PROTEST AGAINST WEST STREET GRAB.

New Yorkers Protest to Governor Against the Stealing of a Street.

(Special to The Evening World.)

ALBANY, April 30.

A report is current here that Gov. Odell will veto the Raines bill authorizing the New York and New Jersey Bridge Company to build approaches along the Manhattan water front, which is known as the West street grab. Senator Goodsell had an hour's talk with the Governor over the bill to-day, but when asked if it would be vetoed declined to talk.

The hearing before the Governor at noon drew the largest number of people to the Executive Chamber that has appeared there on any measure in many years.

Three hundred representative citizens of New York City crowded into the Executive Chamber. The opponents to the measure far exceeded those in its favor, and it was apparent that the latter were in a state of nervous doubt about the probable outcome of the hearing on the Governor's action.

Attorney Dumont, the promoter of the scheme in particular, paced back and forth in the Executive Chamber in perturbed fashion. He held whispered conferences with Senators Raines and Goodsell and watched anxiously for the appearance of Gov. Odell.

Among those who appeared to speak against the bill were:

Comptroller Coler, Corporation Counsel Whalen, Randolph Guggenheimer, President of the Council.

Alexander E. Orr and Edward M. Shepard, of the Rapid Transit Commission.

A. Foster Higgins, John H. Starin, Stephen W. Carey, Samuel D. Coykendall and Vernon H. Brown, of the Committee on Harbors and Shipping of the Chamber of Commerce.

William F. King, Henry W. Goodrich, R. W. G. Welling, Arthur J. Baldwin, Charles L. Guy, Frederick A. Hinrichs, Joseph G. Deane, F. B. De Berard, of the Merchants' Association.

William McCarroll and L. J. Callanan, of the Board of Trade and Transportation of New York.

John P. Leo, of the Builders' League.

Horace E. Deming, of the City Club.

Samuel Seabury, Adolphe Oppenheim, John De Witt Warner, Julius H. Cohen and Charles H. Strong, of the Citizens' Union.

Isidor Straus, R. Somers Hayes and Evan Thomas, of the New York and New Jersey Bridge Commission.

T. R. Smith, of the Executive Committee of the Maritime Exchange, presented a statement signed by the members of the committee in opposition to the bill. An open letter to the Governor from ex-Mayor Abram S. Hewitt in which he calls upon the Executive not to "make a grant in the dark which would be a fatal error" was also received.

When Gov. Odell came out of his inner office he asked Corporation Counsel Whalen how much time the opposition would need. "Half an hour or so," answered Mr. Whalen. "We will hear the opposition first," said the Governor. Before the hearing began it was decided to give the opposition a full hour. Corporation Counsel Whalen then read his brief against the bill.

When Corporation Counsel Whalen referred to Gov. Odell's veto of the Goshen improvement bill, on the ground if Goshen did not want the improvements they should not be forced on them, the Governor raised his brows and pressed his lips in a "not the same case at all" manner.

"That veto," said Mr. Whalen, "was opposed by the people of New York City and the State, and the people of New York in consistency with that veto say that if they want this bridge they should also have a say about it. Veto the bill and I tell, just as sure as I know that I am standing here, that it will be one of the most popular acts of your administration."

Comptroller Coler said:

"It has been charged that the Sinking Fund Commissioners of New York have purposely refused consent to the building of approaches to the bridge. This is a libel, for the Commissioners had no power to do what was asked."

President Randolph Guggenheimer followed the Comptroller, depositing with the Governor a statement opposing the bill. Alex S. Orr, President of the Rapid Transit Commission, read the resolutions adopted by the Commission condemnatory of the bill.

Arthur J. Baldwin, who represented the Merchants' Association, declared that there was no objection to building a bridge across the Hudson; there was no objection to connecting it with extensive approaches; there was no objection to an elevated road along water front, but there was decided objection to granting such extraordinary privileges without the consent of the city most effected.

Edward M. Shepard spoke next. He said the Rapid-Transit Commission was the guardian of the streets of New York. He alluded to the laws already passed in various years to compel all railroads to obtain consent of property owners before they could pass through a thoroughfare. The policy of the State had been to protect cities in their protection in turn of their streets.

Senator Raines read a letter sent to Comptroller Coler by Charles G. Candy, in which the Comptroller is informed that there was a great deal of money behind the Raines Bridge bill, despite the fact that he (Coler) had said there was not money behind the project.

Charles Stewart Smith, of the Rapid Transit Commission, condemned the bill because there was no provision relating to rates of fares.

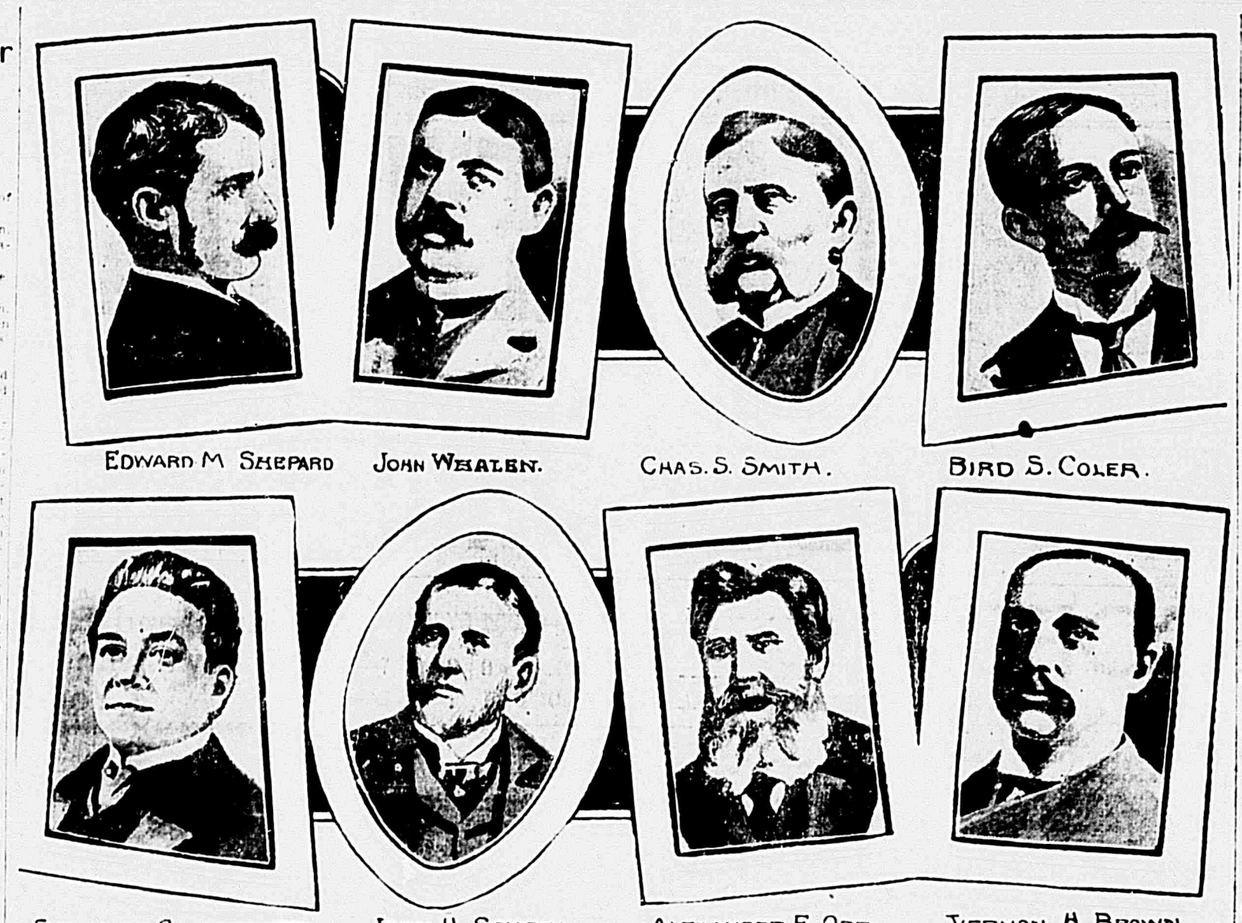
Horace E. Deming, of the Merchants' Association and City Club, said:

"This is bad business, Governor, for people to be engaged in. It is bad business if the bill is unconstitutional. It is bad business if it is constitutional. Assuming that West street needs a railroad, doesn't it seem to you, Governor, that the city officials should have the right to make the terms of contract? The contract is for all eternity as far as the Legislature goes. Not a single condition is made."

F. W. Hinrichs denounced the hurried way in which he charged that the bill had been introduced and passed with but one brief hearing.

"The people of New York say you will veto the bill, Governor. They have confidence in their Governor."

Adolph Oppenheim, of the City Club, filed a brief against the bill. J. G. Agar, of the Reform Club, stated that if the bill became a law property would be tied up irretrievably for at least ten years to come.



EDWARD M. SHEPARD — JOHN WHALEN. — CHAS. S. SMITH. — BIRD S. COLER.

RANDOLPH GUGENHEIMER. — JOHN H. STARIN. — ALEXANDER E. ORR — VERNON H. BROWN.

CITIZENS OF NEW YORK WHO WENT TO ALBANY TO-DAY TO FIGHT STREET GRAB.

Odell Likely to Veto the Raines Bill—Strong Speeches Against It.

WILDEST DAY EVER SEEN IN STOCK MARKET AND RECORDS ARE BROKEN.

(Continued from First Page.)

few minutes, there were sharp rises in Atchison, St. Paul and Rock Island, which gained from 2 to 3 points each.

Morgan's Steamer Deal Aids.

The purchase of the Leyland Steamship Company by J. Pierpont Morgan was given as the chief reason for the rise in Steel Trust stocks. Northern Pacific declined 4 per cent. at the opening on heavy realizing sales and the weakness in the London market of that particular stock.

The exceptional extent of the rise induced enormous realizations, and stocks slipped temporarily from 1 to 2 points with St. Paul, Rock Island, Baltimore & Ohio, Louisville, Atchison, Amalgamated Copper and U. S. Steel issues leading. There were frequent irregular rallies and speculations were widely variable at 11 o'clock with prices averaging below the best. Northern Pacific bounded up to 117 1-4 and Texas & Pacific was forced up to 150.

The market became considerably quieter during the second hour. The general tendency was toward lower prices, owing to the working off of some of the accumulated buying orders. Union Pacific fell back to 117, Northern Pacific to above the lowest and St. Paul to 172.

The Atchisons became buoyant in face of the reactionary tendency, the common rising 6 1-4 and the preferred 3 3-4. There were advances of 5 in Great Northern preferred, 3 5-8 in International Power and 4 5-8 in Glucose. There was some hardening of prices elsewhere in sympathy.

Erie common jumped into prominence in the afternoon and was purchased to the extent of about 40,000 shares in a few minutes, at a gain of 1 per cent.

During the first hour of trading the market continued remarkably active, with the range of prices at the highest point of the big boom.

The list was led by New York Central and Erie, both of which had a very sharp advance. The transactions consolidated Seat Sold for $1,200.

tinuel to be of enormous volume.

In sympathy with the advance in New York Stock Exchange seats, Consolidated and Produce Exchange seats were sold to-day, the former bringing $1,200 and the latter 1850.

The Closing Quotations.

	Open.	High.	Low.	Close.
Amalgam. Copper	123¼	125	123¼	123¼
Am. Smelting & Ref.	59	60¼	58	60¼
American Sugar	147	147¾	147	147¾
Atch., Top. & S. F.	72¼	78½	72¾	78¾
Atch., T. & S. F. pf.	99¾	104	99¾	103¾
Baltimore & Ohio	106¾	106¾	104¾	104¾
Brooklyn Rap. Tran.	87¼	87¾	86¾	86¾
Burlington	199	199¾	198¾	198¾
Chic., Mil. & St. P.	173¾	174¼	172¾	172¾
Chic., R. I. & Pac.	164	165	163	163
Chicago & Alton	45¾	50¼	45¾	49¾
Col. Fuel & Iron	107¾	108¾	107¾	108¾
Del., Lack. & West.	219¾	219¾	219¾	219¾
Erie	40	42¼	39¾	42¼
Erie 1st pf.	70¾	72¼	70¾	72¼
Erie 2d pf.	58¼	59¼	58¼	59¼
Great Northern pf.	187¾	192	187¾	189¾
Inter. Power	81	85	81	85
Louis. & Nash.	109¾	111¼	109¾	109¾
Manhattan	129¼	129¾	129¼	129¾
Metro. St. RR.	173¾	174	173	173¾
Mo., Kan. & Tex.	32¾	33	32¾	33
Mo., Kan. & Tex. pf.	62¼	63¼	62¼	63¼
Missouri Pacific	108¾	110¾	108	109
Northern Pacific	117	117¾	114¾	114¾
North. Pacific pf.	102	102	101¾	101¾
N. Y. Central	158	164¼	157¾	162
Ontario & Western	37	38	37	38
Pennsylvania	155	155¾	154¾	157
People's Gas	119	119¼	117¾	118
Reading	41	42¾	41	42¾
Reading 1st pf.	78¾	78	76¼	77¾
Southern Pacific	57¾	57¾	56¾	56¾
Southern Railway	31¾	32¾	31¾	32¾
Southern Railway pf.	85¾	86	85¾	86
St. L. & S. F.	48¾	50	48¾	50
St. L. & S. F. 2d pf.	71¾	74¼	71¾	74¼
Tenn. Coal & Iron	66	67¼	66	66¾
Texas Pacific	49	49¾	49	49¾
Union Pacific	119¾	120	116¾	116¾
Union Pacific pf.	97¾	97¾	96¾	97
U. S. Steel	53	55	53	53¾
U. S. Steel pf.	100	101¾	99¾	101¾
Wabash pf.	42	42	41¾	42
West. Union Tel.	93¾	94	93½	94

Wheat Trading Light.

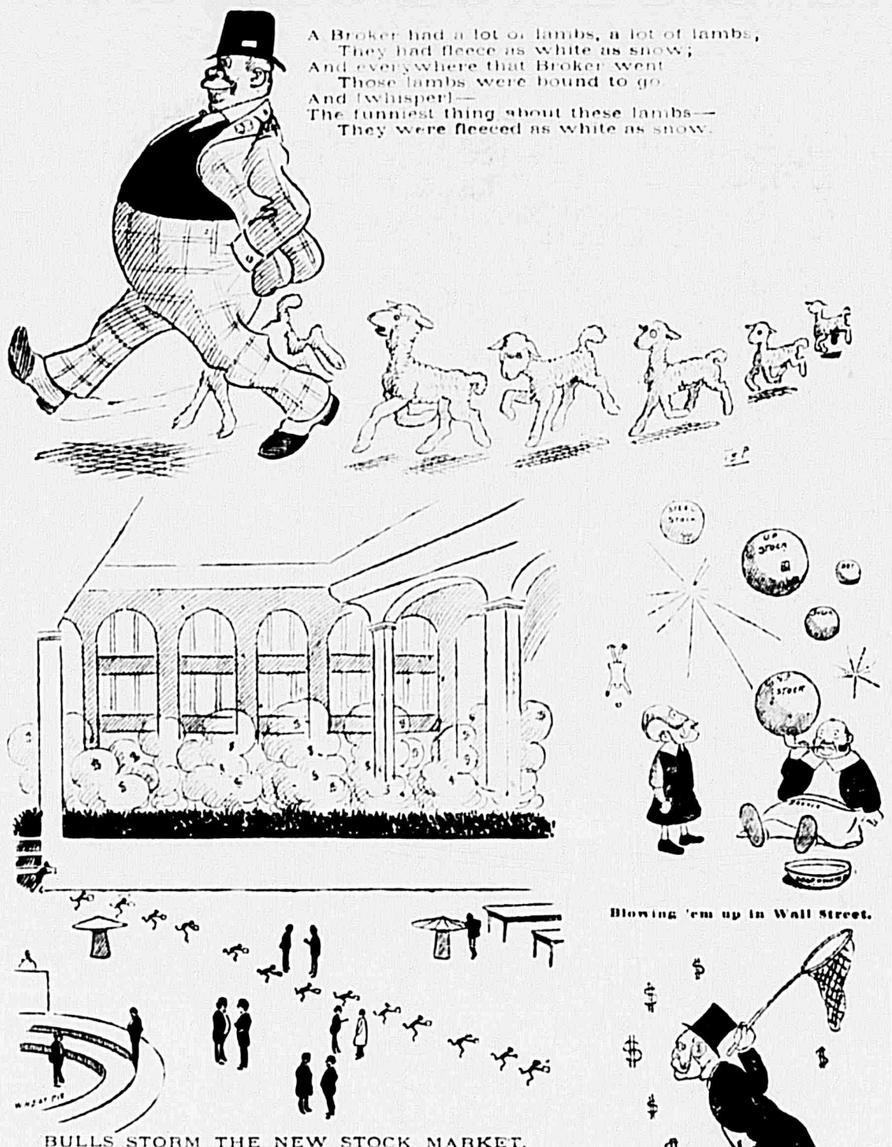
Wheat opened irregular in the market to-day, but soon steadied on local covering. The trading was comparatively light. Corn rallied a little with wheat.

New York's opening prices were: July wheat, 78 1-8; May, 79 1-4; September, 78 3-8 offered.

Chicago's opening prices were: July wheat, 72 3-4; May, 71 7-8; July corn, 47 1-2; May, 47 1-2.

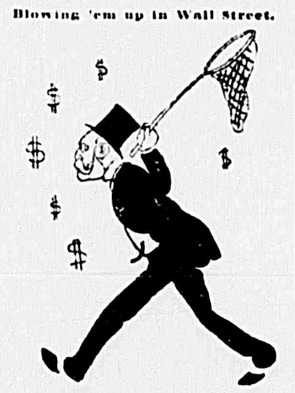
New York's closing prices were: May wheat, 79 offered; July, 78 7-8; September, 77 1-8 nominal; May corn, 55 offered; July corn, 50 1-4 offered September, 49 offered.

Chicago's closing prices were: April wheat, 72 1-4; May, 72 1-4 offered.



BULLS STORM THE NEW STOCK MARKET.

The cut shows the difference between trading on the Stock and Wheat Exchanges.



Blowing 'em up in Wall Street.

The Wall Street Entomologist.

AMERICAN STOCKS BOOM IN LONDON.

Demand Continues Strong for Leading Securities at High Prices.

Increased buoyancy marked the market for American railway shares on the London Stock Exchange to-day, and the trading was in huge volume.

Southern Railway, Readings, U. S. Steel, Southern Pacific and Chesapeake & Ohio were most conspicuous, with gains of 1 3-8, 1 1-4, 1 1-4, 1 1-2 and 3-4 per cent. respectively.

Other prominent issues were Anaconda, New York Central and Canada Southern.

Large buying orders were sent to New York.

Home securities shared all around improvement and were exceptionally active.

The intense activity displayed by Americans was not abated on the Street after the close of regular Stock Exchange hours. After notable advances they fluctuated, and at the close were easier, on profit-takings before to-morrow's holiday.

Atchison touched 79 1-2, Northern Pacific common 121 1-4, Union Pacific 122, and Louisville 113 1-2, these stocks closing respectively at 78 7-8, 117 1-2, 120 1-2 and 112 3-4.

Decline in Cotton.

Cotton opened steady and 2 to 7 points lower in the market to-day. Weak cables, enormous port receipts and splendid weather over the entire belt and generally good crop accounts weakened prices.

July dropped to 7.94 and August to 7.64, with general selling the feature at the opening. The South and Liverpool sold on the decline. Following the call the market was nervous and irregular, with the pit bearishly inclined.

The opening prices were: May, 7.95 old; June, 7.94 to 7.95; July, 7.95 to 7.94; August, 7.66 to 7.67; September, 7.30 to 7.32; October, 7.20 to 7.21; November, 7.14 to 7.15; December, 7.15 to 7.16; January, 7.16 to 7.17.

The closing prices were: May, 7.94 to 7.95; June, 7.94 to 7.95; July, 7.64 to 7.65; August, 7.30 to 7.31; September, 7.21 to 7.22; October, 7.21 to 7.22; November, 7.15 to 7.16; December, 7.14 to 7.15; January, 7.15 to 7.17. Market quiet.

An ad. in The World, no matter how small,
Brings tenfold results before the nightfall.

MORGAN AFTER AMERICAN LINE.

Steamship Trust Growing and Continental Pool Active.

LONDON, April 30.—The Morgan-Leyland shipping combine absorbs the interest of the commercial world here. Although no definite information is yet obtained, it is understood that the American line has also been in conference with Messrs. Morgan and Baker, with the idea of either joining or making a working arrangement.

Liverpool shipping circles to-day were seemingly ignorant of this phase. They predict sharp competition between the Morgan people and the American line.

Aside from the new combination, there is general activity among the Atlantic steamship lines.

Two conferences will be held in the near future. The first will be with the view to bring the White Star and Cunard lines into the Continental pool. The second will be a conference of the purely Continental lines, to fix a uniform steerage rate. It will be held in Paris this week.

Chairman Ellerman of the Leyland line, issued a circular to-day in which he informed the shareholders that he has entered into a provisional contract with J. Pierpont Morgan for the sale of his entire holdings of 71,000 ordinary shares in the steamship line at £14 10s. a share for each £10 share, and that Mr. Morgan agrees to purchase on similar terms all ordinary shares offered before May 26.

In a statement issued by the Secretary of the Leyland this is made prominent.

"It is anticipated that practically all the ordinary shareholders will accept the offer and the effect will be that the Morgans will hold £1,250,000 sterling ordinaries at a cost of over £1,750,000."

A meeting of the shareholders has been called for May 7.

Mr. Ellerman, in his deal with Mr. Morgan, binds himself not to engage either directly or indirectly in the North Atlantic trade, either with the United Kingdom or the Continent, except between Antwerp and Montreal, for a term of fourteen years on condition that the purchasers sell him the Mediterranean, Portugal and Montreal fleets and the business connected therewith at an agreed on price.

Mr. Ellerman proposes to retain his entire holding in preference shares, amounting to over £190,000, and his co-directors will retain all their preference holdings, amounting to £120,000. Mr. Ellerman also offers to buy any preference shares at par and their accrued interest.

PEN PICTURE OF EXCHANGE FROM VISITORS' GALLERY.

A nightmare in the daytime. A struggling mob of highly educated human beings money mad. Eleven hundred men swaying in densely packed groups from end to end of a great hall, with an accompanying roar heard a block away and that ascends in one continuous volume of sound.

That's what the New York Stock Exchange looks like to-day from the gallery.

It sounds like fifty boiler factories, all under the same roof and all working overtime.

As the visitor steps into the gallery he sees before him a big hall divided near the centre by a board partition at least 15 feet high. On the north side near the Beaver street entrance are the mild-mannered bears and the well-behaved bulls of the wheat pit and the corn pits.

South of the partition are the bulls and bears of the New York Stock Exchange. Up to the stroke of 10 o'clock they were amiably disposed and quiet. But the visitor to-day was startled out of a year's growth by the amazing metamorphosis as the bell sounded for the opening.

1,100 Men Struggling.

The 1,100 members massed in compact groups and charged and surged about the standards of the various stocks. Yelling, gesticulating, using arms and heads and fingers to denote sales, where all sounds were lost in the great roar of a thousand voices blended as one, the brokers swept about the floor.

There was a flurry in Atchison.

Instantly a hundred men were tangled in apparently inextricable confusion about that post.

Shouting brokers struggled to sell or buy. The ring about the post grew bigger and the confusion greater. It seemed as though an ambulance call would have to be sent in.

Suddenly a tall man with a red face emerged breathless from the ruck of Atchison and threw both hands high in the air as he saw the quotations on United States Steel.

Another man ran to his side. Two more arms were held up. Instantly the two were the centre of a group that for wild vociferation was not exceeded by any on the floor.

The Fight for Steel.

Five hundred men struggled for a place near enough to shout or nod orders. Messenger boys plunged headlong into the vortex and emerged alive with their hands full of orders to buy or sell. Fifty thousand shares were sold in this conflict without a man being killed.

The conflicting forces met next about Union Pacific common.

"That beats the charge up San Juan Hill," was the comment of the dazed visitors in the gallery as the bears charged down upon the bulls. The skirmish was brief, but temporarily resulted in victory for the bears.

The compact groups around the various posts withstood from 10 o'clock to 3 o'clock innumerable assaults by struggling units. Expletives of shouting men assaulted the money-laden atmosphere, while brokers pushed and jostled and almost fought to take profits already made or to increase them by buying more stocks.

"I've seen a battle-field," was the comment of one gallery god, "I've attended prize-fights and lost money on my college football team, but the strenuous exhibition of how money is made—or lost—in the New York Stock Exchange is the most exciting thing I've ever seen.

"Why, I have been wondering what would happen should those 1,100 men escape into the street."

FIVE HURT IN TRAIN CRASH.

Passengers Among the Injured in Accident to Buffalo Express.

BUFFALO, April 30.—The Buffalo and Southwestern train No. 106 was derailed about three miles west of South Dayton, N. Y., to-day. Conductor W. S. Kenner and four of the passengers were injured. Other passengers were seriously shaken up.

Those hurt were John Waitt, of Cambridge Springs, Pa.; Mrs. John Palmerter, Buffalo; W. E. Carpenter, Lawrence, N. Y.; A. E. Daas, Chicago, and Conductor Kenner.

The baggage car and the coach behind it were derailed. It is believed that some accident to the running gear of the baggage car caused the accident.

YOU CAN QUICKLY FIND SOMEbody to buy your camera or kodak if you advertise it in the Sunday World.

OPERATOR REAM IN NEW YORK.

One of Chicago's Nerviest Board of Trade Men Changes His Base of Operations to Do a "Little Business."

NORMAN B. REAM.

Norman B. Ream, one of the nerviest operators of the Chicago Board of Trade, has become a New Yorker. He has taken a suit of offices in the handsome new Broad Exchange Building, at No. 25 Broad street, where he will be in close touch with Wall street.

Wall street is by no means a new thing for Mr. Ream. For the last few years he has made fortunes on every turn of the stock market. In company with Marshall Field, the multi-millionaire Chicago merchant, he has practically been on the inside of every good thing that happened here for the last four or five years.

He was on "the basement floor" in the deals of the National Biscuit Company, the Glucose Sugar Refining Company and the Federal Steel Company. He is a warm personal friend of J. J. Hill, the railway magnate, and shares with him the profits in the manipulation of railroad stocks.

Ream looks rather heavy and to a stranger seems to be half asleep, but he is the widest-awake man you ever saw if there is anything doing on Wall street.

He is about six feet two inches tall, with square, slightly stooping shoulders. His hands and feet are large. He walks with an awkward swinging motion and never seems to be in a hurry.

And as for nerve. Well, it was his monumental nerve that brought the dollars to his coffers by bucketfuls.

Out in Chicago they used to tell a little story how he got himself out of a hole which he had tumbled into through a blunder. With other speculators he was attending the "call" in the provision market. He made a bid for 250 barrels of pork for a certain month and inadvertently bid $1 more than the market price. It didn't take the sellers long to take advantage of the mistake and the offerings came thick and fast till he had bought 5,000 barrels at the same figure. Then a friend rushed over to him and whispered:

"Say, Ream, you're paying $1 above the market."

He saw he was stuck, but he kept his nerve. He began at once to bid still higher than he had before. Then the traders lost their balance wheels. They thought the friend had whispered a tip to the "old man."

They believed he knew about a big bull movement, but Ream kept on buying. Then the traders ran over each other in a wild movement to get in it. Prices went up with a jump and before the "call" was over Ream had unloaded and came out a little ahead on the day's business.

Two years ago Mr. Ream bought 160 acres of land in Thompson, Conn., and built a summer home costing $700,000.

"I have done a good deal of business in New York," said he to-day, "and I thought I might as well have a permanent office here. New York is quite a likely place to do a little business in."

COAL TRUST BEGINS SQUEEZE

Violates Promise to Public in Circulars to Dealers.

A big advance in the price of coal is announced in circulars from retail dealers to their customers, and before the end of the year consumers, for the first time in eight years, will be paying $6 a ton for anthracite. This is the result of action by the Coal Trust, and it will enable J. Pierpont Morgan, John D. Rockefeller and the Vanderbilts to put $50,000,000 in their pockets in addition to the $25,000,000 which they save by cutting down expenses. It is a distinct violation of the promise made to the public when the big trust was formed.

The advance in price is to be a progressive one. It is the result of a circular issued by the companies composing the trust, fixing a decreasing rate of discount to the retail dealers, according to the month of delivery. The nominal price of white ash coal loaded on floats in Jersey City is $4.65 a ton, but in a private communication to the middlemen the big coal companies say that a discount of 50 cents a ton will be allowed in May, 40 cents in June, and so on until the discount disappears entirely at the end of September.

The circulars issued by the Manhattan retailers to their customers announce that the price of white ash coal, domestic sizes, is from $5.25 to $5.50 per ton, according to quality, but that orders at these rates will be accepted only for May delivery. In Brooklyn prices are given as follows for the coming six months: May, $5.50; June, $5.60; July, $5.70; August, $5.80; September, $5.90; October, $6.

There is to be a progressive advance in Manhattan similar to that in Brooklyn.

HOUSE NEAR TEDDY'S BURNS.

Second Home of Banker Young on Same Site to Go.

The handsome new country house of C. T. Young, President of the City National Bank, of Brooklyn, at Oyster Bay, L. I., not far from Vice-President Roosevelt's residence, was destroyed by fire this afternoon.

The house was near completion and Mr. Young intended to move in this week. How the fire started has not yet been discovered.

This is the second house belonging to Young that has been burned on the same site. Last January the first house, which was valued at $15,000, was destroyed.

SHIPPING NEWS.

ALMANAC FOR TO-DAY.

Sun rises.... 5.01 Sun sets.... 6.51 Moon sets.... 3.13

THE TIDES.

	High Water. A.M.	High Water. P.M.	Low Water. A.M.	Low Water. P.M.
Sandy Hook	5.18	5.38	11.26	—
Governor's Island	5.45	6.15	12.03	—
Hell Gate Ferry	7.39	8.06	1.35	—

PORT OF NEW YORK.

ARRIVED.

Colorado	Hull
St. Irene	Shields
Friesland	Antwerp
Sicilian	Glasgow
New York	Southampton
Philadelphia	Venezuela
Colorado	Brunswick
Christiania	Naples
Cento	Buenos Ayres
City of Washington	Colon
Athos	Savanilla
Astrakhan	Tyne

OUTGOING STEAMSHIPS.

SAILED TO-DAY.

Kaiser Wilhelm der Grosse	Iroquois, Charleston.
Cymric, Liverpool.	Jefferson, Norfolk.
Laurentian, Glasgow.	Philadelphia, Rio Janeiro.
Finance, Colon.	U. S. Transport McClellan, Porto Rico.
El Cid, New Orleans.	Hildur, Curacoa.

INCOMING STEAMSHIPS.

DUE TO-DAY.

Xenia, Stettin.	Flaxman, St. Lucia.
Cevic, Liverpool.	British Trader, Antwerp.
Coulsdon, Gibraltar.	Hildebrand, Para.
Grosser Kurfuerst, Bremen.	El Norte, New Orleans.
	Lampasis, Galveston.

Watch Chains.

Our display of solid 14-kt. gold Watch Chains surpasses all previous efforts.
Single Vest Chains.....$8.50
Heavier design....$10.00 to $50.00
Double Vest Chains.$10.00 to $35.00
Ladies' Gra d Chains.....$7.50
Other patterns.....$10.00 to $45.00
With diamond slides..$16.50 to $100

A. Frankfield & Co
Jewelers and importers.
52 WEST 14TH ST.