DEAD-HEADING A SCIENCE.

A NOVEL TEST BETWEEN TWO EXPERTS IN PENNSYLVANIA.

Undertaking on a Wager a Long Journey by Rail Without Paying Fares—The Interesting Experience of One of the Champions.

HARRISBURG, July 5.—This city is to be the starting point of one of the most novel contests on record. Two young men, born in Reading, have for the past ten years been travelling all over the United States, separately and in different directions, without paying any fare. A few days ago they accidentally came together in Reading, and in a short time their stories of free travel became the topic of considerable talk. For the purpose, therefore, of deciding which of the two was really the more expert deadhead, two Reading merchants raised a purse of $100, to be given to the man who succeeded in reaching first a certain distant Western point. Milwaukee was first selected, but subsequently a city further west was chosen, supposed to be Salt Lake. Both men are to start from this city. The day has been agreed upon, but to prevent railroad policemen and others from interfering with the men, or in any way extending special favors, the time of the start will not be made public in advance. Each man is to leave here for the West without any money whatever, and he must make affidavit that he has conformed to this requirement. The contestants in this novel race are George Strauser and William Reed. The latter was in Harrisburg a few days ago visiting friends. He is about 35 years old, sun browned, and robust. He said: "Yes; I have got free travelling down to a science, for I have been at it many years. I have a roving disposition, and am quite fond of sightseeing. Of course I would not have travelled free on freight, coal, and passenger trains if I'd have been rich; but I was a poor boy, and could not go first, second, or even third class. So you see I was compelled to do the best I could. But in all my travels I never did anything wrong. Kind words, gentlemanly conduct, and upright dealing with everybody enables me to travel just where I desire, and I may say nearly as quick as if I bought a ticket for every mile of the journey. It took ten years for me to learn this. I have been from Maine to Mexico, and from Florida to Vancouver's Island, through Canada and up the St. Lawrence, but I never was a stowaway to cross the sea.

"I will win that $100, because I have more experience than the other young man. We are first to start from Reading on a regular passenger train with tickets in our pocket for as far as Harrisburg. We do this to escape arrest on the Reading road for illegal car riding. It is one of the few roads in the country that employ officers to arrest tramps for stealing rides. The poor fellows are arrested and jailed, the county has to pay the costs, one-half goes to the officer, I think, and then the county has to board the tramp for thirty or sixty days, at the rate of about twenty cents a day to the taxpayers. We are to reach Harrisburg at a certain hour, and then we are to start for our destination in our own way and our own time. Of course I've got my route all laid out. Why, sir, I almost know every train I'll take, and every conductor that'll carry me. They don't know anything about this race, of course not. I'll just go ahead in my old way. We are not forbidden to work on this trip, but you can rest assured I won't need to twist a brake or pass a shovel of coal. I'll take good care to get to the other end of the route on time. At first we were to make for a point 1,200 miles away. I calculated to make the distance in less than four days. Indeed, it was made out that unless the trip was made in four days the money would not be given to any one. The trip that we have now agreed to make will take six days at least. We have seven days' time to do it in. The man that first strikes the town must go to the nearest Alderman's office and swear to the exact time he got there, and then telegraph it home, C. O. D., of course. The winner will receive in reply a telegraphic money order for the $100. If he chooses to buy a ticket and go home he can do so. If not, he can do as he likes. The date of the telegram ought to be good enough proof of the time, but the men want an affidavit mailed to them as quick as possible. It may be that I'll turn right around and bring the affidavit back with me. I think I can travel faster than the United States mail can carry it.

"No, I don't care about telling the world the best way of travelling without money. I don't belong to any railroaders' unions, and don't travel on a card, like some people do. I know a good many railroaders who are as regular as ever they want to go, provided they can show up a pass or a card. I never ask for passes, and that's why I never get left. Stowaways in freight cars, fellows that get under cars and ride on trucks, and men who jump freight trains and ride on bumpers or platforms of the passenger cars, are not scientific free travellers. They take too many chances, and they get left. Nine cases out of ten they're looked upon as tramping thieves or bums. Of course, there's an old story about any port in a storm, and sometimes a man has to take a long chance to travel free, but the occasions are rare where a smooth article of a talker can't get in his work and draw a chromo in the shape of a soft side of a board floor of the caboose on the hind end of the train. Conductors on through express trains are generally good men, especially out West. Why, sir, a many time I've gone square up to one of them before the train started, and spoke right out in a manly way, about in this fashion: 'Boss, I'm dead broke; not a penny in the world, and I want to ride free. Can't you carry me a few hundred miles? I want to get home.' Well, sir, those up-and-up, fat and jolly fellows always had a kind word, but I won't give 'em away. I won't say what they told me to do and how to do it; I'll just mention one case out of ten. I got wanted to go, as free as the best Congressman in the world. Oh, yes, I've travelled on a palace car in the daytime, but not at night. A free traveller don't take to sleeping coaches. I just got on to a palace car a few times, just to say that I'd been there and had taken all of it in. I've made trips on engines, tenders, palace and passenger coaches, freight cars, oil tanks, gondolas, wheat cars, cattle trains, coal cars, flat cars, and every other kind of cars, but believe me or not, I most enjoy a ride with a good man on the hind end of a freight train on a pleasant summer night. Tell you, sir, it beats all high-toned travel. The yarns that can be spun and the experience meetings of railroaders and tramps would make an interesting book. I can talk railroading to the best of them. They don't know but what I'm one myself; and they don't know how soon they'll take a free trip themselves.

"Riding on the road is the hardest thing about it. If a man is dead broke he finds it pretty tough. If he wants to make time, however, in a race, he mustn't look for his three square meals a day. I made a 1,500-mile trip once in a very short time; only laid off one half hour I was going through on a passenger train, and when I had got over about 500 miles I saw an old woman get out of the car with a heavy valise. I asked her to allow me to carry it for her to her home. She said I might. Going along I told her my story. She gave me fifty cents, and fixed up enough bread and cold ham to last me three days. I hurried back to the depot, got on the same train, and went on happy as a clam. I bought a twenty-five-cent cigar and gave it to the conductor. He'll never forget me as long as he lives, or that incident. It was probably the best one he ever smoked in his life. He finished it in the baggage car, and at the end of the section he passed me over to another conductor, a friend of his, who chalked my hat as far as he went. One time I caught a train just as he fell between the couplers. While the train was going forty miles an hour, I heard the engineer saw me raise up the kid safe and sound. That was on the Louisville and Nashville road. I got a new twenty-dollar bill for that job, and you can bet your very life that me and the brakeman along the line cleared to Mobile and New Orleans had a picnic in a quiet way that we'll never forget. Why, sir, we had fruit sandwiches, cold chicken, pie, lemonade, bottles in bottles, sardines, cigars, hot coffee, and the best tobacco to be had for money. It would be a hard matter for me to make a bill like that on any other route. Why, it wouldn't cost me a cent, would it? Certainly not; those men's white, and they've got good hearts in every one of 'em.

"A man who ain't clean looking can never get on my good side. Water flies plenty and soap is cheap. Any man who wants to take a decent look always find a washroom at a depot if he looks for it. Do you know that there's not a place in that I know of that goes so deeply into my heart as to ask a stranger to help you to get a wash where you can wash yourself? Why, sir, he can will refuse, if he's got a heart as small as a fetion seed. That question's made me more friends than any other I ever asked. It makes up the gentleman, you know, and that's what I'm every time. Nothing like being gentle and shy. If you're bold-mouthed and shiney you'll put your foot in it every time and it will stick there too. That question never brings plenty of soap and water and a clean face, but it brings something to eat and a place to sleep. One time I brought me a white shirt. But I never was easier for anything more than a place to take a wash. The first time I got on to that I asked a square-looking man I passed to show me to a stream of water I could get a wash. Mind you, it was in the Indian country, and he knew I didn't want to swim. He stood a minute or two, and said if I didn't get out he'd break my neck. Said he, 'See here, young fellow, that's a weak hand you're playing. Why don't you come right out and ask for a basin of water and a piece of soap? Beating around the bush your way is too thin. It won't wash, and neither will you. What do you expect to make by lying like that? Now, the fact is I was not lying, but I saw how stunid my question was, and I made up my mind to take the man's advice. I told him so, too, and he's the fellow that gave me the suit of clothes. He keeps a wood yard in Louisville, and I'll never forget him.

"The only railroad pass I ever asked for or refused was on the Texas Pacific road. I went into the office in Marshall and asked for a trip pass. 'What do you want with a pass?' said a gruff man. 'Well, sir,' said I, 'I want to go beyond Fort Worth to see how the land lays for hog raising.' The man laughed, looked at my sandy clothes and dark skin a while, and then jumped up with a laugh and a swear, and said: 'By thunder, I will give you a pass! When you get to that hog country commence on yourself.' I took the pass, tore it up in front of his face, and told him I wouldn't think of going to any place where he had been raised. I never forgot or forgave that insult. I went out, and in a few hours I was riding on a passenger train to Fort Worth, under the protection of as good a conductor as ever punched a ticket. I did not like the country much, so I doubled the road next day, and a week afterward I was drinking beer in Milwaukee. You see, men out on the road go just where the spirit moves them. I was in Denver three years ago, and I picked up a newspaper containing an article descriptive of a Florida orange picking. I didn't believe the story, but it made up my mind to go and see for myself. In ten days I was on the ground personally, and I saw that what I had read was true as gospel. Florida is a poor country. Oranges retail for more than they cost in New York. I skipped out of the country mighty fast.

"I was in Chicago when Jesse James was shot. I made up my mind to go to his funeral. So without a cent in my clothes I got on a through express that same morning, and I caught up to the funeral train before it got into the county where James was buried. It was a sickly show and didn't pay for the trouble. One season I followed up the Chicago Base Ball Club and saw nearly every game they played; yet I never spoke to but one man on the nine, and never spent a dollar on the trip. East or West, I used to talk a little among the strangers about base ball and the Chicago Club, and when they saw I was well-booked and dead broke, I generally left the grounds with enough for a good square supper anyhow. I had a way of getting in free passes which is a patent of my own, and I don't care to give it away just yet. Ticket takers at base ball grounds are not the worst in the world, and a friendly player can do a heap. Well, as I've said that much, I'll go further, and give you the whole story. When I travelled up in a dozen places or more, and was recognized by one of the players, he took an interest in me, and always worked me in. He, a many a time, wondered how I followed them up, but I let him guess it. That way I followed up the Bostons when they were the champions. I never travelled with any but the top of the heap. One time in Providence I was shut out of the grounds, because my friend was suddenly taken sick with a fever and couldn't get out of the hotel. I had 50 cents in my pocket, and I went and bought the nicest bowl of oyster broth ever made in a restaurant, and I sent it up to his room with my card. I didn't see him until a week afterward, when he told me it was the first and only thing he had eaten for three days, and it had helped him wonderfully. He never forget that little turn. I would not follow a circus, because it is too dangerous. Police pick you up for a thief on a circus day quicker than a wink.

"Never beat it on a steamboat, or you run the chances of being heaved overboard. Never get on a passenger train, or any other train, without making the crew have a talk with one of the crew. Then, if you can't make the riffle, and you are in a hurry, why jump on when the train's pulled out, and, if they order you off, why get off at the next station, and jump on again when she starts. You'll get there after awhile if you don't wear out.

"I never heard of such a race as this one we're going to start in. After all, it may be a matter of luck as much as anything else. Of course, we'll try to travel alone, take different routes, and lose each other, so that one won't know where the other is. The man that's got the best knowledge of the road and how to get through cities very quick, he's going to win. I couldn't go any quicker if I had a through pass, and how anybody's going to beat me I don't know unless he gets on a faster train and has more luck. I suppose some one else will turn up in a long race, say from New York to California, but it will soon play out. Just as quick as the train men tumble to the racket, they'll sour on it, you see. But a race around the world would be the height of my ambition. When we finish this trip, I will let you know."

Both men expect to leave Reading in a few days, to arrive here over the Lebanon Valley Railroad.

Colored Republicans Seeking Recognition.

The colored men in this city who are connected with the Republican party have determined to demand positions from the Republican leaders. A committee, consisting of one from each Assembly district, met in Science Hall Friday night. Mr. George W. Myers, the Chairman, in opening the meeting, complained that the colored voters had not been properly recognized. He urged the appointment of a committee to demand places for colored men from the heads of the several city departments.

Mr. William Freeman thought that the committee should explain the political condition of the colored men to the Republican General Committee and to the next state Convention. In his opinion there was no reason why colored men should not be made policemen and firemen. Mr. J. Johnson said that the 25,000 colored voters in New York state should not be obliged to beg for their rights. A committee was appointed to ask from the departments recognition for the colored men.

Steam Transit Through Brooklyn.

Gov. Cornell has signed the bill known as the Rapid Transit Compensation act, which provides that any company building or operating a railroad under the Rapid Transit act of 1875 shall, before beginning its work, deposit the maximum sum estimated by Commissioners for damages to abutting property, so that the property owners damaged may be reimbursed after two years, when the actual damage is ascertained. The bill permits the East River Bridge and Coney Island Steam Railway Company, A. S. Culver's project, for which the consent of the local authorities has been obtained, to begin work under its provisions. The route of this road has been fixed from the Brooklyn terminus of the bridge and from Fulton Ferry by way of Water, Washington, High, Pearl, and Willoughby streets, and Hudson, Flatbush, Fifth, Seventh, and Ninth avenues to the depot of the Prospect Park and Coney Island Railroad.

FASHION NOTES.

Low shoes are much worn.

Inflated skirts are gaining ground.

Feather fans are very fashionable.

Country toilets should be very simple.

Plaid zephyrs make jaunty tennis costumes.

The capote is the dress bonnet of the season.

Velvet ribbon comes in again as a dress trimming

Hussar blue is the newest shade of pale gray blue.

Red plays an important part in lawn tennis costumes.

Handkerchiefs embroidered in colors are in high favor.

Flowers are the extravagant trimming of the dressiest bonnets.

Long-wristed mitts and mousquetaire gloves are worn almost exclusively.

Raw silk and pongee redingotes are worn by many fashionable women.

Pearl white and pistle gray is the favorite combination of color in laces.

Nearly all shoulder capes have a thick ruche of lace or material around the neck.

A scarf arranged as a pelerine is a favorite summer drapery for the shoulders.

White straw yokes trimmed with white lace only, are much worn by young girls.

The pelerine continues to be the favorite finish for summer toilets for the streets.

Picelle or twine bonnets can be worn with any kind of toilet, but they are not elegant.

Race and coaching toilets are made of the gayest, brightest, and richest materials.

None but home-made dresses, and very ugly ones at that, are inflated with crinoline.

The corsages of some very handsome costumes are laced up in front instead of buttoning.

Summer pelerines are small, and come in a variety of simple as well as many fantastic forms.

Bright-green stockings abound in various tints of red, old gold, amber and blue in all the new shades.

Fantastic hats shading the face, with indented brims of large size, will be much in use at the seaside.

The belt or sash no longer defines the waist line, but is placed at the bottom of the long pointed corsage.

The long redingote is worn over a skirt trimmed with only one flounce or a heavy ruche at the bottom.

The latest summer mantles are of ficelle lace, over Canton crape or thin silk of the same gray color.

The kilt pleated flounces placed at the bottom of some pointed bodices are remarkably becoming to both slender and full figures.

White lawn, mull, organdie, and dotted Swiss muil dresses are brought out in all sorts of styles, simple and elaborate, for midsummer wear.

The shirred or gauged Hedigalanda or Mother Hubbard garment hat of bright printed or pale tinted satin is worn by young girls of 10 and upward.

Coaching parasols are made gay with embroideries or paintings of hunting, sporting, equestrian, and pastoral scenes, flowers, birds, and Japanese gilt monograms or coats of arms or emblematic devices.

Among other fancies is that of fastening the corsage with tiny, bullet-shaped buttons, set only less than an inch apart. The buttonholes are made by machinery. Sometimes there is a double row of buttons.

The English lawn tennis hat is of feather felt in some aesthetic shade of color, while one is painted or embroidered a huge poppy, moon, daisy, or sunflower. It is turned up in a wide Shakspeare style in front.

To the sateens printed with Kate Greenaway figures are now added novelties showing rustic scenes, groups of children, dairies, and the pictures frequently surrounded by a garland of flowers, making a shadow on the soft tinted ground.

The latest Paris novelty in ornaments are *bijoux de chasse*, consisting of brooches made of the tip of a stag's antler, mounted in gold with light foliage of silver surrounding the head of a horse or stag, also in silver; from the brooch hangs a chain of pieces of horn, inked with silver. Jewelled ones are also mounted all sorts of sporting emblems in silver, in horn and silver.

Mrs. Burnett, the author of "That Lass o' Lowrie's," dresses in the highest style of aestheticism. At a recent entertainment in Washington she wore a well-described white Kenworth gown. It was of slashed crash silk, with all the fulness of the drapery gathered both back and front into a yoke at the shoulders, and falling thence in one unbroken sweep to the floor. It was not confined in the least at the waist, and was buttoned in the back like a child's apron from the neck to the bottom of the skirt. There was a puff of cardinal satin in each shoulder, the sleeves were long and tight, and a small pleating of the crapé satin finished the bottom of the skirt and neck.

UNIVERSALISTS AT HIGH ROCK.

A Basket Picnic of the Old-fashioned Kind in a Connecticut Grove.

The Universalists of Connecticut had a picnic on Thursday last at High Rock Grove, a naturally romantic and pretty place, about 25 miles from Bridgeport, on the line of the Naugatuck Railroad. They go there for that purpose every year. There were 2,500 of them upon the grounds on this last occasion. The early trains brought large delegations from Bridgeport, New Haven, Meriden, Middletown, Danbury, Stamford, Waterbury, and other places, even as far away as Hartford. As a general rule these people were organized in groups and families, each of which clustered about a big basket as its rallying point, but there were hundreds of beings who came without baskets, hoping to be able to buy food on the ground. For this latter class there was nothing obtainable but bad and small ham sandwiches, pies such as Billy Birch used to characterize as "lepine pies, all cases and no works," very weak lemonade, peanuts, and ice cream, but the good folks with baskets faced well. Grouped near variously colored little flags that indicated whence they came, they fed out of their baskets and seemed to enjoy themselves.

Until the baskets had been emptied little was attempted in the way of amusement. Then the groups scattered in search of diversion. The main portion of the grove is on the low ground, between the railroad and the river, well shaded by young trees that stand close to each other, so that they grow crooked. Beneath four swings, two see-saws, and two clay-floored croquet grounds. On the river, where it widens out above a dam, were three or four rowboats. And there was a platform large enough for dancing or sixty couples to dance upon at once. A gigantic rocky crag, from which the place takes its name, towers up, seemingly almost to the clouds, beyond the railroad. Some adventurous people climbed the rough path that led to that lofty lookout. On a plateau, part way up to the rock, were a photographer's cabin, where a lively business was done all day, and a roller-skating rink, where people were permitted to exercise themselves not when they pleased, but at stipulated sessions. At right angles with the railroad, leading away from the grove, runs a partly labelled path to the Glen. Hundreds of people explored that path. Those who persevered long enough reached "the cascade," where a little torrent dashes down. There they sat down upon a long bench thrown across the flood below the waterfall, and said it "looked like a little Niagara—very little one." But there was thick foliage overhead, and the place was cool and pleasant, so that many lingered there. Gradually young couples began straying off into the thick woods in search of wintergreen leaves. It was surprising what a fondness for that pungent aromatic leaf was developed, and how always two people were necessary to look for it. Some of the young couples said that they were looking for wild flowers. There were none, except a few wild daisies, and these attracted them to find, but they hunted them all the same.

In the afternoon dancing grew more spirited than it had been. Then it was that a reporter-rival of the Sun's paper of New Haven fancied he had matter enough for a poem of a girl and a manly looked happy when, after dancing with him once, she loaded him up with her umbrella, shawl, and hat, as if he had been a hat rack, and went off dancing with other fellows.

Prof. Henry Ball gave a pleasing entertainment, consisting of magic tricks, for the little folks, and then a dancing platform was organized on the dancing platform. The Rev. Dr. M. H. Houghton of New Haven presided, and delivered an address. Short addresses were also spoken by the Rev. E. M. Houghton of Middletown, the Rev. Dr. G. H. Chapin of Providence, and ex-Mayor Jacob Merriden. Among the prominent gentlemen present were Messrs. James Staples of Bridgeport, F. L. Converse of New Haven, L. H. Perkins of New Haven, and George Bates of Danbury.

The last train left Rock grove at 8 40 P. M., but many of the picnickers went on the 2:52 train for Bridgeport and New Haven. When this earlier train reached Derby Junction its rear car was side-tracked by switching it off while it ran with the momentum of the train. While it was running on the track John F. Wells, who was returning to Bridgeport, jumped off the train and inadvertently stepped before it. In an instant he was down, and the car passed over him, crushing both his legs and right forearm. He lived until the train reached Bridgeport.

THE BLACKBERRY TRADE.

Where the Main Crop Comes From—The Berry Pickers and their Wages.

Southern New Jersey supplies a large proportion of the blackberries that reach the markets of New York, as well as those of Philadelphia. In the township of Hammonton alone there are more than 1,200 acres of blackberry bushes. When in full bloom the blackberry fields are almost as white as a Southern cotton field in November. The long rows of dark green plants with their wealth of white blossoms are an enchanting sight to the lover of the beautiful. The soil in which they thrive best is a light sandy loam, almost pure sand. They are cultivated with the greatest care, not a weed or blade of grass being allowed to interfere with their growth. The slightly undulating, almost level, fields are enclosed by well-kept and clipped hedges of arbor vitae, spruce, hemlock, and other ornamental evergreen shrubs.

Other fruits—strawberries, raspberries, grapes, peaches, apples, and pears—are also grown in this fertile and generous soil, but the main crop is the blackberry. About 20,000 bushels of blackberries were shipped from Hammonton last year, and the season is short. It is estimated by the best informed residents of the township that there will be this year, in the height of the season, fifteen car loads shipped every day. The crop is "pitched" for 10,000 bushels or more. If the weather is favorable for picking and shipping, the pickers can be brought from Philadelphia and New York it will be gathered. To ship these berries will cost in freight about $80 per car. Most of this crop will come to New York, to be thence distributed to the country towns.

The picking is done mostly by Italians—men, women, and children—who are brought at a trifling expense from Philadelphia, lodged in rough quarters on the farms, paid from two cents to two cents and a half a quart, and permitted to live their own cooking, mostly out of doors. Those were the prices last year. It will probably be less this year if the crop is abundant. A family of three or four berry pickers can at the rates quoted frequently make more than $15 a day. If the hands pick from seventy-five to one hundred quarts, and the others between forty and fifty quarts with ease. The cost of living while in the country is a mere trifle. The berry picking season is the summer festival time of the poor Italian families of Philadelphia.

WHERE ENGLISH IS COMPRESSED.

The Odd and Terse Wording of the Newspaper Advertisements of the Day.

The advertising columns of a widely circulated newspaper are printed in a language peculiar to themselves. It embraces the technical phrases of every calling known to man, and is more condensed even than communication by telegraph; for while in a telegram words are economized, in an advertisement even the space the words occupy, after they have been pruned to the finest point, is closely limited. In the "Help wanted" columns of The Sun, for instance, an advertiser seeking skilled operators on Wheeler & Wilson's sewing machines advertised for "experienced W. & W. operators." The same sense of saving prompted the man who wrote: "Wanted—Boy to kick Gordon and make himself useful." Gordon meaning a Gordon job printing press, and kicking being the technical term for working the treadle of the press with the feet of the operator. The notice in the same column of "A Peerless feeder wanted" indicates the sort of press that is to be fed with blank sheets of paper, and not any desire on the advertiser's part to get a person of unprecedented appetite. In spite of the saving, the sense is usually quite clear, as in the demands for "experienced female hands on cloaks," "burial robe hands," "bead hands on laces," "paper boxes—glue hands," "scarf hands," and "shoe salesman, apply, &c." Less apparent is the meaning of the call for a "boy in salt store to fill small packets," or the demand for "two buffers," "hands on pipe cts," "yardman at hotel," "a rubber-in," "man to rough tune and chip up," and "a castor place servitor" or "a young girl improver." The advertisement for a girl "to sew and paste white hairs in furs" is, on the other hand, too plain, and seems to betray a trade secret. Gallantry is a marked characteristic in the columns of "Help wanted—females," where the old-fashioned word woman is dropped and lady substituted in offers for forelaides, saleslades, lady canvassers, and lady tailors. A boy is "deliwashing" is asked for in one advertisement, and in another, calling for a horseshoer, the caution is added, "No society men need apply."

FALLEN WALLS.

The Messrs. Coogan Criticised by the Authorities—Their Statements.

The officers of the Bureau of Buildings say that the Messrs. Coogan are to blame for the fall of a part of their building at 123 Bowery on Thursday evening, and the consequent injury of four of their employees. The building was reported unsafe June 14, and printed notices warning the occupants of the condition of the building were posted on the premises on June 25. There is also on file at the Bureau of Buildings a complaint and information, as to the name of the owner, or of a person representing him, was refused. Amos Woodruff, the President of the Board of Buildings, now takes down the full, offered to score up the walls at his own expense, but was not allowed to do so. He reported this fact to the Building Bureau, but it was too late. The four hours before the wall fell, Police Officer Allen of the Elizabeth street station notified Inspector Esterbrook by telegraph of its dangerous condition. Examiner McKay was sent to the place to insist on immediate steps being taken for safety, but he says he was not permitted to enter.

Mr. J. J. Coogan said yesterday that it was the duty of the Anderson estate, as the owner of the building, to look to its safety. He said that a misunderstanding prevented the giving of the name of the person who represented the estate to the bureau officials. He said that Mr. Woodruff offered to secure the store against danger from the excavation at his own expense, but that he did not accept the offer, as he thought that Mr. Woodruff had no right in such a manner to take possession of his premises without giving him some compensation. The tearing down of the printed notices posted by the Building Bureau was done, Mr. Coogan said, to furnish his lawyer with a copy.

The work of the underpinning is to be continued during their illness, and the Messrs. Coogan will pay the physicians' bills. It is said that the injuries have been exaggerated.

The business of the firm is going on as usual in the stores at 121 and 125 Bowery, with the exception that the cellars of the two stores are considerably overtaxed by the business that has heretofore been carried on in three. The new building will be begun to-morrow. It is to be of brick, four stories and basement, and will cost the Messrs. Coogan $40,000.

FINANCIAL AND COMMERCIAL.

New York Stock Exchange—Sales July 8.

UNITED STATES, STATE, AND CITY BONDS (IN $1,000).

2 Ls. cons.....70¾	104 Tenn. 6s.....57½@59½

RAILROAD AND OTHER BONDS (IN $1,000).

20 Rest. H. & H. 1st. 62½	10 M. & St. P. con.....119½
5 Chic. & O. se. B.....81	51 M. & S.P. 1st. C. & P. W. d.....91¾@91¾
12 Chic. & O. cur.....56¾	7 Mil. & St. P. 1st, 1 Dak. & Ex.....121
1 Ch. & Alt. f.....118	7 Met. El. 1st.....100½
20 C. B. & Q. 4s.....97	2 Moh. & O. 1st.....105
5 C. B. & Q. 7s.....127½	2 Moh. & O. 1st def.....70
7 Canada So. 1st.....93	10 Mich. Cen. 7s.....125½
5 Cent. Pac. 1st.....116@117	12 Mo. Pac. 3d.....100⅝@¾
10 C. C. & I. C. inc.....45	3 Mil. L. S. & W. 1st.....109
5 Col. Coal 1st.....91	59 Nor. Pac. 1st.....110
10 Ch. & E. I. 1st.....110	1 Norf. & W. gen'l.....101¾
8 Den. & R. G. 1st.....112¾@¾	15 N. J. Cent. con. 5s.....109⅝@110
20 Den. & R. G. cons.....103¾@102	6 N. Y. Ch. & St. L. 1st. 84¾
15 E. Tenn. V. & G. inc.....73¾	247 N. Y. L. E. & W. 2d 5s.....65¼@66
107 E. Tenn. V. & G. 1st.....47@48	10 N. Y. L. E. & W. 2d 5s.....61⅝
20 Fort Worth. 1st.....97@97½	4 N. Y. El. 1st.....115
3 H. & St. Jo. con. 1st.....107@106¾	1 Ontario & Miss. 1st, Sp. d.....116¾
9 Iron Mt. 1st.....117	2 Or. R. & N.....106
17 Iron Mt. 5s.....80¼@80½	25 Ohio Cent. inc. 3d.....35¾
1 Int. & Gt. N. 1st.....90	10 Ro. & Pitts. inc.....46@47
4 Jefferson & K. 1st.....105	1 Rich. & Danv. 1st.....90¾
10 Kan. Pac. 1st, 96.....110¾	4 St. P. & Om. con.....105¾
6 Kan. Pac. cons.....102¾	8 St. P. & N. W. 1st.....127¾
11 Kan. C. & Pac. 1st.....110	8 S. C. R'y 1st.....98
10 Kansas & Tex. cons.....100½@¾	96 Tex. Pac. R. G. d.....85½@86
9 Kan. & Tex. 2d.....85½	40 Tex. Pac. l. g.....64½@65
10 Kans. & Tex. gen'l.....85¾	1 T. Delph. & Bluf.....22
2 L. E. & West. 1st.....100	9 Un. Pac. 1st.....117
5 L. E. & West. inc.....49¾	4 Utah South. 7s.....105
5 Lake Sh. 1st.....127½	16 Wab. & Pac. Calro d.....70
17 Louis. & Nash. con.....95@90	10 Wab. & Pac. Ch. d.....79
4 M. & St. P. 1st. H. & D. 110¾	3 Wab. & Pac. gen'l.....70¾

RAILROAD AND OTHER SHARES.

Railroads, &c.			
100 A. T. & Santa Fe.....90		6320 N. Y. Cent. 132¼@131¾	
100 Alt. & T. H. pf.....33		10 N. Y. & N. H.....178	
200 Alt. & T. H. pf.....34		10723 North. Pac.....43¾@43¼	
650 Bos. & L. pf.....78¾@78		2600 Nor. Pac. pf.....95¾@95	
800 C. C. & I. C.....73¾@73¾		2250 Norw'n.....132¾@131¾	
1010 C., B. & Q.....120⅝@120½		300 Nor'n pf.....147¾@147¾	
1150 Chic. & Alt.....22¼@22½		1100 N. Y., Chic. & St. L.....12¼@11¾	
720 Chic. & O. 1st pf.....83¼@82½		200 N. Y., Chic. & St. L. pf.....50@49	
400 Chic. & O. 2d pf.....26@24¾		8904 Ont. & West.....11¾@11¼	
200 Cin., S. & Cl.....55		1400 St. P. l'd pf.....128¾@127¾	
50 Clev. C. C. & I. O.....78		420 St. P., M. & M.....134	
2800 Del. & H. C.....139¾@132¾		13250 Tex. Pac.....46¾@45¾	
12851 Del., Lack. & W.....127@126¾		6550 Un. Pac.....113@112	
40850 Den. & R. G.....6¾@6¾		2020 Wab. & Pac. 3d pf.....22¾	
9700 Erie com.....30¾@30¾		7000 Wab. & P. pf.....53¾@52¾	
240 Erie pf.....75¾@75		18925 West. Un.....87¾@86¾	
2210 L. Tenn., Va. & Ga. pf.....19¾@19¾		*Coal Companies.*	
2100 E. Tenn., Va. & Ga. pf.....10¾@10¾		100 New Cent.....17	
650 H. St. Jo. pf.....83¾@82¾		2070 Colorado.....47¾@46	
300 Ho. & Tex C. 8s pf.....90¾@90¾		*Expresses.*	
1400 Ill. Cen.....136¾@134¾		20 American.....97@92	
16450 Kan. & Tex.....36¾@35¾		30 Adams.....137¾@137	
1700 L. & N. con. gua.....55¾@55		670 United St's.....72¾@72¼	
17100 Lake Sh.....109¾@109¾		*Mining.*	
4650 Lou. & N.....71¾@69¾		20 Standard.....18¾	
400 Long Isl.....29¾@29		Total sales, 380,320.	
400 Mil. L. S. & W.....59¾@58			
4400 Mo. Pac.....97¾@96¾			
10 Manh'n R'y.....46¾			
1000 Mob. & Ohio.....31¾@31			
5135 Mich. Cent.....92¾@90¾			
900 Mob. & O.....18¾@18			
525 Nash. & Chat.....94¾@94			
600 Mem. & Ch'n.....48			
1200 Nor. & W. pf.....53¾@53			
2600 Nash. & Flor.....38¾@38			

CLOSING PRICES.

	Bid.	Asked.		Bid.	Asked.
U. S. 6s, at 3¾	100¾	101	Mil. & St. Paul	114	114¼
U. S. 5s, at 3¾	100¾	101	Mil. & St. P. pf.	128½	128¾
U. S. 4½s, c.	114	114¾	Mil. L. S. & W.	85¾	86
U. S. 4s, c.	114	114¾	Mobile & Ohio	18¾	19¾
U. S. 4s, r.	118¾	119	Mor. & Essex	139½	134
U. S. 4s, c.	118¾	119¾	Nash. & Chat.	60¾	61
Alt. & H. 1st	70	80	N. Cent.	77¾	77¾
Alt. & T. H. pf.	62¾	64	N. Y. Cent & H.	132¾	132¾
Colorado Coal	47	47	N. Y. Elevated	101	106
Canada South.	52¾	53¾	Norf. & W. pref.	59	60
C. & A. I. C.	12	15¾	Nor. Pacific	43¾	43¾
C., C. & Ind.	75¾	76	Nor. Pac. pf.	83	83¾
Chic. C. & I.	12¾	12¾	Northwest	131¾	132
Cent. Pac.	83¾	83¾	Northwest. pf.	147	147¾
Chic. & Alt.	135	135½	Ont. & Western	29¾	29¾
Del. L. & West.	137¾	138	Ore. & Central	30¾	30¾
Del. & Hudson	111¾	112	Ohio & Miss.	36¾	37
Den. & Rio G.	25¾	26¾	Pacific Mail	44¾	44¾
Erie	30¾	30¾	Rock Island	124	125¾
Erie 2d con.	90¾	90¾	Rich. & Danv.	89	90
Han. & St. Jo.	85	90	Ste. Paul	58¾	59
Han. & St. Jo. pf.	83¾	83¾	St. Paul & Om.	44¾	45
Iowa & Cent.	21¾	22¾	St. P. & Pac. pf.	104¾	105
Lou. & Nash.	71¾	72	San Francisco	28	29
Lake E. & West.	32¾	32¾	San Fran. pf.	50	51
Lake Shore	109¾	109¾	Texas Pacific	46¾	46¾
Manhattan Ry.	56¾	51	Union Pacific	112¾	113
Metrop. El.	84	85	Wabash & Pac.	20¾	20¾
Mem. & Chas.	48	50	Wab. & Pac. pf.	37¾	38
Missouri Pac.	97	97¾	West. Un. Tel.	87¾	87¾
Mich. Cent.	92¾	92¾			

SATURDAY, July 8.

The stock market in the early hours was much more active, with the largest dealings in Omaha common, Central Pacific, Denver and Rio Grande, Louisville and Nashville, Northern Pacific preferred, and Rochester and Pittsburgh, and prices generally advanced, but towards the market closing there was a partial reaction in prices. Between 12 M. and 2 P. M. the market was strong, and Lake Shore, Denver and Rio Grande, Northern Pacific preferred, and Louisville and Nashville made further advances. Subsequently was less general activity in the last hour. Louisville and Nashville further advanced, but otherwise there was some irregularity and variableness, closing with an unsettled feeling. The more important changes for the day were to Louisville and Nashville, 4¼; Lake Shore, 1; St. L. and Western, 1¼; Michigan Central, 1¼; Northwestern common, ¾; Northern Pacific common, ⅝; Northern Pacific preferred, 1¼; N. Y. Central, ½; N. Jersey Central, ½; Omaha common, ¾; Ontario and Western, ¾; Ohio Central, ¾; Pacific Mail, 1; Reading, ⅝; St. Paul common, 1¼; Texas Pacific, ¾; Wabash and Pacific common, ¾; Western Union Tel., ¾; Union Pacific, 1; Rochester and Pittsburgh, 1¾; Boston first preferred, 2; Missouri Pacific, 1¼; Nashville and Chattanooga, 4.

Governments were dull and State bonds generally quiet, but there was a movement in Tennessee 6s at an advance of 2 ⅜ cent.

Railroad bonds continued in good demand, and prices were firmer in many cases. Some of the "incomes" attracted more attention than of late. Iron Mountain 5s sold at 80½, against 77¾ on Thursday.

Money on call easy at 2½ ⅜ cent. Sterling exchange firm; sight drafts, $4.87