion, as there had been some fears that interest enough had not been awakened in the exposition to cause a large movement of coach passengers.

The remarkable run over the Michigan Central noted last week was the result of a dispute over the relative physical condition of the Lake Shore and that of the Michigan Central. President Newman maintained that the Lake Shore roadbed and track represented the acme of the art of railroad construction and that the Lake Shore was therefore capable of greater speed than any other. On the other hand, President Ledyard declared that the Lake Shore's physical condition was no better than the Michigan Central's, and asserted that if he desired to do so he could, with the very train they were on, break the world's speed record and at the same time demonstrate that the Michigan Central was of the highest type. Consequently the run was made April 27 from Niagara Falls to Chicago and according to dispatchers' train sheets a maximum speed of 111.90 miles was attained and kept up for a distance of 3.73 miles from Christian Lake, Ind. In view of the recent experiment in high speed made by the Pennsylvania, which resulted in 95.1 miles an hour, the performance of Mr. Ledyard's special is amazing.

JAN AND THE DRAGON.

Once upon a time a green dragon held the people in terror. The King had offered half his realm and his daughter to the one who could free the land of the green dragon. Jan was a hunter, and had a hermit friend in the woods who knew the language of the owls. An old owl told him where the dragon slept, and Jan stole upon him and slew him before he awakened.

Where is the owl?

Answer to Yesterday's Puzzle.

Left side down in skirt.

After May 7 cash prizes will not be given for solutions of the series of puzzles appearing in our daily issues.

There is a series of puzzles appearing on the Sunday classified advertising page, for the correct solution of which cash prizes are awarded. Notice next Sunday's.

LANGAN ARRAIGNED IN COURT AT LONDON

LONDON, May 11.—Patrick Langan (who was arrested May 5, at Queenstown, Ireland, on the arrival there of the White Star line steamer Majestic, from New York, he answering to the description of Peter Langan charged by the police of Kankakee, Ill., with murder), was arraigned at Bow-street Police Court to-day, and remanded to await extradition papers. The venerable appearance of the prisoner excited much interest. A detective testified that Langan, when he arrived, said: "I would sooner waive the right to fight the papers and go straight back to the United States with the officers. I never left the United States on account of this charge."

FOR SALE—REAL ESTATE.

REAL ESTATE—
We will purchase a home for you in any city, you paying for it in small monthly payments like rent and NO INTEREST. Call or send stamp for plan.
AMERICAN HOME-BUYING COMPANY,
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OUT THEY GO
OUT THEY GO
Go where
You will, then come to see us and go to North Dakota, the most prosperous State in the Union, and get 160-acres HOMESTEAD FREE and buy land adjoining for $5.50 to $12.50 per acre, easy terms. Ex. rates. Locate in the greatest Northwest and hustle. Call for maps and facts. WM. H. BROWN CO., 121 LaSalle street, Chicago, Ill., or Mandan, North Dakota.

FOR SALE—MISCELLANEOUS.

FOR SALE—Large fireproof safe; bargain if sold soon. 22 South Capitol avenue.

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.

WANTED—HELP.

WANTED—Man and wife as janitors; a German couple preferred. Call at 111 West Market st.

STORAGE.

STORAGE—Moving, $1 per load. Phones 768.

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.

UPHOLSTERING AND PACKING.

UPHOLSTERING AND PACKING—W. H. COOMBS, 438 Indiana av. 'Phone, Main 3546. Goods called for and delivered free of charge.

FINANCIAL.

FINANCIAL—
LOANS—Money on mortgages. C. F. SAYLES & CO., 127 E. Market st.

FINANCIAL—5 per cent. money on Indianapolis city property, or on city property in any county seat town, or on farm property anywhere in Indiana; we use our own funds; no delay; partial payments. Call or address C. N. WILLIAMS & CO., 10 E. Market st.

FOR RENT—FURNISHED ROOMS.

FOR RENT—Furnished rooms; $1 to $2.50 per week; board and room, $4 to $4.50 per week; lodging, 25c and 50c; transient rates, $1 to $1.25 per day; house thoroughly renovated. NATIONAL HOTEL, directly south of Union Station. MRS. E. SHEPHERDSON, Proprietress.

FOR RENT—HOUSES.

REAL ESTATE—
The rent you pay will buy you a home. Call or send stamp for plan.
AMERICAN HOME-BUYING COMPANY,
9 Lombard Bldg., Indianapolis.

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