THE CABINET QUESTION.

BELIEF THAT AUTHENTIC NEWS WILL LEAK OUT SOON.

Hope Long Deferred Makes Many Politicians Very Restless—New York Likely to Get the Treasury Portfolio—Another Colored Party Visits the President.

INDIANAPOLIS, Jan. 24.—Everybody in Indianapolis except Benjamin Harrison is talking Cabinet. It is not believed that the news as to who compose it will leak out here first. Gen. Harrison is expected to maintain his policy of silence to the last, and the earliest information about the make-up of the Cabinet is expected to come from the other end of the line. Washington especially is looked to as likely to furnish the best clues, and, after that, New York news is watched eagerly. It is believed that the Blaine question and the New York question are the twin keys to the situation, and that when they are settled the whole matter will be arranged in a few hours.

With this idea in view especial significance is attached to extracts printed here to-day from an interview with Mr. Platt, which is understood to have been in a New York newspaper this morn[illegible] the extracts contained that part of the interview in which Mr. Platt gave what he believed to be the facts as to the messenger recently sent by Gen. Harrison to New York, and this showed so clearly both Mr. Platt's lack of authentic information from headquarters and his annoyance at the course which it was alleged Gen. Harrison was pursuing that every one here is convinced that Mr. Platt's nose is very much out of joint.

If he were not very well satisfied that his chances were almost gone, it is argued, he would not care how many messengers Gen. Harrison sent nor what they reported, and he would, besides, not have taken the trouble to deny the *Mail and Express* story that he had withdrawn from the race for the Cabinet and have especially affirmed that he was still a candidate. In fact, if he had much of an idea that he was going into the Cabinet he would not have been interviewed about it at all.

In the same line is a despatch from Washington printed in Cincinnati this morning over the initials of the same correspondent, who has seemed to speak from the inside as to Mr. Blaine several times since election. This is headed "Harrison's Mistake," and attacks the President-elect bitterly for his course in delaying to end the uncertainty about the Cabinet, which, it alleges, is demoralizing the Republican party and breeding factional quarrels everywhere. It accuses the President-elect of conniving at, if he has not inspired, newspaper attacks first upon Mr. Blaine and now upon Mr. Platt with the idea of killing off those gentlemen as Cabinet possibilities, and alleges that Gen. Harrison's ears have been open ever since election for scandalous and malicious attacks upon Mr. Blaine and Mr. Platt in order that he might find an excuse for ignoring them in selecting his Cabinet. The despatch specifies indirectly Commodore Bateman of New York as one who has been retailing scandal about Platt in Gen. Harrison's ears, and accuses the Commodore of having paid John J. O'Brien $5,000 for the privilege of going as a delegate to the Chicago Convention.

The whole despatch is written in a most vindictive spirit, and is taken here as an opening gun in the fight of Blaine against Harrison—a sort of warning to the President-elect of what is to come if Blaine is ignored.

The same cry in another form comes from an entirely different direction—his own Indiana. It seems that the statesmen whose ears have been used to the telephone by 674 North Delaware street ever since election are getting impatient at the absence of any remarks from the President elect, and are beginning to growl because they are neither called nor put out of their misery. Friends of Chairman Huston are particularly annoyed at the absence of any hint from Gen. Harrison as to what he proposes to do with that statesman. Mr. Huston, it is said, has important business matters depending upon the determination of the question as to what his engagements are likely to be during the next four years, and he is so bothered by silence from the President that it is given out that he has even become reckless and intimates that he don't care a darn what Gen. Harrison does, and says that if the President elect waits until the last moment, and then tenders him a place in the Cabinet, he may be surprised to find the offer rejected.

There is no indication that Mr. Harrison is paying any attention to the complaints. He is personally more silent than ever before, and he seems to have detected many of the leaks in his circle of friends through which information as to his views has occasionally come out, and exercises greater discretion even in his personal confidences. The most significant thing that has been said by any friend of his lately was to-day when this matter of the annoyance of Platt, Blaine, and others at being kept in doubt was referred to.

"There is no excuse," this friend said, "for these attacks upon the President elect. It seems not to occur to these people that Gen. Harrison may have said nothing to them because he has nothing to say. By their complaints they are placing themselves in a position to be told, as the Scotchman told the sailor, 'Nobody asked you, sir,' she said. It is worth noting, however, that there is an increase of faith in the chances of Mr. Platt for a place and of New York for the Treasury. This arises from the belief that Allison has refused the Treasury, but may be induced to take the State Department. Then Platt might get the Treasury, Evarts the English mission, and Miller the Senate. Mr. Miller's friends, however, are confident that in such a case he, and not Platt, would be chosen for the Treasury. But, either way, the chances of New York for the place seem to be increasing. That Allison is trying to get Clarkson into the Treasury Department is generally believed here, but it is not thought that he can succeed. Gen. Harrison believes that Allison's standing before the country would justify his appointment, and to offset any attempt of Wall street men to create trouble in the party in New York because the Treasury Department had gone to the West. The inexperience and lack of reputation of Clarkson would, he thinks, in a measure justify the outcry that would follow the appointment of a Western man to the Treasury Department. Senator Allison can almost certainly have either the State or Treasury Department for himself, but if he declines both there will be nothing for Clarkson higher than the Post Office."

South Bend may make the carriages and Chicago the trousers of the incoming Administration, but for his shirts the President elect has had to go to New York. A. B. Wechsler of a New York firm of shirtmakers arrived here last night with a stock of linen made for Gen. Harrison's wear at Washington. The particular garment above which Gen. Harrison's collar will be upon inauguration day is said to be a No. 16, and made of the finest linen, with pleated bosom and raised handwork of embroidery running up and down the pleats. It is said that it took a woman a week to embroider each pleat, and that shirts of that sort are worth $150 per dozen. Mr. Wechsler called upon Gen. Harrison last night and came back happy, announcing that the garments were a perfect fit.

Frank H. Smith, who was one of the secretaries connected with the campaign committees in New York last fall, visited Gen. Harrison to-day, and was in conference with him for a short time. He made a case in the United States Court here the excuse for his visit, and asserted that there was no politics in it. He is understood to be an ardent friend of Mr. Platt.

A party of colored men came to see the President elect to-day from Kentucky. It included W. H. Mason, member of the Colored Republican State Committee of Kentucky and teacher in the Campbellsville school; Prof. Simmons, President of the Kentucky State University; W. M. Steward, editor of the *American Baptist*, and others. This is a committee appointed by a convention of colored men of Kentucky to call on Gen. Harrison and extend to him the congratulations of the colored men of the South.

"Of course you will advocate the claims of some representative colored man?" suggested a reporter.

"No, sir, we will not. We were instructed before leaving home not to do that very thing."

"But you will suggest that the colored men of Kentucky should be recognized?"

"Certainly. We have 60,000 colored Republican voters, and we have men in Kentucky who are capable of filling any office from President down."

"Well, what particular office have you set your eyes on?"

"That question we cannot answer now. This is only a preliminary visit. We expect to see Gen. Harrison again. Understand, no member of the committee is an applicant for or expects an official appointment."

No More Licenses for Fishing Vessels.

OTTAWA, Jan. 24.—The action of the Dominion Government in terminating the licenses which, under the provisions of the modus vivendi attached to the late fisheries treaty, have been granted to American fishing vessels is severely commented upon on this side of the line. Early this week the Minister of Marine and Fisheries issued an order to collectors of customs to grant no more licenses. Under the licenses granted American fishing vessels could tranship cargo, ship crews, and purchase bait, ice, seines, lines, and all other supplies and outfits on payment of $1.50 per ton. Forty American vessels availed themselves of the privilege last year.

ON THE EDGE OF THE BREAKERS.

The Government Supply Schooner Ready Narrowly Escapes Wreck.

CHARLESTON, Jan. 24.—The United States supply schooner Ready, from New York, arrived off Charleston bar at 5 o'clock yesterday afternoon. There was a stiff wind blowing and a heavy sea on. The Ready was blown on Folly Island breakers, but the crew got the cable out just in time to prevent the wreck of the vessel, which swung to within fifty yards from the breakers. Until 7:30 this morning she rode the heavy seas at the edge of the breakers with death staring every man on board in the face. Signals of distress were displayed, but, although she lay only a few hundred yards from the United States Life Saving station, no attempts were made to save the crew. A pilot boat saw the signals of distress and made an attempt to reach the vessel, but the sea was so heavy that the small craft could not live, and the vessel could not approach the Ready.

At about 7 o'clock this morning the tug Hercules sighted the wreck, and immediately went to her assistance. A strong wind was blowing directly toward the land, and the schooner was only about half her length from the breakers with the heavy seas washing over her. The captain of the Hercules, W. G. Revel, after much trouble succeeded in bringing the tug close up to the distressed schooner. To accomplish this he was first compelled to lighten his boat by emptying both compartments. By this means he approached near enough to pass a hawser to the schooner and subsequently a towing-chain. After much hard work he succeeded in dragging the schooner from her dangerous position, and later in the day towed her into the harbor.

There were nine men on board the Ready, which is in command of Lieutenant Van Inzen, the party coming here to make the inland survey along the Ashley and Cooper Rivers. The officers and crew were exhausted by their terrible night, and sadly needed medical assistance. For fifteen hours they had been holding on to life by a brittle thread. Nothing saved them and their vessel from destruction but the timely arrival of the tug and the prompt work of its commander. The life-saving station established by the Government on Morris Island some five or six years ago has never been known even to make an attempt to save a life. A life-saving inspector has been here recently, but it is not learned that he accomplished anything. The Ready will remain here a few days for repairs, and to allow the men to recuperate, and will then proceed.

WHAT'S SLANDER IN A CLUB?

Can You Safely Call a Man a Thief to Indicate that he Ought to be Blackballed?

An action will shortly be tried in the Court of Common Pleas which involves the question whether what is said in a club in regard to candidates who are being balloted for is privileged. The club in this case is the Harmonie Club, at 45 West Forty-second street, of which Paul Gottheil, a nephew of Rabbi Gottheil, is President. The defendant in the suit is Henry Newman, dealer in tailors' trimmings at 628 Broadway, a member of the club. The plaintiff is Otto J. Lang, dealer in umbrellas at 435 Broadway, who was blackballed when he applied for membership. Mr. Lang's complaint sets forth:

That on the seventh day of October, 1888, at the Harmonie Club, with intent to defame the plaintiff, the defendant spoke of him, in the presence and hearing of a large number of persons, including many acquaintances of the plaintiff, false and defamatory words—"thief" and "scoundrel"—and plaintiff demands judgment in $25,000 damages.

Mr. Newman, in his answer, admits using the words quoted by Mr. Lang, but denies that they were spoken by him maliciously, or that they were false or defamatory, and for a further defence says:

That in voting on applications for membership, it is the duty and privilege of members to express their opinions to their fellow members of the character of the candidates, so as to exclude such candidates as they think ought not to be admitted. * * That the defendant sincerely believed the plaintiff had been guilty of dishonest conduct in regard to several business transactions, and had defrauded him and others, some of whom were members of the club, and that he ought not to be received as a member of the club. That it was his duty to express to his fellow members his opinion of the plaintiff for that purpose, and that, if he did so, he did express it; that he only expressed that opinion to members of the club and to no one else, and without malice. That, in using the word "thief," he did not intend to impute larceny to the plaintiff, nor was he so understood by any one in whose presence and hearing he expressed his opinion, but that he meant to say that, in his opinion, the plaintiff was a man who ought not to be received into the club, and in that sense only did he use the words complained of, and they were so understood by the hearers.

Mr. Newman says that Mr. Lang guaranteed the credit of a Philadelphian, and refused to pay when the Philadelphian failed to pay. Mr. Lang says there was no guarantee.

GOT INTO THE WRONG ROOM.

Then Savrina Stabbed Him. Lynch Says, but Mrs. Savrina Says She Did It.

Edward Lynch, 26 years old, was found at noon yesterday in the hallway of the Italian tenement, 238 North Fifth street, Williamsburgh, bleeding from three stab wounds in the back. He said he had entered the rooms of Mrs. Savrina in the house by mistake while looking for the apartments of Miss Moran. He apologized to Mrs. Savrina, he said, but she called to her husband, and the latter, with Michael Parrebello, proprietor of the store on the ground floor, rushed upon him, and while Parrebello held him by the throat, Savrina stabbed him in the back.

The woman Savrina and Parrebello were arrested. Savrina escaped. Mrs. Savrina said that she and not her husband had stabbed Lynch. "He came to my room, and assaulted me, and I cut him," she said.

Two of Lynch's wounds are under the right shoulder blade. The third is a deep cut in the small of the back. Lynch is at St. Catharine's Hospital. The surgeons consider his injuries serious.

Looking for a Meat Inspector.

Candidates were examined yesterday at the rooms of the City Civil Service Board in the Cooper Union for the place of meat inspector in the Board of Health. Thirty candidates were examined in competition. The tables in one room were covered with samples of meat and fish of various kinds, conditions, and qualities furnished by Dr. Cyrus Edson of the Health Board, who assisted the examiners as an expert. The necessity for a knowledge of meat inspection was demonstrated by a glance at the samples of diseased meat exhibited for the judgment of the applicants. They were seized by the inspectors of the Health Board on Wednesday in open market. The examiners present were Dr. Edson, Chief Medical Inspector of the Health Department; Dr. B. F. Vosburgh, the Medical Examiner of the Civil Service Board; Prof. R. T. Hunter, George S. Williams, and Chief Examiner Lee Phillips.

Real Estate Exchange Sales.

East Nineteenth street, 13, south side, 147.1 feet west of Third avenue, three-story stone front dwelling, with lot 25.8x92.1x irregular x 18.2.

Third avenue, 1,565, southeast corner of Eighty-eighth street, five-story stone front apartment house, with lot 25.8x55.6x irregular x 100.11x irregular.

West Sixty-sixth street, north side, 325 feet east of Ninth avenue, two lots, each 25x100.5, $5,150 each.

Morningside avenue, east side, 36.6 feet north of 115th street, one lot 25x100.9x43.3, $5,800.

Bridge street, 6, five-story brick warehouse, running through to 9 Pearl street, 125.3 feet east of State street, with lot 27.6x100.9x irregular x 100.9x irregular.

Pearl street, 102, east side, 21.5 feet south of Maiden lane, four-story building with lot 23.5x70, $113,000.

Maiden lane, 118 and 120, south side, east of Pearl street, five-story building with plot of land 38.10½irregularx33.8x43.8, $29,200.

Cherry street, 42 and 44, northeast corner of Roosevelt street, three-story brick and frame buildings with lot 31.10x80.4x irregular, $18,000.

East 108th street, running through to 110th street, 100 feet west of Lexington avenue, two lots, each 25x201.10, $6,500 each.

Oliver street, 100 and 102, two two-story dwellings with plot of land 40x50, near Walker street, $11,000.

All the foregoing by R. V. Harnett & Co.

John street, 52, south side, 78.11 feet west of William street, four-story brick building with lot 22x101.1x17.11x101.1, J. F. H. Smyth, $44,000.

Worcester street, 218 to 218, east side, 175 feet north of Bleecker street, two two-story brick buildings with three two-story frame buildings, with plot of land 125.5x100, 208 and 210 at $28,500, and 212 to 218, $26,750.

Seventh avenue, 141 and 143, north side, 125 feet east of West Broadway, five-story stone front building with plot of land, 50x100.10, $104,500.

West Broadway, 445 to 451, northeast corner (151 to 163) Bank street, the three and four-story brick buildings with plot of land 152x21.2x117.8x280, $113,000.

Broadway, 1,550 and 1,552 (including 782 and 784 Seventh avenue), first side of Fifty-first street, the one and two story brick and frame buildings with plot of land 40.5x irregx48x irreg, $70,750.

The foregoing by A. H. Muller & Son.

Court Calendars—This Day.

SUPREME COURT—GENERAL TERM.—Recess continued. "BANKS."—Motion calendar called at 11 o'clock. SPECIAL TERM—Part I.—Case unfinished. Nos. 1151, 1218, 1220, 879, 1181, 1036, 876, 1152, 1283, 814, 793, 1112, 1113, 1091, 1102, 1107, 1111, 1045, 1272, 1227, 1228, 1229, 1230, 1231, 1232, 1233, 1234, 1235, 1236, 1237, 1238, 1239, 1240, 1241, 1242, 1243, 1244, 1245, 1246, 1247, 1248, 1249, 1250, 1251, 1252, 1253, 1254, 1255, 1256, 1257, 1258. Part II.—Case unfinished. Nos. 1194, 1163, 1118, 931, 886, 1144, 919, 1162, 1175, 918, 962, 963, 1003, 1162, 1281, 920, 1149, 1141, 1115, 1222, 1223, 1225, 1226, 1208, 1164. TRIAL TERM—Part I.—Adjourned. Nos. 2017, 2207, 2350, 2347, 1689, 2417, 2425, 1344, 2211, 2267, 2271, 2464, 2465, 2587, 2504, 1404, 2585, 2269, 62, 2582, 2318, 2343, 2524, 2531. Part II.—Case on. Andrews agt. Brewster. No. 2 adjourned. Part III.—Short causes—Nos. 44, 48, 2340, 2368, 4176, 4216, 4246, 4268, 4293, 4303, 4403, 3973, 4306, 4140, 4053, 4122, 4308, 4002. Part IV.—Clear. Nos. 4304, 2991, 2997, 3027, 3718, 4305, 3861, 2918.

SUPREME COURT, Will of John T. Hecke, 10 A. M. Angle agt. Gallagher, 10 M. for probate—Wills of C. M. Nackin, S. H. Hoover, W. A. Martin, Lina Sylvester, 10 A. M. Wills of Mary Hunter, Mary J. M. Hilme, Mary Cooke, A. H. Douglas, Caleb Gleason, Eliz A. Ely, J. R. Stevens, Eliz. A. Ely, T. Tousset, 11 A. M.

SUPREME COURT—CHAMBERS.—Motions. EQUITY TRIAL TERM—Part I.—Clear. Nos. 1418, 1420, 1109, 1204, 1052. Part II.—Case on. Townsend agt. Brunner. No calendar. Part III.—Clear. Nos. 1204, 1205, 1206, 1274, 1277, 1, 10.

COMMON PLEAS—SPECIAL TERM.—No. 18. TRIAL TERM—Part I.—Clear. Nos. 1801, 1802, 988, 1255, 1302, 1016, 1080, 1081, 1082, 1083, 1084, 1085, 1086, 1088, 867, 473, 1332, 1290, 1294, 1100, 1106, 1108, 1104, 1109.

CITY COURT—SPECIAL TERM.—Motions. TRIAL TERM—Part I.—Short causes—Nos. 2364, 2366, 2368, 2369, 2315, 2317, 2362, 2363, 2312, 2011, 2745, 2014, 2034, 2114, 2124, 2020, 3022, 3104. Part II.—Short causes—Nos. 2861, 2908, 2902, 2903, 2836, 1923, 2831, 2801, 2917, 2939, 2896, 2900, 2910, 3028, 2986, 3083, 3101, 3091, 2975, 2933. Part III.—Short causes—Nos. 2348, 2939, 2916, 2905, 2973, 1855, 2768, 2348, 2449, 2939, 3025, 2763, 1904, 2397, 2612, 2971, 2730, 2975, 3023, 3003.

NEWS OF THE RAILROADS.

INFORMATION FROM ALL PARTS OF THE RAILWAY WORLD.

A Kansas City Passenger Agent Reported to Have Been Fined $150 for Cutting Rates to Boston—Other News of Interest.

A despatch to this effect has been received from Chicago by General Eastern Agent McClellan of the Wabash:

From advices received from Kansas City it is learned that the Chicago and Alton Company has been caught cutting rates to Boston via the Bee line, and that their agent, one Mr. McKeon, has been fined therefor $150 by the Kansas City Local Association.

The local association mentioned in the message is one of the city agents of the Western lines, similar to that of the general Eastern agents in New York, who promise to use every endeavor to keep agreements entered into by their superiors and maintain rates. In Kansas City each of the agents made a deposit of $150, and if the rules are carried out Mr. McKeon will lose that amount, presumably from his own pocket, but in reality it will come out of the road, if the facts alleged are true. The Wabash people have prosecuted the charges against the Alton agent, and the story that they have been substantiated by the local association may be taken with some allowance. The Alton is not one of the roads that agreed to bounce its agents if caught cutting rates.

At the annual meeting of the stockholders of the Binghamton and Williamsport Railroad, held at Williamsport on Tuesday, the following directors were chosen: F. M. Ward of Newton, N. J.; Charles Kilgore of New York, Thos. F. Proctor of Boston, John Ray of Binghamton, Jos. Noyes, and James B. Weed of Binghamton; E. B. Payne, R. F. Foreman, Edgar Munson, J. E. Dayton, Wm. Gibson, and Elias Deemer of Williamsport, and Isaac C. Black of Towanda. The executive officers chosen were: F. M. Ward, President; Charles F. Camp of Williamsport, Secretary; E. J. Sterling of New York, Treasurer; A. P. Berthond of New York, General Manager. The President reported that Belden & McTighe, who have the contract for building the entire line of 110 miles, had begun active work near Williamsport and near Dushore. The new road is to be completed by Jan. 1, 1890, at an estimated cost, including equipment, of about $3,000,000. It is expected to do a large business in transporting lumber, coal, and petroleum.

The survey of the proposed new railroad route, which will run from South Bethlehem on the West Shore, will pass at or near the following thriving villages: Tarrytown, Clarksville, New Salem, East Berne, Remville, Gallupsville, Central Bridge, and from this latter place it is proposed to extend the line to Utica, touching at or near the following places: Sloanesville, Argusville, Springfield, Cherry Valley, Jordan, and Jericho, terminating at or near Utica. It is thought a very feasible route can be obtained on this line, and one much shorter than any other west, while it will give an outlet to many of those places which now are deprived of railroad facilities. Meetings are being held on and along the line to organize a company. The survey was begun on the 16th inst. at South Bethlehem by a party of surveyors in charge of William H. A. Slingerland, Jr., of the firm of William H. Slingerland & Son, civil engineers of Albany.

The Presidents of the Western roads met yesterday in Chicago to resume the consideration of the agreement for an Inter-State Commerce Railroad Association. All of the great roads west of Chicago, with the exception of the Illinois Central, Wisconsin Central, the Kansas City, Fort Scott and Gulf, and the St. Louis and San Francisco, were represented. The principal topic was the arbitration feature of the agreement. Some of the roads thought it was proposed to give the arbitrators too much power, and several amendments defining and limiting the powers of the Executive Board were suggested, but not one of them was adopted. It was evident that making an agreement satisfactory to all the lines would require considerable time.

The meeting finally adjourned until to-day without having made much progress. It will be in session from day to day until a satisfactory agreement is reached.

Capt. Renan, one of the oldest conductors on the Central road running between Macon and Atlanta, Ga., has forwarded his resignation to Savannah. Capt. Renan has been in the services of the company thirty-seven years, and now, at the age of 63, he feels that he is getting too old to continue the work. A number of the old employees of the road have lately been relieved, mainly on account of their age. The Central has made no provision for these superannuated employees.

The proposed road from Hancock, Delaware county, to Carbondale, Pa., excites great interest down among the mountains. It is said that Walton will be made a division station, with shops and a round house.

W. J. Smith, a mail clerk from Oneida to New York on the Fulton, Northern, Ontario and Western, has resigned.

James Hartigan, for many years one of the most popular conductors on the Niagara Falls division of the Rome, Watertown and Ogdensburgh road, who has recently been unfitted for service in consequence of sickness contracted while in railroad duty, has received an insurance of $2,500 from the Brotherhood of Railway Conductors.

Conductor Frank Johnson of New York Central train No. 2, leaving Rochester for New York at 7 A. M., had a fight a few days ago with a tough who refused to pay his fare. Johnson proposed to put him off at Fairport, the first station. The rough sprang at Johnson, knocked him down, and followed up with other blows, breaking some of the car windows and scaring the women passengers out of their wits. The train crew put the fellow off at Fairport. Johnson ascertained that he was Morris Durkin, a telegraph lineman, and he has been arrested, convicted, fined $25, and sent to the Monroe county penitentiary for thirty days.

James Coogan, for many years baggageman at the Central railroad station in Syracuse, has been appointed night station master.

Andrew Young's resignation as station master of the Central road at Syracuse was not accepted by the company, and he will now accept the same salary that he received as assistant superintendent. William H. Witt, who was removed as station master, will have a general oversight around the station at his former pay. This is in consideration of his twenty-eight years of faithful service.

A practical illustration of the benefit which employees of the Philadelphia and Reading Relief Association, organized at Mr. Corbin's suggestion, receive, was given a few days ago. Geo. Foose, a coal train conductor, who had both legs crushed in an accident at Pottstown on Jan. 14, died the following day. He was a member of the Relief Association, and had paid $25 into the association. Yesterday or Thursday the superintendent of the association sent to Foose's widow a check for $750, the amount of his policy.

Four of the men killed last week in the paint shop of the Philadelphia and Reading Railroad, which was demolished by the tornado last week, were members of the relief association, and their families received $500 each.

Notwithstanding the expenditure of about $125,000 out of the current earnings of the Beech Creek road last year, for special construction and repairs, the financial reports will show a surplus over operating expenses, interest on its bonds and car certificates, and dividends on its preferred stock, of between $50,000 and $75,000.

FINANCIAL AND COMMERCIAL.

New York Stock Exchange—Sales Jan. 24.

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

1 Ala. Class A	104½	10 Va 6s def. T. B.	1⅝
55 Louisiana con 4s	88½	4 S. Car. 6s B. con	104
44 Tenn. Set. 3s	72@74½		

CLOSING PRICES OF UNITED STATES BONDS.

	Bid.	Asked.		Bid.	Asked.
U. S. 4½s reg	109¼	109¾	U. S. 6s 1895	109	110
U. S. 4½s. c.	109¼	109¾	U. S. 6s 1896	122	—
U. S. 4s reg	127½	127¾	U. S. 6s 1897	125	—
U. S. 4s c.	127½	127¾	U. S. 6s 1898	128	—
			U. S. 6s 1899	131	—

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

5 Atl. & Pac.	20⅝	8 N. J. C. genl. 5s r	109⅝
1 Atl. & Pac. 1st	71⅝	2	109¾
10	20⅝	2	109⅝
10 Am. H. & I. 5s	19⅝	2 N. J. C. genl. 5s	109¾
15 Atch. & C. 1st	103	1 North No. 1st	114¾
5 Bur., C. R. & N. 1st	99	18 Nash. & Chat. con	100
5	99½	1 N. Y. El. 1st	110½
5	99¾	2	110½
10 E Kiyn El. 1st	105⅝	6	110½
10	110¼	50 N. Y., Ch. & St. L. 4s	93
5	110¼	104	93½
35	110	1 N. W. ex. 4s	110
20 Ch. & O. 5s	81⅝	2 Or. R. & N. con. 5s	104¾
10	81⅝	4 Or. S. & U. 1st	102⅝
55	82¼	2	102⅝
55	82	2 Or. imp. 1st	106
1 Ch. & O. 6s 1911	115	25 Pac. of Mo. 1st 4s	108¾
5 Ch. & Ind. C. 5s	81¾	5	108¾
15 Ch. & Q. cur	90	26	108¾
50	90¼	5 Peo. D. & E. 2d	69
12 C. B. & Q. deb. 5s	104⅝	5 Pitts. & W. P. 1st	77¾
1 C. B. & Q. 4s. N. w.	94	9 Rich. & W. P. 1st	94
2 C. B. & Q. 5s. s. f.	109	11 Rock I. ex 5s	109¾
4 Ch. & Mil. 1st	121⅝	25	109⅝
1 Can. So. 2d	106⅝	20	109⅝
2 C., C., St. L. & C. 4s	93⅝	10 Rh. & D. 5s	86¾
22 Ch. & E. Ill. gn 5s	100	15 Rh. & A'y 1st & m. r.	60
10	100¼	10	60¼
10 Den. & R. G. con.	70⅝	10	60¼
5	70	2	61
25	70	10 Rh. & A'y 2d & m. r.	27
4 Det. & L. 1st	74¾	10	27¼
21 D. & R. G. W. 1st 5s	75	10	27
5 Den. & R. G. W. 1st 4s	65	12 Roanoke gtd. 4s	80⅝
5 Det. & Bay C. & A. 1st	104⅝	5	80⅝
2 Fort Wayne con. 4s	102¾	3 Reading 1st cf. inc.	34⅝
7 E. Tennessee	102¾	1	34⅝
10 Ft. Worth 1st	94⅝	15 Reading 2d cf. inc.	79
10 G. R. & I. 1st	95	5	79⅝
5	95	10	79⅝
5 G. H. & S. A. 2d	99	10	79⅝
5	99	10 Reading gen. 4s	86
15 Gulf & S. F. 1st	108⅝	5	86¼
10	108⅝	5	86¼
5 G. C. & S. F. G. 5s	76	5	86¼
10	76	5 St. Val. 1st	101
10	74¾	2	9⅝
10	74¾	8	9⅝
10 I. Ter. 5s	87	2	9⅝
5	87¼	2 St. L. & I. M. 5s	87⅝
1 Iowa Cen. 1st	87½	5 St. L. & S. F. 1st 6s	105⅝
5	77⅝	5 St. L. & S. F. 5s	96
10 Iron Mt. 1st	109¾	5	96¼
2 Int. & Gt. N. 5s	73	5	96¼
20 Kan. & Tex. con	19⅝	8 S. F. 7s 1910	122½
5	19⅝	5 St. P. 1st H. & D.	120
1 Kan. & T. st. 6s	57½	10 St. P. C. & P. 1st 6s	109⅝
5	57½	1 St. P. Term.	102
5	57	1 St. P. 1st C. & P. W. d.	104½
10	57¼	10 St. P. 1st I. & D. ex	122¾
5	57¼	1 St. L. Ark. & Tex. 1st	94¾
16	57¾	22	95
1	57¾	30	95¼
11 Kan. & T. gt. 5s	56¾	1 S. C. R. R. 2d	53
1	56¾	1 Tex. Pac. 2d inc.	37
9	56¾	70	36
70	56¾	9 Tenn. C. I. & R. 6s. Tenn. div.	89
5	56¾	5	89¼
10 Union El. 1st	108¾	10	89¼
9 Un. Pac. 1st, '99	114⅝	5	89¼
5 Utah So. ex 1st	110	10	89¼
8 Utah So. gtd.	104	5	89¼
5 Va. Mid. gtd.	79	12	102⅝
3 West. Union 5s	109¾	10	102⅝
3 West Sh. 4s	105¾	5	102⅝
1	105¾	1 West Sh. 4s r	105¾
5	105¾	5	105¾
3	105¾	2	105¾
2 W., N. Y. & Pa. 1st	98¼	10	98¼
10	98¼	51	98¼
2	98¼	2	98¼

Total sales of railway bonds (par value), $1,772,000.

RAILROAD AND OTHER SHARES.

Sales.	Name.	Opening.	Highest.	Lowest.	Closing Bid.	Closing Asked.
78	Adams Express	147	147	146	143	148
310	American Cable	82	83	81½	81	82
10520	Atch., T. & S. Fe	50⅝	50¾	50⅛	50⅜	50⅝
20	Boston A. L. of	102	102	102	101	103
1060	Canadian Pac.	52⅝	52⅝	52⅛	52⅝	52⅞
200	Ches. & Ohio	19⅝	19½	19½	19½	19⅝
50	C. & O. 1st pf.	16½	16½	16½		
225	C. & O. 2d pf.	18	18	18	17½	18
450	Chic. & E. Ill. pf.	95	95	95	94½	95
100	Chicago Gas	65⅝	65⅝	65⅝	65⅝	66⅛
12350	Chic. & N. W.	107⅞	107	106⅝	106⅝	106⅞
210	Ch. & N. W. pf.	141	141	141¼	141	142
1770	C., R. I. & P.	103¼	103¼	102⅝	102⅞	103
1900	C., M. & St. P.	64⅞	64⅞	63⅝	64	64¼
4110	C., M. & St. P. pf.	101⅛	101⅛	101⅛	101⅛	101⅜
3820	C., R. I. & Pac.	98	98	97⅛	97⅝	97⅞
645	Cin., N. O. & T. P.	12½	12⅝	12	12	12½
100	Cin., W. & M. pf.	1¾	1¾	1¾	1¾	1¾
425	C., C., C. & I.	58	58	57⅛	57⅛	58⅛
1070	Colorado Coal	29½	29½	29½	29½	29½
100	Col. H., V. & Tol.	25½	25½	25½	25½	25½
150	Consol. Gas Co.	82¼	82¼	82¼	82¼	82½
600	Del. & Hudson	136⅝	136	136⅛	136⅛	136⅝
2480	Del., Lack. & W.	140¼	140¼	139½	140¼	140¼
920	Den., Tex. & F. W.	15½	17½	15½	15½	17
100	Den. & R. G. pf.	43½	43½	43	43	45
100	E. T., V. & G. 2d pf.	21½	21½	21½	21	22
100	Green Bay & Win.	5½	5½	5	5	5½
625	Illinois Central	113½	113½	113⅛	113⅛	113½
900	L. E. & Western pf.	53	53½	52½	52½	53½
3927	Lake Shore	102½	102½	102⅛	102⅛	102½
730	Louis. & Nash.	57	56⅞	56⅛	57⅛	57⅜
200	Manhattan Con.	92⅝	92⅝	92⅝	92⅝	93⅛
500	Mem. & Char.	40	40	40	39	51
980	Michigan Central	84⅝	84⅝	84⅝	85	85¼
4060	Missouri Pacific	72⅝	72⅝	71⅞	71⅞	72⅝
900	Mo., Kan. & T.	13	13¼	13	13¼	13½
400	Nash., C. & St. L.	83	81	81	81	83
1010	N. J. Central	97⅛	98⅛	97⅛	98⅛	98⅛
141	N. Y. Central	108½	108½	108½	108½	108⅝
700	N. Y. & Perry Coal	30	30	27½	29½	30
300	N. Y. & New Eng.	45	45	44	44	45
55	N. Y. & N. H.	256	256	255	245	255
55	N. Y., C. & St. L.	17⅛	17⅛	17⅛	17⅛	18⅛
6	N. Y., L. E. & W.	11½	11½	11½		
4400	N. Y., L. E. & W. pf.	28⅝	27⅞	28⅛	27⅞	28⅛
300	N. Y., L. E. & W. of.	64⅝	64⅝	64⅝	64⅝	64⅝
100	N. Y., S. & W.	8½	8½	8½	8½	8½
110	N. Y., S. & W. pf.	32⅝	32⅝	32	32⅝	33⅛
100	Norfolk & West pf.	51⅝	51⅝	51⅝	51⅝	51⅝
210	Northern Pac.	25⅛	25⅛	25