IN THE TRACK OF "BOBS."

ADVENTURES OF A CORRESPONDENT ON THE VELDT.

HARD TRAVELLING IN THE REAR OF THE BRITISH FORCES.

The following letter has been received by "The Providence Journal" from F. H. Howland, who succeeds Julian Ralph as war correspondent at the front in Africa:

Bloemfontein, O. F. S., Monday, May 14, 1900.

I have just returned here from the front, after some interesting adventures, and proceed to-morrow for Fourteen Streams, Christiana, in the Transvaal, via De Aar and Kimberley, to join General Hunter's column.

Wednesday morning I started to catch up with "Bobs." They told me at the railway station that the train for the front left at 9, and that the way was clear to Smaldeel, which had been Lord Roberts's headquarters the day before. I hustled together such things as I absolutely needed in the way of food and clothing, swallowed a rather hasty breakfast, and was at the station at 9, only to find that the train would be delayed in starting by the necessity of getting off a trainload of sick soldiers to Cape Town. They have only single track railways in South Africa, and with traffic so swollen as it is by the necessity of providing supplies for two hundred thousand men, all attempts to keep a schedule only proved abortive and have long since been abandoned.

As a matter of fact, the train did not start till 12:30. There was no such luxury as carriages; it consisted entirely of trucks laden with supplies and a "guard's van," which was nothing more nor less than a caboose. In brief, it was a freight train, or, in the Queen's English, a "goods train." Several hundred "Tommies" made up a part of the "supplies." They disposed themselves as best they could on top of the tarpaulins which covered the goods, with no shelter from the broiling African sun, while the major in charge, with a couple of lieutenants, a scout, a civilian supply agent and myself, shared the caboose with the conductor, or guard. There were not enough seats to go around, so most of us made ourselves comfortable as best we could among the boxes and kit bags and various other packages and personal belongings with which the van was loaded.

It is about fifty miles by rail from Bloemfontein to Vet River, which turned out to be the "rail head," or terminus, at that time, of the road. The Boers had blown up the bridge across the Vet River, and beyond there we had to make our way to the front as best we could, until the Royal Engineers had succeeded in completing the "deviation" or temporary line along the river bed, by which the trains were to cross the drift at that place. They completed their work in record time yesterday, working three days and nights, when their supply teams were sent across on their way toward the next break, at Doorn River, some thirty miles beyond. The same story has been repeated all the way up from Colesburg. The Boers as they retreated have blown up bridges and culverts, and the Royal Engineers, following after the advance guard as it cleared the country of the enemy, have constructed deviations across the various rivers and repaired the damaged culverts to allow the precious supply trains to go through, in their slow but sure way, to Pretoria. One train took just seven hours to cover those fifty miles to Vet River. There we were all bundled out in the darkness, to find ourselves on the edge of a camp occupied by some two thousand troops, left behind to guard the mass of stores there accumulated after Lord Roberts's advance column had driven off the enemy.

SEARCHING FOR CONVEYANCES.

Meanwhile, the scout who was bearing dispatches to headquarters, the supply agent and myself, as the three passengers who wanted to get to the front as soon as possible, had joined forces. Dumping our luggage out on the veldt by the side of the line, we took turns in searching for possible conveyance onward, two doing the searching while the third stayed behind to watch the luggage. The latter at first fell to me. While waiting for the others to return I was accosted by another officer on duty, a Captain Harrison, of the King's Royal Rifles, one of the famous Irish regiments, whose valor at Magersfontein and elsewhere in the early battles of the war had placed the shamrock in its present place of honor and led the Queen to make her pilgrimage into the Emerald Isle.

Captain Harrison, I found, had spent three years in Fall River, and knew Providence well, and out there on the veldt, under the Southern Cross and the brilliant stars of the Southern firmament, with the light of campfires glimmering about us, we became fast friends. He was eager for the opportunity to lend aid and comfort to a wanderer from those old haunts of his. We had talked together for a half hour or so, when my two companions returned to report that the advance had moved on from Smaldeel, and that we could hardly hope to catch up with Lord Roberts that night. The supply agent reported that a wagon had been placed at our disposal, in which we could spend the night in case we could not get on, and Farquhar, the scout, reported that there was a Cape cart in the camp which we might secure for our onward journey.

Elliott, the supply agent, was inclined to spend the night in camp, but Farquhar and I felt we ought to make a final effort to get on, feeling convinced that if we travelled all night we might catch up with the advance next day. Accordingly, I started off in search of the owner of the cart. After some inquiry, I found that it belonged to a Captain Foote, and was told that he was not likely to want it for several days. That suited me exactly, as we felt that we could catch up with the headquarters and be back within that time. I finally found Captain Foote, bundled up in a greatcoat, warming himself by a campfire, for it grows bitter cold after sunset. I explained our predicament, and asked him if we could borrow his cart. "Wouldn't you like my hat and coat, too?" he said, in good-natured sarcasm. Then he explained that he was under orders to proceed to the front in the morning and could not spare the cart. Accordingly we decided to spend the night in camp, and see what we could do in the morning in the way of securing transport.

So we proceeded to the wagon discovered by Elliott. There we were served with a toothsome repast by a couple of obliging "Tommies," and after satisfying a very keen appetite with coffee, a most substantial stew and some bread and jam, we rolled ourselves up in our karosses and, taking off only our spurs, sank into a dreamless sleep. Next morning we were up at dawn. Elliott had found the wagon so luxurious an abode that he decided to proceed by it; but Farquhar and I decided we must push on. Searching out our friend Captain Foote, we finally secured two nags, sorry enough to look upon, but promising to carry us at least another stage on our journey toward that elusive "front." Farquhar had with him his saddle and bridle, but I was minus both, having perforce left them at Bloemfontein.

DIFFICULTIES WITH A SADDLE.

After a good deal of searching a dilapidated saddle was finally found, which had been taken from a strolling and suspected Kaffir the day before. Unfortunately it lacked girths and stirrup leathers. To supply the former Farquhar dispensed with one of his. As for the latter, we found one strap, and as a makeshift used a piece of twine for the second. My outfit, such as it was, was thus completed. I left most of my kit in the kindly charge of Captain Harrison, and strapping my kaross and waterproof behind my saddle, I slung a haversack with two days' rations and my water bottle over my shoulders and mounted my Rosinante. The get-up was such a weird one that one of the officers who had helped me insisted upon taking a photograph of me and my mount, and I left the camp with the heartiest of unrestrainable laughter ringing in my ears.

Farquhar and I crossed the Vet by a drift, he mounted on an Argentine beast, a cross between a mule and a Percheron, and I on my sorrel Boer pony, whose days were surely numbered. The first of the six miles to Smaldeel passed without incident, over an undulating country which led us to forbear pressing our steeds. Then we struck the level veldt, and concluded to press on at a more lively pace, in order to get a good start on a journey which we already began to suspect might prove a protracted one. To our chagrin, we found that neither whip nor spur would serve to urge our mounts beyond the slowest of walks. Three miles out at a snail's pace were enough to convince us that we should have to secure other means of conveyance if we intended ever to catch up with headquarters.

To make any sort of a change, however, threatened to be a serious difficulty, if not an impossibility, for we were following in the wake of sixty thousand mounted men, and the corpses along the roadside of horses which had proved unequal to the strain put upon them warned us that we should be lucky if we found any serviceable horseflesh at all left behind. However, luck and our wits were our only resource, and we made the best of our way across the veldt toward Smaldeel, along a dusty road cut up by the multitude of convoys. These six miles were finally traversed at a veritable snail's pace, our horses faltering more and more at each lengthening step, and threatening to drop dead at any moment. We had left Vet River camp at 8:30, and it was nearly noon of a very hot day when we reached Smaldeel.

We had already decided that our only chance was to find a Cape cart and commandeer it; ridable horses were clearly out of the question. After searching out we discovered several Cape carts, clumsy vehicles, on two wheels, built on the principle of a hansom, but much less carefully balanced, and also found a stout and somewhat timid man, named Schwartz, to whom had been intrusted a number of Government ponies, whose backs were too sore to permit their being used under the saddle for some time. Him we informed that we must have two serviceable horses to bear us onward in a cart, as one of us bore important dispatches, and the other (myself) was under imperative orders to make the quickest way to the front. Schwartz finally consented to fit us out, provided that we signed a receipt for the horses and brought them back next day. With these conditions we readily promised to comply, and after spending two more hours in finding two brutes who would go in harness we transferred our kit to the cart and, making a hasty meal of bully beef and bread, supplied by the good natured mother of ten dirty brats, we started for Zand River, twenty-four miles away, where inquiry led us to believe we should find Lord Roberts's advance force.

CROSSING THE VELDT.

We started on across the veldt at a fair pace, and soon began to pass supply wagons drawn by six, eight and ten span of oxen and mules, which gave us a good idea of the transport problem which Lord Kitchener is engaged upon. The corpses of horses and oxen which had fallen in their tracks grew more frequent as we toiled our wellnigh trackless way under the blazing sun, the boundless veldt all around us, dotted with innumerable ant hills, rising often to a height of two feet, and relieved only occasionally by a few isolated kopjes. The veldt was all of the dreary khaki color, relieved only occasionally by patches of green, as we drew near and passed a pool of stagnant water, all going to show what a task England has before her in carrying on a war in an almost arid country, seven thousand miles away from her base of supplies.

Thirteen miles out of Smaldeel we found ourselves abreast of what was surely a prosperous farm before the war, and our hearts were somewhat cheered by the sight of a herd of twenty or so horses grazing on a slope; for it had for some time been evident that one of our two animals couldn't last much longer. Farquhar struck out afoot toward the farm, while I stayed behind to guard the horses and cart. For a dreary hour I watched my companion, accompanied by a black boy, making the way toward the horses, and searching among them for something serviceable. Finally he returned with the boy, leading a little mare which looked fit enough, and in the end justified his choice by proving to be a treasure. Farquhar explained that he had had to use signs in supplying our wants, as there were no white people on the place, and the few blacks spoke nothing but Dutch and Kaffir, in neither of which tongues was he proficient.

We made the boy understand, however, that he must give us the mare in exchange for one of our skates, and, making the transfer, we started on again. The rest of that day's journey was accomplished at a fair pace. Ant hills grew more numerous and kopjes less as the veldt flattened out into a boundless sunbaked plain, with no shadows and no trees. A few miles from the farm we passed a large convoy by the side of a pool. They had outspanned, and the hundreds of niggers were busy in their own noisy, lazy fashion watering the animals. We stopped for a few moments to exchange greetings and surmises with the officer in charge of the few troops guarding the transport, and then took up our journey again. At Doorn River we found another wrecked bridge and passed another convoy. The passage of this river, which was nothing but a creek with a tiny stream meandering between the familiar rugged and rather high banks, we made without difficulty.

Proceeding along on the northern side, our surroundings duplicated themselves monotonously; more dead horses, more ant hills and convoys and fewer and fewer kopjes. No wonder the Boers had skedaddled; there was absolutely no cover. Presently the sun sank below the horizon and the sky blazed out into the glorious colors which are such a revelation to dwellers in other climes. The sunset faded, and soon we were jogging along under a brilliant moon and a sky studded with twinkling stars, among which Venus, sinking slowly into the west, reigned easily supreme, with but little of her splendor dimmed by the moon.

OVERTAKING A CONVOY.

About an hour after sunset, as we gained the crest of a slight rise, a wide circle of low lying plains came into view. We thought it the camp fires of the Zand River camp, and congratulated ourselves on approaching our journey's end, but a nearer approach showed us that it was only the veldt grass burning. We went for another mile before unmistakable camp fires came into view, on higher ground ahead, which we rightly assumed to be beyond the river. We had now caught up with the largest convoy of the day, and were making our way among innumerable wagons, heavily laden, slowly drawn along the long lines of patient oxen and mules, while the niggers walked alongside, crying strange cries and plying whips twenty feet long, handle and lash together. Troopers trotted by, carbine slung on shoulder and blanket rolled behind the saddle, and now and then an officer wrapped up in his great coat galloped by in the dust.

Virginia was the name of the little station this side of the Zand, now a bustling camp, and here we finally drew up at a little after 7 o'clock before an impassable line of crowded wagons, with Tommies all about us preparing their evening meal at the camp fires, chatting and joking gayly. Nothing ever seems to disturb Tommy's equanimity in camp. He puts up with all sorts of hardships with the same philosophical good nature. It was a cheery sight to watch, and as we looked about and noted the ever changing lights and shadows, as the fires flared up and sank down again, throwing the forms into relief, and anon leaving them in shadow again, we forgot our woes of the day. A brief search showed us that the drift was blocked by the transport and that we couldn't get across that night. Headquarters were reported to be two miles beyond, however, so we felt confident of catching up in the morning.

Thereupon we outspanned and, picketing our weary horses behind the cart and giving them feed, we sought out a spot to lie upon. Up against the side of a shanty was a pile of corncobs, mealies they call them here, and of these we made a clean and by no means uncomfortable couch. We then boiled some water over a neighboring camp fire, made some tea from tabloids which I had had the foresight to bring with me, and with that and some more bully beef that had come all the way from a Chicago packing house we made an extremely satisfactory meal. At 9 o'clock or so we rolled ourselves up on our corncob couch, and, warm and snug in spite of the cold, we dropped asleep under the stars.

I woke up at about 1, disturbed by a wandering pony, which looked like one of ours. I knew we were lost if he wandered away, and so jumped up to head him off, but found he was a stranger. Our team were standing quietly where we had picketed them, sleeping—that standing sleep of their kind. It was an encouraging sign, for had they been lying down we should have feared they were played out. But they had grazed bountifully on the veldt scrub and were fit enough, though not to be hard pressed. I rolled up again, and next awoke with the sun in my eyes, just above the horizon.

AT THE RIVER BANK.

More tea and bully beef, with some biscuits, alias crackers, formed our breakfast, and, inspanning, we were soon wending a very devious way among the still crowded wagons toward the drift. They had been crossing all night by the light of the moon until it set, but the line still stretched far back toward Doorn River. At the river bank we seemed no nearer the other side, for there was no break in the line, but here Farquhar's dispatches stood us in good stead again, and an obliging officer halted the line to give our cart a place. The way across was slow and difficult—impassable for the heavier wagons, we would say—but we finally reached the other side, and so did they, by dint of much lashing and yelling on the part of the drivers.

Once on the light ground on the other side, we found that headquarters, after overcoming a rather stout resistance from the enemy the day before, had pitched camp seven, not two, miles further on and had resumed their march at dawn. There was nothing for it but to peg along, and that we did, stopping every few hours by a wayside well, and waiting our time with the hurrying troops to get at the water. We were fairly up with the rear guard now, and troops were all about us. Our pace grew slower and slower as the day wore on, for we did not dare urge our beasts too hard—a circumstance that gave our journey its chief monotony. But toward 3 in the afternoon we passed the balloon, which had long been the most prominent feature of the landscape, and a little later caught sight of the farmhouse nestling among some poplars where Lord Roberts and his staff had pitched camp for the night.

THE STATE OF TRADE.

Cincinnati, July 7.—Flour quiet. Wheat dull; No 2 red, 81@82c; No 2 mixed, 47. Oats dull; No 2 mixed, 21½c. Rye quiet; No 2, 62c. Butter steady. Eggs dull, 9c. Cheese firm.

Milwaukee, July 7.—Wheat steady; No 1 Northern, 81@81½c; No 2 Northern, 79@79½c. Rye quiet; No 1, 62@63c. Barley dull; No 2, 48c; sample, 46@47c.

Minneapolis, July 7.—Close—Wheat, in store, No 1 Northern, July, 80c; September, 80⅝@80¾c; on track, No 1 hard, 82½c; No 1 Northern, 80½c; No 2 Northern, 79c.

St. Louis, July 7.—Close—Wheat, No 2 red cash, 78¼c; July, 77½c; August, 77⅞c; September, 78⅝c; No 2 hard, 73@74c. Corn—No 2 cash, 42½c; July, 42½c; September, 43½@43⅝c. Oats—No 2 cash, 25c; July, 23⅝c; September, 23⅝c; No 2 white, 28½@29c.

NAVAL STORES.

There was very little activity in the market for spirits turpentine to-day. The undertone was quiet, but about steady at unchanged prices. Rosin had a steady demand at unchanged prices. Quotations follow:

TAR—Regulars, $1.95; do oil bbls, $4.

SPIRITS TURPENTINE—46½@47c.

ROSIN—Common to good strained, $1.55; E, $1.65; F, $1.75; G, $1.80; H, $1.85; I, $1.95; K, $2.20; M, $2.35; N, $2.60; W G, $2.70; W W, $3.

STOCK ON HAND.

Rosin	22,843 bbls
Spirits turpentine	1,335 bbls
Tar	2,086 bbls

Charleston, July 7.—Turpentine market firm at 42c. Rosin firm and unchanged.

Savannah, July 7.—Spirits turpentine firm at 43¼c; receipts, 1,101 bbls; sales, 250 bbls; exports, 250 bbls. Rosin firm and unchanged; receipts, 3,019 bbls; exports, 1,437 bbls.

Wilmington, July 7.—Spirits turpentine quiet at 42¼@42¾c; receipts, 100 bbls. Rosin firm at $1.10@$1.15; receipts, 145 bbls. Crude turpentine steady at $1.60@$2.60; receipts, 28 bbls. Tar steady at $1.40; receipts, 47 bbls.

LIVERPOOL COTTON MARKET.

Liverpool, July 7, 1 p. m.—Cotton—Spot, moderate business; prices higher; American middling, 6 15-32d; good middling, 6 3-16d; middling, 6 1-32d; low middling, 5 29-32d; good ordinary, 5¾d; ordinary, 5 9-16d. The sales of the day were 7,000 bales, of which 500 were for speculation and export and included 5,700 American. Receipts, 4,000 bales, including 1,200 American. Futures opened quiet and closed irregular; American middling, 1 m c, July and August, 5 41-64d sellers; August and September, 5 26-64@5 27-64d buyers; September and October, 5 1-64d sellers; October and November, 4 59-64d sellers; November and December, 4 41-64@4 42-64d buyers; December and January, 4 38-64d sellers; January and February, 4 35-64@4 36-64d sellers; February and March, 4 33-64@4 34-64d sellers; March and April, 4 30-64d value.

A DULL STOCK MARKET.

CHANGES IN PRICES SLIGHT.

DECREASE IN BANK LOANS DUE TO OPERATIONS IN FOREIGN EXCHANGE.

Closing prices yesterday of the principal active securities and net changes from Friday's prices were:

STOCKS.

Am C & F pf	64½	+ ¼	North Pac	50¼	— ⅝
Am Sugar Ref	116	— ¼	do pref	70⅝	— ½
Am Stl & Wire	32½	— ⅛	Nor & West	31½	— ⅝
do pref	72½	+ ¼	National Steel	24	— ¼
Am Tobacco	90½	— ½	do pref	83⅛	—1⅜
At Top & S F	24⅞	— ⅛	National Tube	46	+ ⅝
do pref	71	— ¼	N Y Central	128	—
Am Smelting	36¾	—	N Y Ont & West	18⅞	— ¼
Am Hoop	20⅛	—	N Y Air Brake	187	—
Brook R T	56⅝	— ⅝	Pac Mail	27	—1
Brunswick	6¾	+ ¼	Pressed St Car	45¼	— ¼
Balt & Ohio	73½	— ½	Peo Gas Co	98¼	— ¼
C R I & Pac	105⅞	— ⅛	Penn R R	127	—
Chic B & Qy	124¼	— ½	Republic Steel	11⅛	+ ⅛
C M & St P	110⅝	— ¾	do pref	55	—
Ches & Ohio	25½	—	Reading	16½	—
Con Tobacco	24⅝	—	do 1st pref	58¾	—1⅛
Col F & I Co	32	— ⅛	do 2d pref	28	—
Cent of N J	129	+ ½	Southern Pac	31½	— ¼
C C C & St L	58	— ⅜	Southern Ry	10⅝	— ⅛
Federal Steel	32¾	— ¾	do pref	50¼	—
do pref	65½	—1½	Texas & Pac	14⅝	— ⅛
Illinois Cent	115½	+1⅜	Tenn C & I	68½	+ ½
Int Paper pref	65¼	—	Union Pac	50⅝	— ⅛
Louis & Nash	71¾	— ⅛	do pref	72⅝	+ ⅝
Met Street Ry	150	—1¼	U S Leather	9	— ¼
Mo Pac	49⅝	—1⅝	Wheel & L E	9	—
Manhattan	87⅝	— ⅜	do 2d pref	23½	+ ½
M K & T pf	31¼	+ ¼	Wabash pref	18	—

BONDS.

A T & S F gen 4s	101	— ⅛	Louis & Nash 4s	98	—⅛
B & O 3½s	94¼	— ¼	Nor Pac 3s	65½	—½
Cent Pac 3½s	99⅞	— ⅛	Reading gen 4s	87⅝	+⅛
Ches & O 4½s	99½	+¼	Wabash 1st 5s	115¾	—¼
Det City gas 5s	96⅝	—¼	do deb Bs	31¾	+¼

THE DAY'S OPERATIONS IN STOCKS.

As indicated by its course yesterday, the stock market is full of doubt on account of possible political sensations and developments in China, as well as uncertainty as to the state of money this fall. It is hardly to be expected that any sustained advance can be counted on for some time to come. The market is oversold, and an opportunity is presented for a turn, but this is an opportunity that the professional element in Wall Street may or may not take advantage of. Caution is pretty sure to mark all ventures in stocks for the present. The public is not in the market to any extent, and it will not participate freely in operations until the outlook is much more clearly defined. While the outcome of the Presidential election cannot be said to be in doubt, the campaign is sure to be energetically prosecuted by both sides, and accordingly events may be looked for which will have a powerful influence on the values of stocks and bonds, and which also will govern at intervals the volume of dealings. The men who make leading stocks their business naturally watch for chances to pluck profits from rises or falls in stocks, and they will promote such movements in prices as may be to their gain. They fill their pockets at the expense of those less familiar with the ways of Wall Street—to-wit, the so-called outsiders.

There is not nor is there likely to be anything threatening in the situation. A demoralization in the steel trade may have been averted by the prompt and decisive action of some of the larger concerns in the trade. It is believed that the worst in regard to the crops is known. It is usual at this season to hear reports of damage to the crops, which subsequently are modified. It therefore is not improbable that forthcoming Government and other reports may be more satisfactory. The Government monthly report, giving conditions on July 1, will be issued on Tuesday, and it is awaited with considerable interest. It will be the first report of the season to contain information on corn. Miscellaneous advices as to cotton are more favorable. While increasing conservatism in dividends and other disbursements is displayed by railroad managers, the traffic of the railroads as a whole keeps up, and there is at any rate no immediate prospect of a falling off in it.

As for money, while large amounts may before long have to be sent from this centre to the West and South to move the crops, no signs of tightness have thus far been revealed. If needs for general business are not expanded, and if the needs in Wall Street are kept within existing limits, an acute stringency in funds will not be experienced. Nevertheless money is always an important consideration in Wall Street, and the situation in money will constantly receive close attention.

As for some time past, the bank statement yesterday failed to coincide with previous estimates. An increase in cash and in the surplus reserve had been counted on. Instead a decrease in both was shown. The contraction in loans was ascribable to the fact that a large amount of time exchange had matured and had discharged the loans for which it was employed as collateral. The appearance of the bank statement was followed by a moderate recession in stocks. The final changes in prices from Friday were unimportant.

The usual weekly table of price changes for the more active stocks follows:

	Saturday, June 30.	Saturday, July 7.	Net change.
Amer Car & F	16½	16¾	+ ¼
American Smelting	35¾	36¾	+ 1
American Steel & Wire	30⅞	32½	+ 1⅝
do preferred	70	72½	+ 2½
American Steel Hoop	19	20⅛	+ 1⅛
American Sugar Ref Co	114¾	116	+ 1⅞
American Tin Plate	19⅞	21	+ 1⅛
American Tobacco Off	32½	34	+ 1½
American Linseed	10½	10½	—
do preferred	53⅝	53⅝	—
Anaconda	40⅝	39½	— ⅝
Atchison, Top & S Fe	25¼	24⅞	— ⅜
do preferred	71¾	71	— ¾
American Tobacco	90	90½	+ ½
Baltimore & Ohio	71⅝	73½	+ 2⅛
do preferred	79¾	80¼	+ ½
Brooklyn Rapid Transit	54¼	55⅝	+ 1⅜
Continental Tobacco	23¾	24⅝	+ ⅞
do preferred	77¼	77¼	—
Central of New Jersey	124⅝	129	+ 4⅝
Chesapeake & Ohio	25⅛	25½	+ ⅜
Chicago & Great Western	10⅞	11	+ ⅛
do preferred A	72½	71¾	— ¾
Chicago & Northwestern	157½	159¼	+ 1¾
Chicago R I & Pacific	*104¼	105⅞	+ 1⅝
Chicago Bur & Quincy	123¾	124¼	+ ½
Chicago Mil & St Paul	110	110¾	+ ¾
Chicago Terminal pref	31½	32½	+ 1
Cleveland C C & St Louis	57	58	+ 1
Consolidated Gas	175	175	—
Colorado Fuel & Iron	31¾	32	+ ¼
Delaware & Hudson	110	110½	+ ½
Delaware, Lack & West	176½	178	+ 1½
Denver & Rio Grande	17¼	17⅜	+ ⅛
do preferred	67	*65	—
Erie 1st preferred	33½	32¼	— 1¼
Federal Steel	31½	32¾	+ 1¼
do preferred	*64	65½	+ 1½
Hocking Valley	33½	35¼	+ 1¾
do preferred	65½	64	— 1½
General Electric	127	129	+ 2
Glucose Sugar Refining	47	50	+ 3
Illinois Central	111	115½	+ 4½
Iowa Central	18	18¾	+ ¼
International Paper Co	22½	22	— ½
do preferred	64½	65¼	+ ¾
Louisville & Nashville	74⅞	71¾	— 2⅛
Mexican Central	12⅝	12¾	—
Mexican National	3¼	3⅜	+ ⅛
Manhattan	86¾	87⅝	+ ⅞
Metropolitan Street Ry	*146½	150	+ 3½
Missouri Pacific	48	49⅝	+ 1⅝
Missouri, Kan & Tex pf	30¼	31¼	+ 1⅛
National Lead	19¼	20	+ ¾
National Steel	24½	24	— ½
do preferred	85	83¼	— 1⅞
Northern Pacific Ry	51¼	50¼	— 1
do preferred	70¾	70⅝	— ⅛
N Y Central & Hudson	*127¾	128	+ ¼
North American	14¾	15	+ ¼
Norfolk & Western	32⅛	31½	— ⅝
do preferred	76	77⅝	+ 1⅝
Ontario & Western	19¾	18¾	— ½
Pacific Mail	27	27	—
Pennsylvania	126	127	+ 1
People's Gas Light	96⅝	98¼	+ 1⅝
Pressed Steel Car	45½	45¼	— ¼
Reading	17	16½	— ½
do 1st preferred	58¾	56¾	—
do 2d preferred	28⅝	28	— ⅝
Republic Iron & Steel	10⅝	11⅞	+ ¾
do preferred	53¼	55	+ 1¾
Southern Railway	10⅞	10¾	— ⅛
do preferred	50⅞	50¼	— ⅝
Southern Pacific	32¼	31½	— ¾
St Louis & San Francisco	9¼	9¾	—
St Louis Southwestern	10	10	—
do preferred	23½	24⅝	+ 1⅛
Texas & Pacific	14½	14⅜	— ⅛
Third Avenue R R	110	111	+ 1
Tennessee Coal & Iron	67½	68½	+ 1
Union Pacific	50	50¾	+ ¾
do preferred	71⅝	72⅝	+ 1
United States Rubber	25	24	— 1
United States Leather	8⅞	9	+ ⅛
do preferred	65¾	68½	+ 2¾
Western Union	79¼	80¾	+ 1½
Wheel & L E 2d preferred	23	23½	+ ½
Wisconsin Cent preferred	39	38¼	— ¾
Wabash preferred	17¾	18	+ ¼
Total sales for the week			1,292,443
Total in preceding week			1,786,468

*Ex dividend.

SALES AT THE STOCK EXCHANGE.

RAILROAD AND OTHER STOCKS.

	Actual sales Open	High	Low.	Fin.	Closing Bid.	Ask.	Shares sold.
Adams Express	118	118	118	118	115	125	20
Albany & Sus	—	—	—	—	190	—	—
Am Car & F'dry	—	—	—	—	15½	15¾	—
do pref	64¾	64¾	64½	64½	64½	64¾	213
American Coal	—	—	—	—	140	160	—
Amer Cotton Oil	34	34	34	34	33¾	34¼	100
do pref	—	—	—	—	87	90	—
Amer Dist Tel	—	—	—	—	25	28	—
Amer Express	—	—	—	—	150	160	—
*American Ice	30¾	30¾	30¾	30¾	30¾	31	100
*do pref	—	—	—	—	62	65	—
*Amer Linseed	—	—	—	—	10½	10⅞	—
*do pref	—	—	—	—	52¾	54	—
*Amer Malting	—	—	—	—	3	3½	—
*do pref	—	—	—	—	18½	20	—
*Amer Smelting	37	37	36¾	36¾	26⅝	37	450
*do pref	—	—	—	—	87½	88	—
American Spirits	—	—	—	—	1½	2¼	—
Am Stl & Wire	33	33½	31⅞	32½	32½	32¾	3,330
do pref	72¾	72¾	72½	72½	72¾	73¼	210
*Am Steel Hoop	20	20⅛	20	20⅛	20	20½	200
*do pref	68	68	68	68	67½	68½	100
*Amer Sugar	116¾	117	116	116	116⅛	116⅜	4,175
*do pref	—	—	—	—	115	116	—
Am Tel & Cable	—	—	—	—	92	96	—
*Amer Tin Plate	—	—	—	—	20½	21	—
*do pref	—	—	—	—	74⅞	75	—
Amer Tobacco	91½	91⅞	90½	90½	90¾	91	500
do pref	—	—	—	—	125	135	—
*Anaconda	—	—	—	—	38	40	—
Ann Arbor	—	—	—	—	15	17	—
do pref	—	—	—	—	41	42½	—
Atchison	25	25	24⅞	24⅞	24⅞	25	1,625
do pref	71¾	71¾	71	71	71	71⅛	4,285
Balt & Ohio	74	74½	73½	73½	73¼	73¾	2,025
do pref	80	80	80	80	80¼	81	10
B'klyn Rap Tr	56	56⅞	55⅝	55⅝	55½	55⅝	4,220
B'klyn Un Gas	—	—	—	—	164	170	—
Brunswick	6¾	6¾	6¾	6¾	6⅝	7¼	100
Buff R & Pitts	—	—	—	—	61	65	—
do pref	—	—	—	—	107	112	—
Bur C R & Nor	—	—	—	—	120	126	—
Canada South	48½	48½	48½	48½	48	48½	100
Canadian Pacific	—	—	—	—	88	88½	—
Capital City Tr	—	—	—	—	102⅝	—	—
Central of N J	130	130	129	129	129⅞	130½	1,070
Ches & Ohio	25⅞	26	25½	25½	25½	25¾	1,300
Chic Bur & Qy	124¾	125¼	124¼	124¼	124¼	124½	3,500
Chic & East Ill	—	—	—	—	—	97	—
do pref	—	—	—	—	120	125	—
Chic Gt West	11⅛	11¼	11	11	10¾	11	500
do pref A	—	—	—	—	70½	71	—
do pref B	—	—	—	—	33½	34½	—
do deb	—	—	—	—	83⅞	84⅞	—
Ch Ind & Louis	—	—	—	—	12½	12¾	—
do pref	—	—	—	—	51	52	—
Ch Mil & St P	111¾	111⅞	110¾	110¾	110¾	110⅞	1,720
do pref	171	171	171	171	170½	172	200
Chic & Northw	—	—	—	—	158	159½	—
Chic R I & Pac	105¾	106⅝	105½	105⅞	105¾	105⅞	3,800
C St P M & O	—	—	—	—	110	112	—
do pref	—	—	—	—	165	175	—
Chic Term Tr	—	—	—	—	10½	11	—
do pref	32½	32½	32½	32½	32	33	100
C C C & St L	58¼	58¼	58	58	57¾	58¼	300
do pref	—	—	—	—	103	106	—
Clev L & Wheel	—	—	—	—	20	28	—
do pref	—	—	—	—	64	67	—
Clev & Pitts	—	—	—	—	182	—	—
Col Fuel & Iron	32½	32½	32	32	32¼	33	450
do pref	—	—	—	—	120	130	—
Col & Hith	—	—	—	—	6	6¼	—
do 1st pref	—	—	—	—	40½	41	—
do 2d pref	—	—	—	—	15½	16	—
Col & Hock C	—	—	—	—	13½	14	—
Com Cable	—	—	—	—	150	170	—
Consol Coal	—	—	—	—	70	—	—
Consol Gas	—	—	—	—	174½	175½	—
*Cont Tobacco	24⅝	24⅝	24⅝	24⅝	24½	25	110
*do pref	77¼	77¼	77¼	77¼	77¼	77½	210
Del & Hudson	111	111	110½	110½	110	110½	600
Del Lack & W	—	—	—	—	175	179	—
Denv & Rio Gr	—	—	—	—	17¼	17½	—
do pref	—	—	—	—	65	66	—
Des M & Ft D	—	—	—	—	12	14	—
do pref	—	—	—	—	—	110	—
*Dul So S & Atl	—	—	—	—	3¾	4¾	—
*do pref	—	—	—	—	11½	12	—
Eighth Ave	—	—	—	—	375	425	—
Erie	—	—	—	—	10⅝	11¼	—
do 1st pref	—	—	—	—	32½	32¾	—
do 2d pref	—	—	—	—	16	18	—
Evans & T H	—	—	—	—	43¼	44	—
do pref	—	—	—	—	85¼	87	—
Federal Steel	33½	33½	32¾	32¾	32¾	33	1,110
do pref	—	—	—	—	65½	66	—
Gas & El P Co	71	76	71	76	—	—	1,300
General Elec Co	—	—	—	—	129	130	—
Glucose Sug R	—	—	—	—	49¾	50	—
do pref	—	—	—	—	96	99	—
Gt Northern pf	152	152