

END OF TERRAPIN NEAR. THE FAMOUS CHESAPEAKE BAY MOND-BACK VARIETY ALMOST EXTINCT.

MEASURES URGED FOR ITS PRESERVATION AND PROPAGATION—OTHER SPECIES USED—TALKS WITH EXPERTS ON THE LUSCIOUS DELICACY.

A recent report of the Maryland Fish Commission announces the practical extermination of the famous Chesapeake Bay diamond-back terrapin, and recommends that the best immediate steps to protect and save the species...

NEW-YORK KNOWS A GOOD THING.

Eugene G. Blackford, of Fulton Market, is the leading dealer in terrapin in the New-York market, and probably in the country, and he has given much time to their study. When seen by a Tribune reporter he said: "Terrapin are decidedly scarce in the New-York market, particularly those known as Chesapeake Bay diamond-backs, and the last we had here were sold at from \$5 to \$7 per dozen."

"Next we come to North Carolina, whose best terrapin are worth about \$10 a dozen, and from that point south they seem to deteriorate rapidly in quality and also in price. Although large quantities are taken on the coasts of South Carolina, Georgia and Florida, none of them sell for over \$3 per dozen."

QUESTION OF PROPAGATION.

"A great many experiments have been made in efforts to propagate a new race of terrapin, but they do not seem to have been successful, and the experiments have been almost uniformly failures. One reason seems to be the length of time it takes the terrapin to attain maturity, which is from eight to ten years. This makes the business unprofitable, and even if the experimenters produced would grow so long, the fact of the desired flavor is not proved by the fact that if terrapin are confined in pens, even for only a short time, the meat toughens and suffers a loss of flavor which increases in direct ratio with the length of time during which they are confined."

A TALK WITH MR. DELMONICO.

Charles Delmonico, the present head of the famous restaurant of that name, spoke of the matter seriously, saying: "I should say terrapin are now more expensive than ever before. We buy ours direct from Virginia, and never use any which are less than eight inches in length. We have to pay extra for them, but we never have complaints from customers. We want, however, to get them as early as possible, and we have always up to now been fortunate. You can generally get what you want if you pay enough."

HARD TO GET ENOUGH.

The experience of Louis Sherry was like that of Charles Delmonico, and he was emphatic in his opinion, expressing the following views: "Terrapin are very scarce here, because of the fact that the product is not so good, and there are plenty of them. I don't believe any one can tell the difference between the species of terrapin, especially when they are served with heavy sauces."

THE MOVABLE SECTION.

The shoe touches the rail, moves the top along a short distance, till it becomes live, and then gets its electricity from it. When the shoe has passed over the section, the rail is returned to its normal place dead, being brought back to place by a spring. The shoe passes on to the next rail, pushes this section along till it turns makes contact with the source of supply below, becomes live and gives out its power to the car, which then passes along to the next rail, and so on indefinitely. Thus, each rail is live or charged only while the train is over it.

DETAILS OF THE RAIL, WHICH MAY BE AS LONG OR SHORT AS MAY BE DESIRED, IS COMPOSED OF AN IRON TROUGH OR CHANNEL WHICH CARRIES THE ELECTRIC CONDUCTOR, AND ALSO SUSTAINS THE MOVABLE TOP OF THE RAIL WHICH THE SHOE ON THE COMES IN CONTACT WITH TO GET ITS ELECTRIC ENERGY AS IT PASSES OVER IT.

A PROTECTED THIRD RAIL. DEAD EXCEPT WHEN THE CAR IS PASSING OVER IT.

THE INVENTION OF WILLIAM A. P. WILLARD, JR.—A DEVICE BY WHICH SAFETY IS SECURED—DETAILS OF THE SYSTEM OF ELECTRICITY FOR HEAVY AND RAPID TRAFFIC.

The ever-increasing importance of electricity as a motive power is familiar to every one. Recent developments in this city have brought into especial prominence this factor in the commercial life of to-day. All of New-York's hopes for rapid transit are indissolubly bound up in electricity. One thing which made the vision of the tunnel scheme so alluring to the patrons of the elevated roads was the announcement that electricity was to be the motive power. At present the hope for the underground system is deferred, but a certain measure of relief is promised by the Manhattan Elevated Road, which proposes to install electricity on its tracks.

The advantages to be attained are numerous. Greater speed is to be gained. This will be due not only to a higher maximum rate of travel, but to the saving of time in entering and leaving stations. Under the present antiquated system trains must begin to slacken their pace a considerable time before coming to an absolute halt, and cannot acquire their full speed until they have gone some distance from the station. With electricity the stopping is effected in a briefer space of time and full headway is attained far more promptly. The time gained is not large for each station, but the sum total for the trip from the Battery to Harlem will be large enough to be appreciated by the thousands of daily travellers.

NOISE AND DIRT ELIMINATED.

The people living along the line of the elevated roads will also be great gainers by the proposed change. The soot now poured from locomotives will be no more, and the noise and rattle of the trains will be greatly diminished. As for the elevated railroad company, it will save large sums in running expenses and repairs.

THE USE OF ELECTRICITY FOR TRACTION PURPOSES HAS BEEN OF SUFFICIENT DURATION TO PROVE SEVERAL THINGS. ONE OF THESE IS THE LIMITATIONS OF THE FAMILIAR OVERHEAD TROLLEY, AND THE UNDERGROUND TROLLEY AS WELL. THEY HAVE SERVED THE PURPOSES FOR WHICH THEY ARE USED IN A SATISFACTORY WAY, BUT IN THEIR PRESENT STATE OF DEVELOPMENT CANNOT BE CONSIDERED IN CONNECTION WITH SUCH TRAINS AS ARE RUN ON THE ORDINARY STEAM ROADS.

THE WILLARD PROTECTED THIRD-RAIL SYSTEM.

The contact shoe of the Willard protected third-rail system can be reckoned easily and with certainty. It amounts to about \$3,500 a mile. That covers all the expense for the tracks. To convert the present elevated road cars for the use of the Willard system would only be necessary to substitute motor trucks for the ordinary trucks, and to vestibule the front platform of the motor-cars for the protection of the motemen. All this would be equally true of the conversion of any other steam road.

ADVANTAGE OF THE SHOE.

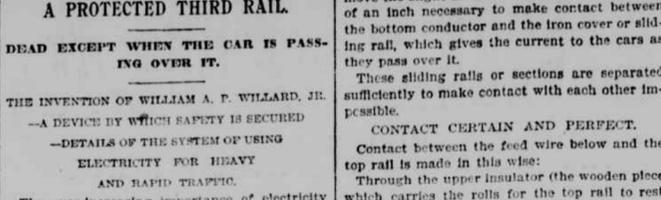
The shoe is made of soft iron, so that the wear shall be on the shoe and not on the rail. It may, in the Willard system, be of any convenient length to make any desired surface of contact. Thus a contact may be had of one hundred square inches, whereas in the ordinary trolley wheel the contact is merely a point. The shoe always draws the full current under all conditions. It is fastened to the body of the motor-car. The spring presses the shoe against the conducting rail.

NO DANGER OF COLLISIONS.

There are various automatic devices in Mr. Willard's system, which add to its efficiency. One of these detects all kinds of derangements and makes it impossible that a car should, after passing over a rail, leave it still charged with the current.

CONTACT CERTAIN AND PERFECT.

Contact between the feed wire below and the top rail is made in this wise: Through the upper insulator (the wooden piece which carries the rolls for the top rail to rest and slide on) comes a piece of iron, the bottom of which is screwed into the live rail or conductor below. The top of this piece of iron is even with the top of the upper wooden piece, thus bringing the current through the insulator. There are two of these screws or conductors at a certain distance apart, and, of course, each carries the current through the upper insulator or piece of wood. Midway between these conductors is a piece of iron in the shape of a cross, with the crossbar in the middle. The other end of the crossbar supports the top rail; the one end rests on the wooden insulator. As a motor car comes over the top rail and the shoe moves it along, the forward end of the cross is depressed and comes in contact with the top of the screw or conductor carrying the current. At the same



SECTION OF TRACK SHOWING THE SIMPLICITY OF THE WILLARD PROTECTED THIRD-RAIL SYSTEM.

time the rear end of the cross is brought up against the top rail, and thus we have a continuous contact between the feed wire or conductor at the extreme bottom of the trough and the sliding rail or cover at the top, and through it to the motor on the car-truck. In other words, a connection is established between the power-house far away, the feed rail in the bottom of the trough, thence to the top of the rail under the car, thence to the electric motor on the car.

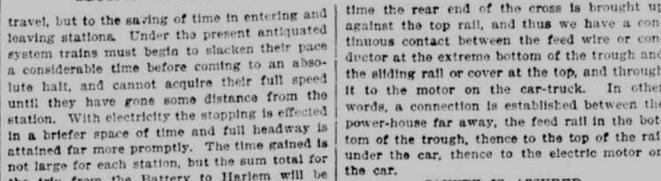
SAFETY IS ASSURED.

The car rushes on; a spiral spring in the trough pushes the top rail back, the connecting cross resumes its normal horizontal position, and is no longer in contact with other the conductor in the upper insulator or the top rail, and the rail is consequently dead again.

SIMPLICITY OF THE PARTS.

It is believed that the component parts of the Willard protected third-rail system are of such simple device and so easy of inspection that no skilled labor will be needed to keep it in good condition and make what few repairs may be needed. The rail is made entirely of rolled iron, such as any mill can roll with no difficulty. The top is made of channel, which is even simpler, since miles of it are used every day in the great buildings around New-York and every other large city. Wood is used for insulation, which is perfectly plain, and can be turned out at a very low cost. All the wearing

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parts are of malleable iron, and are interchangeable, and can be replaced without the use of tools of any description. It is in the perfect simplicity of the system that the great merits of Willard's patents are found. It is absolutely safe. There is nothing to get out of order. The duldest witted workman can inspect the system and replace any broken part without danger.

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Financial. The Financial World.

We are getting back to the exciting times of 1880 and 1881. Those were days when the speculative crowd was so big that the market was worked both ways, with rapid and large fluctuations. Sometimes the bulls would have it, then the bears would jump on it, then the bulls got it up again; and between the two the trading would be big and the fluctuations large. But it requires a big semi-professional crowd to do this; and the Street seems to be getting such a crowd into it now—people who sell the market as well as buy it. The way the market has been running the past few weeks indicates this. It has been rising, with specially aggressive advances in certain stocks wherein the speculation had most concentrated itself. It about reached its culmination Friday morning. The watchful professionals who had been waiting for the chance, and had seen the stocks they had unloaded go to the thin margined crowd, jumped on the market with a wild whoop that was "on the brink of war with Spain." The fleet had gone to Havana. Havana would be stormed within forty-eight hours.

The real bombardment was in the market, which fell rapidly under the fierce selling of the bears, not only on Friday afternoon but still more yesterday, when the war with Spain was more acute than ever. It was a well planned piece of work, done in the best style, and it shows the shrewdness of the chief manipulators that they seized at exactly the right moment on a thing about which the speculative public has become almost abnormally sensitive since the Venezuela terror—namely, a war scare. It is quite likely the war will still be on to some extent on Monday, and the market be unsettled; but it is rare indeed that it takes such a sudden dip as it has without a quick and vicious rebound. By Tuesday, or Wednesday at the latest, hostilities with Spain should be over, and it is not wholly improbable that peace will have been declared by Monday morning, the news being first given out in London.

The war fell upon the traction stocks with special severity, and as Manhattan had had the quickest rise it was naturally the stock which was in the best position for smashing. It was claimed in this stock would sell at 120 before the month was out, and it first crossed that figure Friday morning (a rise of seven points since Monday) when the storm broke on it. Yesterday it was down to 115. The slaughter of the small man was severe, but Brooklyn Traction also got a severe handling. It was done in Metropolitan. Third Avenue stock, which had made a startling rise less on its purchase of the "Huckleberry" road, as on the evidence that the company has buried the hatchet with the all powerful Metropolitan corporation, lost most of the gain it had made in the previous two days. All this, however, does not necessarily mean that the speculation in these stocks is played out. Far from it. The local crowd who are deep in these speculations are in for more money than can be made on a turn in the market. There is plenty of material for keeping up the speculation. On Tuesday the contracts for the electrical equipment of the Manhattan lines will be given out. There is enough in that direction for several turns. These local speculative interests are disposed to exploit the stocks of all local companies, for their strength lies. They are on their own ground. There will soon be developments in the Consolidated Ice Company.

In the raising of the market it was noticeable that the securities which large moneyed interests are supporting, went off very little. New York Central had, it is true, rather a sudden dip, but a great many small people have been dabbling in that lately, and they could not stand the pressure. The Union Pacific stocks and bonds were specially strong. The surface movements of speculation do not affect the plans of great syndicates. The securities which they are interested in are the things to watch. The new Union Pacific 4 per cents, now quoted about 83, will probably get very close to par. Their movement is likely to be faster than bonds of equal merit in point of security, because of the larger speculative interest in them; which is all the time working to broaden their market and advance their price. We can see by the movement of the Northern Pacific what can be done when powerful and aggressive people push things, with conditions favoring and the interests involved in the reorganized Union Pacific are in some ways the largest in the country. Practically, nearly every important financial institution has an interest in the scheme.

As the new Union Pacific scheme shapes itself out, it will disclose itself as part of a grand transcontinental line from the Atlantic to the Pacific. The line will be a Vanderbilt property. It will be the New York Central, the Lake Shore, the Northwest, the Union Pacific, the Oregon Short Line and the Oregon Navigation, which will carry it to the Pacific coast. All these properties will work as one, under Vanderbilt management. In connection with Vanderbilts visit to Egypt to see Mr. Cornelius Vanderbilt, there are rumors of closer relations to be established between the New York Central and the Lake Shore, the Treasurer's visit being understood to be for the purpose of getting Mr. Vanderbilt's signature to the papers. The rumors are rather vague and indefinite at this time, as is natural, but it claimed that a new deal as important in its way as was the famous West Shore deal is in contemplation. The West Shore scheme did not get beyond the inner circles until the securities involved had had a great advance, during which there were many semi-official denials given out which the market movement of the securities contradicted. If the same thing occurs now, it would, therefore, be only according to precedent.

Some large buying of Texas Pacific bonds, the firsts and the incomes, by first-class houses attracted attention. It appears that the company feels itself justified now in paying dividends on the incomes, and a small dividend will be paid soon. The company is also about to fund its outstanding land grant bonds, and otherwise put itself into clean shape. The Texas Pacific is a growing property, and there is room for some advance in its securities. The incomes are selling about 29 to 30. At that figure, and paying something to the holder, they are cheaper than some other things selling higher and paying nothing.

TROLLEY-CARS IN COLLISION.

A Lenox-avenue underground trolley-car got into collision with an overhead trolley-car of the Lenox Trolley Company at One-hundred-and-twenty-fifth street, and Lenox-avenue, yesterday morning. The light and five windows of the Lenox-avenue car were smashed, and it rested on the tracks of the Lenox-avenue. Both cars were crowded with passengers, most of whom were women, and the excitement was great. The overhead trolley-car was hauled back to its own tracks, and the underground trolley-car was hauled back to its own tracks. Traffic was blocked for half an hour on both lines.

S. S. STEBBINS NOW CAPTAIN.

The troubles in Company D, 12th Regiment, which brought about the resignation of Captain H. S. Barnard, are probably at an end. The company re-elected Barnard as its captain, but he declined to accept the place, possibly because the disagreement between him and Colonel Barr had not been corrected. The vacancy has now been filled by the election of Lieutenant S. S. Stebbins. The company was used in the previous election took place in Company B, which has since received the command since May, 1897. Stebbins is a very popular man in the regiment, and much of the glory of the company is due to his leadership. His military ranges was due to the superior marksmanship of Captain Stebbins.