

THE STOCK MARKET

Irregularities Shown at the Opening and Weakness Manifest Throughout the Day—Rallies and Reactions Alternated

New York, Jan. 28.—The opening stock market showed great irregularity with narrow limits and on a moderate volume of trading. Different members of the Pennsylvania group, the Pacific and the iron and steel industrial moved in contrary directions. United States Steel preferred, Southern Pacific and Washab preferred declined. Pressed Steel Car rose 5-8 and Equity preferred 1 point. Stocks were freely and general losses ran from 1-2 to 3-8.

The inability of the bull leaders to force the rally encouraged more aggressive selling by the traders, and prices yielded to a lower level all round. St. Paul and Sugar extended their losses to 1-2, and Baltimore and Ohio and Nited States steel preferred to 2. Amalgamated and Missouri Pacific, which had received some measure of support later, also ran off a point.

Rallies and reactions alternated in a small way. Selling was concentrated at intervals against important market leaders, such as St. Paul, Pennsylvania, Rock Island, Sugar, Amalgamated and United States Steel preferred. The low prices indicated losses quite generally of a point or more, and approached 2 in some half dozen favorites. Some less important stocks averaged down between 1 and 2. General Electric declined 4. The board room bears ruled the market a moderate fraction by covering their shorts, but this ease with which stock was secured checked the demand from this source; and the market did not hold well. Westinghouse dropped 2-1-2. The rally was lost. The closing was dull and weak.

Table with columns: Name, Open, High, Low, Close. Includes items like American Ice, American Car, Sugar, etc.

Table with columns: Name, Open, High, Low, Close. Includes items like New York, St. Louis, etc.

Table with columns: Name, Open, High, Low, Close. Includes items like Baltimore, Reading, etc.

pool spot cotton advanced 24 points. Middling 8.40, against 4.90 last year. Sales 5,000 bales; imports 24,000. Futures advanced 19@22 points, retracted 10@ and closed barely steady. Not to put too fine a point on it, it is a sort of reign of terror for bears in cotton. It may very well be that bull speculation is running to extremes and it is certain that such violent advances were witnessed today and recently, and with them as an unavoidable consequence the assurance of a bad break sooner or later. But even so, such reaction, if the bulls are right in their opinion as to the size of the crop, can be not more than temporary; it will not doubt be merely what the French maxim describes as "running" back in order to make a better jump. At any rate some such view as this of the situation is becoming ingrained in the mind of the average operator, inflamed by the predictions of twenty cents.

The bull leaders here helped greatly to establish another high record. New Orleans leaders were also buying and from all over the country as well as from Europe came a very large number of orders. The sharp advance in Liverpool was caused partly by American buying. At the great advance of late the spot markets show less activity but they have balked before. One of the latest bull arguments is that the mills find print cloths profitable at 4 cents, representing at this price does a rise of some three quarters. Every eighth cent per yard advance in cloth is equal, it is figured, to seven-eighths of a cent per pound rise in the price of raw cotton and consequently an advance of three-quarter cent per yard is equal to one of five and a quarter cents per pound in raw cotton. Meaning there is no doubt that the outside public is buying on a very large scale.

Table with columns: Name, Open, High, Low, Close. Includes items like WHEAT, CORN, OATS, etc.

Table with columns: Name, Open, High, Low, Close. Includes items like New York, St. Louis, etc.

Table with columns: Name, Open, High, Low, Close. Includes items like Baltimore, Reading, etc.

Baltimore Stock Market Baltimore, Jan. 28.—The market closed dull and steady. Seaboard Air Line Railway 4s at 61-2 were up 1 point; the preferred stock at 18 was unchanged, and the common stock at 9-7-8 was up 1-4. United Electric Light and Power 4-1-2 at 81-2 were up 1-2. Maryland Electric 5s at 67 closed 2 points higher.

as the big men hold to their position there is but one course for prices. If the attitude of the three big traders in New Orleans and the two large interests in New York can be guaranteed we do not believe anything could prevent seventeen, or even twenty cents per pound. It avails nothing to say there is a day of reckoning ahead, that counts for nothing. No man knows when it will come, or how it will come. But it will come, and there will be no chance to get out until it is too late. There is no use trying to fight the advance. We must stand aside and watch it, if we can't get aboard. If the leaps and bounds scare you, why it is best that you stay out of it. It is not a market to be shorted, neither is it a market to take on a big load. Go slow and don't forget that it is the man that refuses to take profits that goes broke. On any fast bulge, would take profits on some long cotton.

The New York spot market today was quiet and eighty points higher; middling uplands 16.25; middling gulf 16.50. Port receipts for today were estimated at 17,000 bales, against 19,122 bales last week, and 27,796 bales last year. Estimated receipts for tomorrow: At Galveston 6,000 to 7,000 bales, against 5,667 bales last week, and 11,760 bales last year; at New Orleans 4,300 to 5,000 bales, against 7,798 bales last week, and 7,816 bales last year; at Houston 4,600 to 4,500 bales, against 5,766 bales last week, and 7,475 bales last year.

Table with columns: Name, Open, High, Low, Close. Includes items like January, February, etc.

It is exceptional to find a family where there are no domestic troubles occasionally, but these can be lessened by having Dr. King's New Life Pills around. Much trouble they save by their great work in Stomach and Liver troubles. They not only relieve you, but cure. 25c at all druggists.

We have become very well acquainted with zero. But let us remember that "zero" is a mere word, and signifies little as to cold. If we were using thermometers by the systems of centigrade or Reaumur, it would be zero when water freezes; on the other hand, if we insisted on the true, absolute zero, we should have to wait for 273 degrees centigrade, when there would be, theoretically, no heat at all, and thus extinction of life. It will be seen that we have a very comfortable zero, and even if we get 20 or 30 degrees below it, we are still not half so uncomfortable as if we were looking for the north pole or some other entirely unprofitable arctic point for which nobody has any sort of use. We do not, at our worst, have to be miserable in sleep-bags through polar nights.—Springfield Republican.

Here is an incident which will appeal to many as a wonderful revelation and will act as a puzzle hard to solve to as many others. A man in Harrisburg, Pa., died a few days ago and while his mourning family were still watching him and sobbing over him three hours later he opened his eyes, smiled and spoke to them. He told them that it seemed as if he had been dead a thousand years; that he had been in heaven, had seen all the deceased members of his family and that he was to die again in exactly seven days at a certain time. So great was his belief in what he had seen that he was almost anxious for the seven days to elapse. He died exactly at the time specified on the seventh day.

limit of tickets February 27th. Stop-over will be allowed on these tickets either going or returning. \$25.50—Plus 25 cents from Raleigh to New Orleans, La., and return, account of Mardi Gras, February 9th to 15th, inclusive, and bear a final return limit of February 20th leaving New Orleans. Stop-overs will be allowed on these tickets.

\$22.85—Plus 25 cents, from Raleigh to Pensacola, Fla., February 10th to 15th. Tickets on sale February 9th to 15th, inclusive, and bear a final return limit leaving Pensacola February 20th. Stop-overs will be allowed on these tickets.

\$23.50—Plus 25 cents, from Raleigh to Mobile, Ala., and return, account of Mardi Gras, Mobile, Ala., February 9th to 15th, inclusive. Tickets on sale February 9th to 15th, inclusive, and bear a final return limit of February 20th. Stop-overs will be allowed on these tickets.

\$25.75—Raleigh to New Orleans, La., and return account Mardi Gras Carnival. Tickets on sale February 9th to 15th, inclusive, final return limit February 20th, 1904. By depositing ticket and paying fee of fifty cents extension of limit may be obtained to March 5, 1904.

\$23.70—Raleigh to Mobile, Ala., and return account of Mardi Gras Carnival. Tickets on sale February 9th to 15th, inclusive, final return limit February 20, 1904. By depositing ticket and paying fee of fifty cents extension of limit may be obtained to March 5, 1904.

\$23.20—Raleigh to Pensacola, Fla., and return account of Mardi Gras Carnival. Tickets on sale February 9th to 15th, inclusive, final return limit February 20, 1904. By depositing ticket and paying fee of fifty cents extension of limit may be obtained to March 5, 1904.

Winter Tourist Rates Southern Railway Effective October 15, 1903, the Seaboard Air Line Railway will place on sale from all intermediate stations round trip winter tourist tickets to all winter resorts; tickets valid until April 30, 1904, with final limit May 31. Following are rates from Raleigh for round trip: Austin, Tex., \$61.85; Daytona, Fla., \$40.05; El Paso, Tex., \$60.35; Fort Lauderdale, Fla., \$47.95; Galveston, Tex., \$57.10; Havana, Cuba, \$60.75; Houston, Tex., \$55.10; Thomasville, Ga., \$28.15; Miami, Fla., \$40.45; Niagara, N. Y., \$27.25; Jackson Springs, N. C., \$4.35; Lake City, Fla., \$27.45; Lakeview, N. C., \$20.95; Palm Beach, Fla., \$45.95; Pine Bluff, Fla., \$27.70; Pinehurst, N. C., \$26.35; St. Augustine, Fla., \$22.95; San Antonio, Tex., \$63.45; Southern Pines, N. C., \$34.00; Tampa, Fla., \$40.95. Tickets bear fifteen days transit limit and stop-over allowed. For information apply to local agent or address C. H. GATTIS, C. P. T. A., Raleigh, N. C.

COMMENCING ON JANUARY 25th the Seaboard Air Line Railway will inaugurate daily Cafe Dining Cars on trains Nos. 27 and 66, between Hamlet and Washington, and on January 11th they will inaugurate Pullman Parlor Cars tri-weekly on trains Nos. 27 and 66, between Washington, D. C., and Pinehurst. For further information apply to C. H. GATTIS, C. P. T. A., Raleigh, N. C.

the West, Northwest and Southwest. For Rates, Tickets, Pullman Reservations and detailed information, apply to your Ticket Agent, or address W. O. Warthen, D. P. A., C. & O. Ry., Richmond, Va. H. W. FULLER, G. P. A. C. E. DOYLE, General Manager. November 1, 1903.

Southern Railway

In effect January 11, 1904. This condensed schedule is published as information and is subject to change without notice to the public.

TRAINS LEAVE RALEIGH, N. C. No. 111, 2:00 a.m.—Daily for Greensboro and local points. Carries Pullman sleeper Raleigh to Greensboro, open for occupancy at 9:00 p.m., connecting at Greensboro with train No. 32, "Florida Express," for Charlotte, Columbia, Savannah and Jacksonville. Close connection is made with Number 37, "Washington and Southwestern Limited," solid Pullman train drawing room sleepers, New York to New Orleans and Memphis, connection is also made for Winston-Salem, Wilkesboro, Danville and local stations.

No. 112, 5:25 a.m.—Daily for Goldsboro and local stations; connecting at Goldsboro with Atlantic Coast Line for Wilmington, N. C., Wilson, N. C., Tarboro, N. C., Norfolk, Va., and intermediate stations, also at Goldsboro with Atlantic and North Carolina Railway for Kinston, N. C., Newbern, N. C., and intermediate stations.

No. 107, 8:40 a.m.—Daily for Greensboro and local stations, connects at Durham for Oxford, Henderson, Keyville and Richmond. Leaves Raleigh Station for Chapel Hill daily except Sunday, with train No. 34, U. S. "Past Mail" for Washington and all points north; Pullman drawing room sleepers to New York and Richmond; close connection for Winston-Salem, Mocksville and local stations, with train No. 7 for Ilich Point, Salisbury, Charlotte and local stations.

No. 108, 10:30 a.m.—Daily for Goldsboro and local points; connects at Durham for Winston, Rocky Mount and all Eastern North Carolina points. At Goldsboro for Wilmington, Kinston, New Bern, N. C. and Norfolk, Va., where Chesapeake Line for Baltimore more and all other outgoing steamers.

No. 125, 5:25 p.m.—Daily for Greensboro and intermediate stations; connects at Durham for Oxford, Clarksville, Keyville daily except Sunday, at University Station for Chapel Hill daily with train No. 39 for Columbia, Augusta, Savannah, Jacksonville, Charleston, Pulman sleeper and first class coaches Washington to Jacksonville, Fla., No. 35 "U. S. Past Mail" for Atlanta and all points south and southwest. Pullman drawing room sleepers to Richmond and New Orleans, day coaches Washington to New Orleans, also with north bound trains No. 34 and 38 for Washington and all points north. Pullman drawing room sleepers and observation car to New York; connection New Orleans day coaches Washington to New Orleans, also with north bound trains No. 34 and 38 for Washington and all points north. Pullman drawing room sleepers and observation car to New York; connection New Orleans day coaches Washington to New Orleans, also with north bound trains No. 34 and 38 for Washington and all points north. Pullman drawing room sleepers and observation car to New York; connection New Orleans day coaches Washington to New Orleans, also with north bound trains No. 34 and 38 for Washington and all points north.

CHESAPEAKE ROUTE AND OHIO ROUTE TO THE WEST S. A. L. train leaving Raleigh 11:50 a. m., arrives Richmond 4:55 p. m., connects with C. & O. leaving Richmond 10:20 p. m. daily, arriving at Virginia Hot Springs in the early morning and Cincinnati 5:00 p. m., Chicago 7:10 a. m. and St. Louis 7:32 a. m. the day following. Southern Ry. train leaving Raleigh 8:40 a. m., arrives Greensboro 11:50 a. m., Lynchburg 3:53 p. m. and Charlottesville 5:50 p. m. C. & O. Ry. trains leave Charlottesville 5:50 p. m. daily for the west, and arrives at Va. Hot Springs 10:20 p. m., Huntington 3:20 a. m., Cincinnati 5:00 a. m., Louisville 11:06 a. m., Chicago 5:30 p. m. and St. Louis 6:45 p. m. C. & O. through trains are vestibuled, electric-lighted and carry Pullman Cars, and connect for all points in Michigan, Colorado, Pacific Coast,

SEABOARD AIR LINE RAILWAY

Short Line to principal cities of the South and Southwest, Florida, Cuba, Texas, California and Mexico, also North and Northwest, Washington, Baltimore, Philadelphia, New York, Boston, Cincinnati, Chicago, Indianapolis, St. Louis, Memphis and Kansas City.

Trains leave Raleigh as follows: No. 50, 1:20 a. m.—"SEABOARD EXPRESS" for A. L. points Raleigh to North, Northeast and North-Portsmouth Richmond, Washington, Baltimore, Philadelphia, New York, Boston, Cincinnati, Chicago, Indianapolis, St. Louis, Memphis and Kansas City.

No. 25, 11:00 a. m.—"SEABOARD LOCAL MAIL" or ALL LOCAL points, Raleigh to Portsmouth, Newbern to Richmond connects at Henderson for Oxford and Weldon with A. C. L. at Portsmouth-Norfolk with ALL STEAMERS for points North and North-east.

No. 66, 10:30 a. m.—"SEABOARD MAIL" for Richmond, Washington, Baltimore, Philadelphia, New York at Richmond with C. & O. for Chesapeake, Chicago and St. Louis at Washington with Penna. and B. & O. for all points SOUTH BOUND.

No. 57, 4:15 a. m.—"SEABOARD EXPRESS" for Charlotte, Atlanta, Columbia, Jacksonville, St. Augustine, Tampa and all points south and southwest.

No. 41, 6:00 p. m.—"SEABOARD LOCAL MAIL" for all local points, connects at Atlanta for all points south and southwest.

No. 27, 7:10 p. m.—"SEABOARD MAIL" for Southern Pines, Pinehurst, Atlanta, Columbia, Charleston, Savannah, Jacksonville, Tampa and all points south and southwest.

Carolina Northern Railway, W. J. Edwards, Receiver. MARION, S. C. TIME TABLE No. 11. In Effect Sunday, 8:30 A. M., April 12, 1903. (Eastern Time Standard.)

Northbound Southbound First-Class (Mixed) STATIONS. No. 4. No. 3. P. M. A. M. 5:00 Lumberton, N. C. (S. A. L.) A. 6:30 4:45 Poplar, N. C. 6:45 4:40 Kingsdale, N. C. 6:57 4:30 Polkville, N. C. 7:10 4:15 Proctorville, N. C. (A. C. L.) Cross 7:25 2:59 Dunbar, N. C. 7:50 3:55 Barnesville, N. C. 8:00 3:39 Flowers, N. C. 8:13 3:27 Marietta, N. C. 8:43 3:15 Holmwood, S. C. 8:43 2:50 Page's Mill, S. C. 8:54 2:50 Kemper, S. C. 9:08 2:44 Elwood, S. C. 9:12 2:32 Squires, S. C. 9:27 2:25 Fork, S. C. 9:32 2:10 Zion, S. C. 9:51 1:55 Rogers, S. C. 10:05 1:30 Mary, S. C. (A. C. L.) 10:30 Rule 1—Maximum speed, twenty-five miles per hour. Rule 2—Rules governing employees of connecting line at Lumberton (including movement of trains) are adopted as the rule of this company. Rule 3—All northbound trains have absolute right of track over southbound trains of same class. T. C. McNEELY, General Superintendent. W. J. EDWARDS, Receiver.

RALEIGH AND CAPE FEAR R. R.

Time Table Effective 12:01 a. m. Sunday, August 30, 1903. SOUTHBOUND. NORTHBOUND.

Table with columns: Name, P. M., L. V., Ar., A. M. Includes items like Raleigh, Carraleigh Mills, etc.

All trains carry passengers. Smith Mill and one mile south of Sylva are water stations. Regular stops. Telephone stations. Flag stations. Meetings points are indicated by capitals and black figures. All trains must approach Carraleigh Mills and Carraleigh Main Line Junction under full control, and not enter Main Line of Southern Railway without orders from Southern Railway Pilot.

All trains must come to full stop before crossing C. F. & N. Track at Verrina. All engineers and conductors must carry watches that will pass Standard Railway inspection. All employees will be governed by Southern Railway rules, when same are not in conflict with rules of this company. JOHN A. MILLS, Pres. and Gen. Mgr.

ATLANTIC & NORTH CAROLINA RAILROAD COMPANY To Take Effect Sunday, June 8, 1902 at 12:01 a. m. Eastern Standard Time. Supersedes Time Table No. 23, of June 8, 1901.

Table with columns: Name, Daily, No. 1, P. M., A. M. Includes items like Goldsboro, Best's, etc.

News and Opinions of National Importance The Sun ALONE CONTAINS BOTH The Sunday Sun is the greatest Sunday Newspaper in the World. Price 5c a copy. By mail, \$2 a year. Address THE SUN, New York.

ATLANTIC COAST LINE THOROUGHFARE OF TRAVEL Between the NORTH AND SOUTH Florida—Cuba. A passenger service unexcelled for luxury and comfort, equipped with the latest Pullman Dining, Sleeping and Thoroughfare Cars. For rates, schedule, maps or any information, write to WM. J. CRAIG, General Passenger Agent, Wilmington, N. C.

WARE & LELAND'S COTTON LETTER Cotton ran over sixteen cents this morning and in New Orleans July sold 16.50. Nothing can be said in addition to what has been written time and time again. All opinions, all factors, all expressions are valueless. As long