A BIG NICKEL OFF

Hogs Drop a Little in Price, With Tail End Stuff Very Common.

Butcher Cattle Active at Steady Prices—Receipts Only Common to Fair.

South St. Paul, Minn., Feb. 23.—Estimated receipts at the Union stockyards to-day: Cattle, 475; calves, 75; hogs, 1,150; sheep, 8,025; cars, 69.

The following table shows the receipts from Jan. 1, 1903, to date, as compared with the same period in 1902:

Year—	Cattle.	Calves.	Hogs.	Sheep.	Cars.
1903	19,695	3,254	141,523	112,730	3,058
1901	20,903	2,835	116,795	96,380	2,721
Inc.	.....	419	24,728	16,350	327
Dec.	1,208	.....	.....	.....	.....

The following table shows the receipts thus far in 1903, as compared with the same period in 1902:

Year—	Cattle.	Calves.	Hogs.	Sheep.	Cars.
1903	7,393	1,559	46,026	46,802	1,080
1902	9,127	1,209	42,789	33,633	1,051
Inc.	.....	350	3,237	13,169	29
Dec.	1,734	.....	.....	.....	.....

Official receipts for the past week are as follows:

Date—	Cattle.	Calves.	Hogs.	Sheep.	Cars
Feb. 14	76	3	2,114	732	23
Feb. 16	183	39	1,038	609	26
Feb. 17	974	346	3,820	829	92
Feb. 18	503	76	3,185	6,544	93
Feb. 19	258	30	1,008	274	24
Feb. 20	237	35	2,161	3,069	54
Feb. 21	96	31	1,764	2	28

Railroads entering the yards reported receipts for the day by loads as follows:

Chicago Great Western, 4; Chicago, Milwaukee & St. Paul, 14; Minneapolis & St. Louis, 1; Chicago, St. Paul, Minneapolis & Omaha, 6; Great Northern, 4; Northern Pacific, 36; Chicago, Burlington & Quincy, 2; total, 69.

Disposition of stock Saturday, Feb. 21:

Firm—	Cattle.	Hogs.	Sheep.
Swift & Co.	55	1,839	645
King Brothers	5	.....	...
Slimmer & Thomas	11	.....	...
P. Evans	11	.....	...
Country buyers	31	.....	275
Totals	114	1,839	920

HOGS—

Date.	Av. Wt.	Av. Cost.	Price Range
Feb. 14	217	$6.72	$6.50@6.90
Feb. 16	197	6.71	6.55@6.90
Feb. 17	200	6.87	6.60@7.15
Feb. 18	205	6.77	6.50@7.10
Feb. 19	200	6.73	6.50@7.00
Feb. 20	206	6.85	6.50@7.15
Feb. 21	208	6.85	6.60@7.20

Prices a big nickel lower. Receipts light. Quality common to fair. Tail end stuff very common. Price range, $6.55@7.10; bulk, $6.70@6.90; light and inferior grades selling at $6.55@6.70; mixed, $6.75@6.90; good butchers and desirable heavy, $6.95@7.10.

Hogs—74, 256 lbs, $7.10; 76, 214 lbs, $6.90; 79, 296 lbs, $6.80; 65, 181 lbs, $6.75; 62, 193 lbs, $6.70; 69, 245 lbs, $6.95; 79, 190 lbs, $6.85; 61, 203 lbs, $6.75; 75, 202 lbs, $6.70; 51, 180 lbs, $6.60.

Odds and Ends—3, 253 lbs, $6.90; 8, 262 lbs, $6.70; 6, 293 lbs, $6.55; 7, 338 lbs, $6.80; 5, 298 lbs, $6.60.

Pigs and Underweights—15, 124 lbs, $5.75; 14, 122 lbs, $5.75.

Stags and Boars—1, 460 lbs, $5.50.

CATTLE—Butcher cattle active at fully steady prices. Receipts limited and largely only common to fair in quality. Bulls and veals steady. Good quality stock and feeding stuff showing weight, steady. Trade a little quiet, owing to the common to fair quality of the offerings. Best grades find a quick sale. Light stock stuff, unless good, slow.

Butcher Steers—12, 1,183 lbs, $4.35; 20, 1,022 lbs, $3.85; 6, 1,115 lbs, $3.85; 8, 936 lbs, $3.65; 1 stag, 1,510 lbs, $3; 18, 1,275 lbs, stags and steers, $4.15; 14, 1,570 lbs, stags, $3.90; 6, 905 lbs, $3.75; 6, 903 lbs, $3.50.

Butcher Cows and Heifers—2, 1,125 lbs, $3.60; 2, 1,220 lbs, $3.15; 1, 990 lbs, $2.75; 1, 860 lbs, $2.50; 9, 923 lbs, $3.25; 2, 1,175 lbs, $3; 2, 1,095 lbs, $2.60.

Cutters and Canners—1, 960 lbs, $2.40; 2, 930 lbs, $2.25; 4, 932 lbs, $2.25; 2, 1,030 lbs, $1.75.

Butcher Bulls—1, 1,300 lbs, $3; 1, 1,230 lbs, $2.90; 1, 1,510 lbs, $3.

Veal Calves—1, 460 lbs, $5.50; 1, 120 lbs, $5.20; 1, 410 lbs, $3; 1, 230 lbs, $2.

Stock and Feeding Steers—7, 946 lbs, $3.65; 7, 810 lbs, $3.35; 2, 485 lbs, $2.75; 34, 711 lbs, $3.25; 4, 870 lbs, $3.20; 3, 700 lbs, $2.50.

Stock Cows and Heifers—36, 403 lbs, $2.50; 11, 461 lbs, $2.35; 9, 471 lbs, $2.50; 12, 400 lbs, $2.40.

Heifer Calves—2, 1,135 lbs, $2.60; 1, 1,130 lbs, $2.75.

Milch Cows and Springers—1 cow, $28.

SHEEP—Sheep and lambs quoted steady. Bulk of receipts made up of westerns not on sale. Demand good. Trade quiet. Sales:

30 cull bucks, 146 lbs, $1.50.

Among the shippers on the market were: C. Smith, Willmar; Anderson & Knudle, Vienna, J. R. Catton, Waubay; A. A. Drake & Son, Wilmot; G. S. Breckinridge, Summit; P. H. Smith, Lamoure; Cass County State Bank, Casselton; Rea Brothers, Billings; L. P. Swenson, Sauk Center; C. T. Webb, Hayfield; A. Wester, Rothsay; A. J. Galagan, Elysian; P. T. Trench, Nerstrand; W. L. Edgerton, Ada; J. J. Lenertz, St. James and Darfurs; Pettis & Co., A. Burg, St. Peter; P. Kaye, Maiden Rock; A. Empey, Farmington; M. C. Black, Northfield; Thompson & Davis; Owatonna; C. M. Cosgrove, Le Sueur; C. Huber, Alma.

CHICAGO LIVE STOCK, Feb. 23.—Cattle—Receipts, 25,000; market steady; good to prime steers, $5.50@5.75; poor to medium, $3.25@4.50; stockers and feeders, $2.35@4.50; cows, and heifers, $1.40@4.75; canners, $1.40@2.50; bulls, $2@4.25; calves, $3.50@8.65; Texas fed steers, $3.50@4.25.

Hogs—Receipts to-day, 40,000; to-morrow, 25,0000; left over, 5,301; slow and steady to 5c lower; mixed and butchers, $6.90@7.25; good to choice heavy, $7.25@7.50; rough heavy, $6.95@7.25; light, $6.55@6.95; bulk of sales, $6.95@7.25.

Sheep—Receipts, 22,000; market steady; good to choice wethers, $5@5.75; fair to choice mixed, $4@5; western sheep, $4.75@5.75; western lambs, $4.75@7.15.

Official Saturday: Receipts—Cattle, 386; hogs, 14,303; sheep, 1,474. Shipments—Cattle, 770; hogs, 5,702; sheep, none.

SIOUX CITY LIVE STOCK, Feb. 23.—Receipts—Cattle, 2,500; hogs, 3,000.

Hogs—5c lower. Sales: 64, 198 lbs, $6.65; 48, 258 lbs, $7.75; 64, 284 lbs, $7.07½.

Cattle—Best stockers stronger; killers steady. Sales: 11 beeves, 980 lbs, $3.85; 24, 1,240 lbs, $4.75; 8 cows, 890 lbs, $2.35; 11, 1,040 lbs, $3.15; 16, 1,140 lbs, $3.85; 14 stockers, 748 lbs, $2.85; 14, 980 lbs, $3.50; 16, 1,030 lbs, $4.25; 6 yearlings, 488 lbs, $2.65; 14, 640 lbs, $3.25; 18, 658 lbs, $3.85.

KANSAS CITY LIVE STOCK, Feb. 23.—Cattle—Receipts 22,000; steady; beef steers, $3.40@6.25; Texans, $1.75@4; cows and heifers, $2@4.25; stockers and feeders, $2.25@4.40.

Hogs—Receipts, 4,000; steady to weak; heavy, $7@7.20; packers, $6.95@7.07½; yorkers, $6.95@7.05; pigs, $4.45@6.70.

Sheep—Receipts, 3,000; steady; sheep, $3.50@6; lambs, $3.60@6.75.

ST. LOUIS LIVE STOCK, Feb. 23.—Cattle—Receipts, 3,000; steady; beef steers, $4@5.50; stockers and feeders, $2.40@4.25; cows and heifers, $2.25@4.50; Texans, $2.10@4.40.

Hogs—Receipts, 5,000; 5c lower; pigs, $6.75@7; packers, $7@7.25; butchers, $7.15@7.35.

Sheep—Receipts, 800; steady to strong; sheep, $4.40@5.50; lambs, $5.40@7.

OMAHA LIVE STOCK, Feb. 23.—Cattle—Receipts, 4,700; active and steady; beef steers, $3.75@5.25; cows and heifers, $2.90@4; canners, $1.75@2.85; stockers and feeders, $3@4.50.

Hogs—Receipts, 7,500; 5c lower; heavy, $6.95@7.10; pigs, $6@6.75.

Sheep—Receipts, 6,000; stronger; sheep, $5.25@5.75; lambs, $4.75@7.

THE MONEY MARKET

LONDON, Feb. 23.—The amount of bullion taken into the Bank of England on balance to-day was £11,000.

PARIS, Feb. 23.—Three per cent rentes, 99 francs 87½ centimes for the account. Exchange on London, 25 francs 16 centimes for checks.

BERLIN, Feb. 23.—Exchange on London, 20 marks 51 pfennigs for checks.

LONDON, Feb. 23.—Gold premium at Madrid, 33.50.

LONDON CLOSING STOCKS, Feb. 23.—Consols for money, 92 1-16; consols for account, 92 3-16; Anaconda, 6½; Atchison, 88⅝; Atchison preferred, 102½; Baltimore & Ohio, 100¼; Chesapeake & Ohio, 51⅞; Chicago Great Western, 27½; Chicago, Milwaukee & St. Paul, 181½; De Beers, 21⅝; Denver & Rio Grande, 41⅝; Denver & Rio Grande preferred, 91; Erie, 39⅝; Erie first preferred, 71⅝; Erie second preferred, 60½; Illinois Central, 148; Louisville & Nashville, 128¼; Missouri, Kansas & Texas, 28½; New York Central, 151½; Norfolk & Western, 75½; Norfolk & Western preferred, 52½; Ontario & Western, 33⅝; Pennsylvania, 76; Rand Mines, 10⅞; Reading, 31¾; Reading first preferred, 45; Reading second preferred, 38½; Southern Railway, 35½; Southern Railway preferred, 96¾; Southern Pacific, 65; Union Pacific, 103⅛; Union Pacific preferred, 97; United States Steel, 39⅞; United States Steel preferred, 90¼; Wabash, 32; Wabash preferred, 54.

Bar silver, steady, 22¼d per ounce. Money, 6½@4 per cent. The rate of discount in the open market for short bills is 3½@3⅝ per cent; for three months' bills is 3½ per cent.

PROVISIONS

LIVERPOOL PROVISIONS, Feb. 23.—Pork—Prime mess western, dull, 77s 6d; hams, short cut, dull, 51s 6d. Bacon—Cumberland cut, strong, 49s; short ribs, strong, 51s; short clear backs, strong, 49s 6d; clear bellies, strong, 50s. Shoulders—Square, strong, 41s. Lard—American refined, firm, 49s.

GENERAL PRODUCE

OFFICIAL QUOTATIONS OF THE MINNEAPOLIS PRODUCE EXCHANGE.

Monday, Feb. 23.—Extra creamery butter, higher; packing stock, steady. Strictly fresh eggs, lower. Fancy country dressed veal, steady. Poultry, firm. Green fruits, steady. Apples, steady. Potatoes, firm.

BUTTER—Extra creameries, per lb, 26c; firsts, 24c; seconds, 17@18c; dairies, extra, 21c; firsts, 15½@16c; seconds, 11@12c; roll and prints, 11@14c; packing stock, 8@11c; fresh renovated, 19c.

EGGS—Strictly fresh, cases included, loss off, per doz, 14c; strictly fresh, case count, 13½c; checks and seconds, 8c; cold storage, candled, 10c; at mark, 8c.

CHEESE—Twins or flats, fancy, 14½c; twins or flats, choice, 13½c; twins or flats, fair to good, 13c; daisies, fancy, 15c; Young Americas, fancy, 15c; brick, No. 1, 14½c; brick, No. 2, 11c; brick, No. 3, 7@8c; primost, No. 1, 8c; pultost, 9c; Swiss, No. 1, round, 14@14½c; Swiss, No. 2, round, 12c; Swiss, No. 1, block, 14@14½c; Swiss, No. 2, block, 12c.

DRESSED POULTRY—Turkeys, fancy, undrawn, 18c; choice, 16@17c; culls, 6@7c; chickens, spring, fancy, 14@15c; fair to good, 11@12c; hens, fancy, 13c; fair to good, 10c; ducks, fancy, heads off, 15c; geese, fancy, heads off, 12½@13c; fair to good, 8@9c.

DRESSED MEATS—Veal, fancy, per lb, 8½@9c; fair to good, 8c; small or overweight, 5½@6c; mutton, fancy, 6@6½c; lambs, pelts off, fancy, 8½@9c; hogs, light, 7c; medium, 7½c; heavy, 7½c.

RABBITS—Jack, per doz, $2.75@3; cottontails, doz, $1.

SQUIRRELS—Gray, per doz, 60c; red, per doz, 25c.

FISH—Pike, large, per lb, 8c; small and medium, 5@8c; crappies, medium to large, 7@8c; small, 6c; pickerel, 5c; bull heads, skinned, 5@6c.

TOMATOES—California, per crate, $5.

CABBAGE—Home grown, fancy, per 100 lbs, $1.50.

POTATOES—Per bu, small lots, 40@45c; car lots, No. 1, sacks extra, 35c; medium, sacks extra, 25c.

SWEET POTATOES—Cobdens per brl, $4.

POPCORN—Old rice, per lb, 4@5c; new rice, per lb, 2@3c.

NEW HONEY—White, fancy, 1-lb sections, 17c; choice, 1-lb sections, 15@16c.

DRIED PEAS—Fancy yellow, per bu, $1.75; medium, $1.50; green, fancy, $1.75; medium, $1.25; marrowfat, $2.50.

DRIED BEANS—Fancy navy, per bu, $2.75; choice navy, $2.50; medium hand-picked, $2.25; medium, fair, $1.75; brown, $1.50; fair to good, $1.20@1.25.

APPLES—Jonathans, per brl, $5; Ben Davis, $3.@3.25; Kings, $4@4.25; Spies, $3.50; Russets, $3.50; Winesaps, $4; Missouri Pippins, $3.50; Willow Twigs, $4; Baldwins, $3.25@3.50; Greenings, $4.

PINEAPPLES—Per crate, $5@5.50.

ORANGES—California, navels, as to size, fancy, $3.25; choice, as to size, $2.75@3; California budded seedlings, $2.25.

LEMONS—California, fancy, as to size, $3.50; choice, $3.25.

TANGERINES—Per half box, $2.50.

GRAPE FRUIT—Per box, $4.25.

STRAWBERRIES—Floridas, per qt, 50c.

CRANBERRIES—Per brl, $12; per box, $4.

GRAPES—Malagas, per keg, $7@7.50.

BANANAS—Fancy, large bunches, $2.75; medium bunches, $2.25@2.50; small bunches, $2@2.15.

VEGETABLES—Wax beans, per bu, $4.25; egg plant, per doz, $1.50@1.75; radishes, per doz bunches, 45@50c; lettuce, per doz, 45c; lettuce, heads, per doz, 75c; milt, per doz, 25@30c; cucumbers, per doz, $2; celery, per doz, 35@75c; turnips, per bu, 40c; carrots, per bu, 25@30c; pie plant, per lb, 8c.

CHICAGO PRODUCE, Feb. 23.—Butter—Firm; creameries, 18@27c; dairies, 14@24c. Eggs—Easier; at mark, cases included, 15@15½c. Cheese—Steady; twins, 12½@12¾c; daisies, 13@13½c; young Americas, 13@13½c. Dressed Poultry—Steady; turkeys, 15@18c; chickens, 10@13½c.

LIVERPOOL GRAIN, Feb. 23.—Closing—Wheat—Spot No. 2 red western winter, steady, 6s 1½d; No. 1 northern spring, quiet, 6s 0d; No. 1 California, quiet, 6s 11d; futures steady: March, 6s 3½d; May, 6s 2½d; July, 6s 1⅝d.

Corn—Spot American mixed new, steady, 4s 6¼d; American mixed old, no stock; futures steady: March 4s 6d; May, 4s 3¾d.

The imports of wheat into Liverpool last week were 22,500 quarters from Atlantic ports, none from Pacific and 68,000 from other ports. The imports of corn from Atlantic ports last week were 46,600 quarters.

A KENTUCKY GENERAL'S WAY

General Castleman to Have a Coach and Four on His Mail Route.

Louisville Courier-Journal.

General John B. Castleman has been granted the contract for carrying the mail from Pleasant Hill to Burgin, twelve miles. The notice of the award has been received by Postmaster Baker. Instead of using an old mail wagon, General Castleman will have the mail transported by a coach and four, with outsiders and footmen in livery, as well as a trumpeter. The original bid of General Castleman was thought to be too high, but the government, after considering the improved method by which General Castleman proposed to handle the mail, decided to give him the contract, which will be in effect until June 30, 1904.

General Castleman is one of the best-known men in the south. He is a Confederate veteran and commanded a regiment in Porto Rico during the Spanish war.

PLENTY OF PRACTICE.

Indianapolis Sun.

"Jim's penmanship has improved considerably since he went to college," remarked Aunt Marthy, proudly.

"Heavens knows it ort to!" responded Uncle Hiram. "All he's been doin' since he's been there is writin' home for money."

LOCATED.

Philadelphia Ledger.

Canvasser—I would like to see the lady of the house.

Mistress—Certainly. She is working back in the kitchen.

Railroads

GET RATE, ANYWAY

Homeseekers Along the M. & St. L. Given Advantages of Low Rates by the Road.

Merger Roads Block Through Ticket Plan—But the M. & St. L. Acts Independently.

The Minneapolis & St. Louis road has taken an independent step in the matter of homeseekers' rates. It will protect itself and give the twin city land agents something to work on. It has announced that, for the benefit of landseekers moving out of its territory into the northwest, it has been decided to place the following arrangements into effect:

"Beginning March 3 and every Thursday thereafter, we will make a rate of one fare plus $2 to St. Paul or Minneapolis and return, from all points on the Iowa Central railway and from points on the Minneapolis & St. Louis railway in the state of Iowa, on the certificate plan; i. e., one-way tickets must be bought and receipts taken, which latter will be honored for returning tickets at $2, provided they are certified by agents of connecting lines in landseekers' territory and are presented for return not earlier than the third nor later than the twenty-first day following the date of purchase of going ticket.

"It is understood that connecting lines at St. Paul and Minneapolis will continue to make the customary rate of one fare for the round trip to points in Minnesota and North Dakota through their land departments on any day."

The St. Louis will, of course, rely on the land agents for whom they have taken this step to co-operate in continuing the pleasant relations which they have sustained with this Minneapolis road.

For some unknown reason the northwestern transcontinental lines have refused to make a basing rate for connecting lines; that is, they have refused to participate in the homeseekers' rates. The Great Northern and the Northern Pacific have refused to allow the sale of through tickets by the lines connecting at St. Paul or Minneapolis. To neutralize the effect of this action, the St. Louis is the pioneer line in the field to make such a rate from points on its line that the homeseeker, by buying a ticket to Minneapolis and then buying again over the merger lines at Minneapolis, will secure the same rates as though the lines had agreed to an arrangement for through tickets from the starting point.

The land agents of the two cities will appreciate the individual action of the St. Louis road because every effort is being made by the southwestern lines to draw homeseekers to the southwest, Texas and other states. A bureau with $75,000 to spend has been made up by the roads and strenuous work is being done to turn business the other way. This naturally has its effect on the land business in the northwest. The action of the Hill lines in taking a stand so oppose dto their former attitude on the homeseekers' rates in every respect is not understood by railroad men. Whatever the motive may be, the St. Louis has taken a step which enables the homeseekers on its lines to get into the northwest.

OMAHA AGREEMENT

Trainmen and Conductors Sign Agreement With General Superintendent.

The committees of the Omaha trainmen and conductors signed an agreement yesterday with General Superintendent Trenholm. The schedules establish the compensation on every run on the road. In some instances the advances amount to 25 per cent.

Passenger conductors who have been receiving from $90 to $120 a month, will receive $112 to $135; wages of freight conductors will average about $115; through freight conductors will receive 3.45 cents a mile, in place of 3 cents, and brakemen will be given 2.3 cents, in place of 2 cents; way freight conductors have their wages increased 15 per cent, and the average increase on branch lines is 22 per cent.

KEEPS CARS MOVING

Great Western Road Helps Out Mill and Elevator Men.

The Chicago Great Western road has been the salvation of the mill and elevator men during the car shortage. Its management adopted a novel plan to secure the return of its cars from eastern connections. Instead of writing, wiring and sending tracers the Great Western had men right on the ground in Chicago who watched jealously every move of the rolling stock from the time it arrived until and after it was unloaded.

For this reason, whatever the western car situation may be, the Great Western is still able to fill all Minneapolis orders.

Saturday the road sent 100 cars to the mills and elevators, filling every order for the Interstate, Standard and H. Elevators, the Daniels oil mill, the Railway Transfer company, a belt line to the mills, and the Minneapolis Western, another mill belt line.

From Feb. 1 to Feb. 20 inclusive the Great Western delivered to the different milling companies 1,096 cars, or nearly one-fifth of the total amount given to the flour mills by the ten roads and billed out during the month, a total of 5,178 cars.

General Agent L. C. Rains of the company has received notice of the lifting of the freight embargo on the Big Four, the Erie and the Nickel Plate.

CUT OUT THE PARLORS

Stuyvesant Fish's Recipe for Making Passenger Business Profitable.

President Stuyvesant Fish's remarks Saturday night at the community-of-freight-interests banquet in New York finds an echo in the hearts of twin city traffic men. Mr. Fish, who is president of the Illinois Central, said that the passenger service or "dress parade" traffic would be more profitable were there not so many parlor cars on the through trains of the great railroads.

A Minneapolis passenger agent said today that Mr. Fish was undoubtedly correct in his strictures on the parlor car business. In this age the tendency, because of smart competition, is to overdue the parlor car business, and to go to much unnecessary expense owing to the desire of each road to outdo the other in magnificence of equipment. Said he: "What's the use of hauling parlor cars over the road with only one or two passengers aboard. They do not pay expenses. Sometimes the company owns the cars, if they belong to the Pullman company the charge of two cents a mile has to be paid whether the car is loaded or not."

CASSATT'S AMBITION

As Outlined by a Friend It Reads Like a Dream.

"Do you know what President Cassett's ambition is?" asked an old friend of the head of the Pennsylvania road. Mr. Cassett counts on thirteen more active years before he shall call himself an old man. His age to-day is 64. Thirteen more will put him at 77—still young. He looks as if he might live to be 100. "In the next thirteen years," says his friend, "Mr. Cassatt will put the Pennsylvania all through New England, Long Island, New Jersey and New York city. Not an ounce of coal will be burned between Philadelphia and the more eastern points. The entire system will be electric. I expect to see electric trains running between New York and Philadelphia in 1906. We will have a six-track road, with a speed of 100 miles an hour. Experts have been at work more than a year testing the various methods of electric propulsion. It is possible that automobiles may be used instead of the trolley or the third rail, which are physically different but practically the same.

GOING AFTER IRON

Ore Deposits On the Escanaba River Will Be Tapped.

Special to The Journal.

Menominee, Mich, Feb. 23.—J. W. Wells, general manager of the Escanaba & Lake Superior railway, says that the company intends to extend its road from Watson to the iron country recently discovered at the headwaters of the Escanaba river, a distance of about fifteen miles. Large deposits of iron ore have been discovered on the lands owned by the company and mines will be sunk during the coming summer. The Cleveland Cliffs company already has one mine on the land and is preparing to start another shaft. The I. Stephenson Lumber company., which owns the land, had leased it to different parties and will secure royalties on all the ore mined.

New Station at Menominee.

Special to The Journal.

Menominee, Mich., Feb. 23.—The Milwaukee, Chicago & St. Paul road has purchased a site in this city from the Kirby-Carpenter Lumber company on which to build a handsome new freight and passenger depot. The plans have not yet been made, but the building will be put up this year.

An Office Removal.

Special to The Journal.

Fargo, N. D., Feb. 23.—The storekeeper's head office of this division of the Northern Pacific was removed from this city to Jamestown. Headquarters were at that city until about a decade ago when the transfer was made to Fargo. It is stated that Jamestown is the most convenient point as it is at the middle of the division. A branch store will be maintained here under a deputy storekeeper. E. J. Myers, recently of Glendive, is the new division storekeeper.

WRITING OF PLAYS

As in Other Lines of Literary Work Each Man Has His Own Peculiar Methods.

Mr. Gilbert's Best Work Suggested by Trivial Incidents Which He Elaborates.

London Titbits.

Much has been said regarding the methods by which writers of fiction evolve their novels, but, curiously, little is known of a subject of at least equal interest—the tricks and methods of playwrights.

Haddon Chambers, the author of so many clever and charming plays, frankly confesses that he has no method. "So erratic am I," he declares, "that I often begin in the middle of a play and complete, say, the third act before I have the remotest idea what to put in the first. This was the case in "The Honorable Herbert," where the third act fashioned itself so completely in my mind that I was compelled to sit down and write before it escaped my memory, and then I turned to the first act."

Mr. Chambers has no difficulty in finding his plots. They come to him, as he says, with almost fatal facility; but before putting pen to paper he allows the plot to simmer in his mind for at least a month, until the play and characters have assumed a coherent and tangible form in his mind. Practically all his writing is done at Westgate, for he finds London far too restless and feverish a place for quiet literary work.

Louis N. Parker equally pleads guilty to an utter lack of method in his work. "I rarely put pen to paper," he admits, "until managers begin to worry me about rehearsals, and I have only three or four days left in which to produce a four-act play. Then I work practically night and day until the thing is done, with the result that I always vow I will never write another."

As for his ideas, he says that he "begs, borrows or steals them," and then endeavors to find the sort of characters that can conceivably carry them out. With the central idea and characters settled, he finds no difficulty in weaving a suitable story around them. When collaborating with Mr. Carson he says, "We are really only together during the incubating stage, and this sometimes only lasts a morning."

R. G. Sims has very decided views as to how a successful melodrama should be written, and probably no one is entitled to speak with more authority on this subject. The chief thing, he says, is to get a simple story, free from complication, and with plenty of passion, pathos, humor and lively characterization in it. Having thus got the mental skeleton, he proceeds to clothe the plot with the dialogue and fill in the incidents.

As all his plays are written for special casts, he makes a point of "writing round" the individual actors who are to produce the play; and every line is written with a mental eye on the stage which no playwright is more familiar with.

When writing in collaboration he and his colleague usually spend a week in cogitation at some charming place, such as Brighton or Monte Carlo, returning home without a single line being actually written.

Mr. Sydney, when he wants to get an idea for a new play, seeks inspiration from one of his seasoned bulldog pipes—and never in vain. But when he had got his idea the difficulty of working it proves formidable. "I suffer from the disease of laziness," he says, "and I simply can't settle down to work until I am compelled to. But when once I start I go right ahead, working morning, noon and night until it is finished."

Having got a suitable idea, he first plans out a very slight scenario, and begins to write with only a slight conception of his characters. Gradually, however, these assume form and reality, and before the first act is finished he is on perfectly good terms with them. When once the play is under way his brain is saturated with it, and everything else is thrown aside until it is completed. "I keep the stage in view throughout," he says, "as if it were a chess board, and get no mental rest until I have done the thing."

Some of Mr. Gilbert's best work has been suggested by very trivial incidents. The sight of a huge Japanese sword inspired "The Mikado," and W. H. Smith's appointment as first lord of the admiralty was the origin of "Pinafore." All his operas were written with a miniature copy of the Savoy stage before him, with every entrance and exit shown, and small blocks of wood, painted different colors, to represent different voices, for actors.

There is no more methodical or conscientious worker among playwrights than Mr. Pinero. When he has a play in hand he works at it every day, quite regardless of moods; never, however, touching his pen until the evening, which he finds to be his best working time. He is in the happy position of being able to write exactly what he pleases, and never to order. He never dictates his plays, nor will he allow any one to come near him when he is writing. As for his ideas, they come to him at all times and places, and are jotted down on hundreds of scraps of paper, with which his pockets are stuffed. When the play is ripe for writing he produces all these countless literary fragments and from them evolves one of his delightful and brilliant plays.

A DISAGREEABLE DISEASE

Whatever Its Cause, It Works Untold Injury to the Sufferer and All About Him.

Goldsmith and Silversmith.

There is no meaner disease of mind or body that of fault-finding or worry. It may have a medical name; if so, we don't know it, and if we did, it would do no good, as there is no cure for the pesky thing except death. Persons afflicted with it are sure to let you know they have it, and in less time than it takes to tell, they have made you and every one they come in contact with miserable. The weather, that furnishes such a topic for so many, is their peach subject, and they thresh that over until it is threadbare. He finds fault with everybody and everything. His clerks can never please him, and his customers call him "a crabbed old thing," and finally go somewhere else. He believes every one "has it in for him," and he enjoys no peace of mind because always anticipating some evil thing that never happens. If they ever get to heaven they will find fault with everything there. The only time they really seem to enjoy life is when they are pouring their ills, real and imaginary, into your ears.

The less one hears of the ills and aches of others the better they like it. Each one has enough of his own to bear without other persons' burdens, and the little sunshine they have they don't want clouded over with these woes.

People love a cheerful loser. They admire the pluck of the man who, when his body is racked with pain, never lets a sigh escape, or has a complaint to offer at any of the quibbles of fortune, but in storm and sunshine, in prosperity and adversity, has always the cheerful and pleasant smile for all. Such persons make the world better for having been in it.

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INCOME IN 1902.

Premiums other than perpetuals	$3,775,083.99
Rents and interest	198,661.52
Profit on ledger assets over book values	10,121.22
Total income	$3,983,866.73

DISBURSEMENTS IN 1902.

Amount paid for losses	$1,590,143.73
Dividends and interest	120,000.00
Commissions and brokerage	481,281.55
Salaries and fees of officers, agents and employes	258,139.32
Taxes, fees and rents	77,783.49
Loss on sale or maturity of ledger assets	67,855.73
All other disbursements	195,030.49
Total disbursements	$2,790,234.31
Excess of income over disbursements	$1,193,632.42

ASSETS DEC. 31, 1902.

Value of real estate owned	$525,500.00
Mortgage loans	245,167.31
Collateral loans	281,500.00
Bonds and stocks owned	3,067,979.50
Cash in office and in bank	279,919.05
Premiums in course of collection	678,895.40
All other admitted assets	23,871.77
Total admitted assets	$5,102,923.03
Assets not admitted	$43,938.15

LIABILITIES DEC. 31, 1902.

Unpaid losses and claims	$192,491.23
Reinsurance reserve	2,081,154.18
Commission and brokerage	72,493.95
Capital stock paid up	1,000,000.00
Total liabilities including capital	$3,346,139.36
Net surplus	$1,756,783.67

RISKS AND PREMIUMS, 1902 BUSINESS.

Fire risks written during the year	$314,575,036.00
Premiums received tereon	3,764,215.13
Marine and inland risks written during the year	141,028,820.00
Premiums received thereon	1,049,745.48
Net amount in force at end of the year	$306,121,888.00

BUSINESS IN MINNESOTA IN 1902.

	Fire Risks.	Inland.
Risks written	$4,547,256	$36,800
Premiums received	85,765	178
Losses paid	33,288	775
Losses incurred	26,374	0
Amount at risk	7,276,163	0
	Tornado.	Aggregate.
Risks written	$264,820	$4,848,876
Premiums received	1,538	87,481
Losses paid	109	34,172
Losses incurred	101	26,473
Amount at risk	449,355	7,725,518

STATE OF MINNESOTA,
Department of Insurance.

Whereas, the Fireman's Fund Insurance Company, a corporation organized under the laws of California, has fully complied with the provisions of the laws of this state, relative to the admission and authorization of insurance companies of its class.

Now, therefore