AGAINST JEWISH TOILERS.

UNIONISM TAKES GROUND AGAINST CHEAP LABOR FROM RUSSIA.

It is Cutting Down American Wages from Fall River to Chicago—Projects of the Men Who Believe They Are Injured.

One of the best posted labor leaders in this city informed a reporter of THE SUN yesterday that many of the trade organizations here and elsewhere are preparing to take action for the purpose of counteracting the influence of Jewish immigration upon American industries. He spoke in an acrimonious tone as he said:

"These people have already depressed the wages in several of the great branches of industry, and they are sure to do much more of that kind of business when the millions of them who are coming here from Russia try to get jobs in the workshops and factories of this country. I believe that they will ruin the American workingmen and workingwomen in every industry they take hold of. Over a thousand of them are now huddling in barracks up at Fall River, and they are crowding the regular hands out of the cotton factories there by taking less wages than were paid to the men and women who could make only a bare living by daily labor. They are sent there by societies in New York that get money from the Baron Hirsch fund, and they are supported till the factory bosses hire them at the lowest rate of pay. That is not fair competition, and the weavers in the New England mills will have something to say about it yet."

"What can they do about it?"

"Wait a while. They are only getting excited about it now, and the trouble will come hereafter. Then look at this city of New York, where the Jewish immigrants who have been coming here in shoals within the last two years have already ruined three or four trades. Take all the garment trades, for example, the making of men's clothes and women's dresses, and things at which tens of thousands of our people found employment until recently, but which are now ruined by these newcomers, who work and live in sweating shops and tenements for paltry wages that hardly keep them from starvation. They have driven out lots of New York's old tinners, who can't compete with them, and who can't work fifteen hours a day for three or four dollars a week and sleep on the floor in rags, twenty in a room. I tell you that something must be done about it."

"Do you blame the poor Jewish refugees for getting employment on the terms that are offered them?"

"I don't know about that, but I know that, by their way of doing things, when they come to this country they are impoverishing the men and women whose labor has built up New York. I could give you a list of ten or twelve trades in which they have already cut down wages, and I believe that they have injured more than 100,000 of the regular residents of New York since 1880. It is the same all over the country. I suppose you have heard the news from Boston and Chicago and St. Louis and other American cities. In Illinois the labor organizations are in a state of mind about their competition, as it is called, and about their charitable society that has its headquarters at the capital of the State."

"How do these labor organizations propose to act in Illinois?"

"I can't tell that. But I can tell you that the excitement has brought out some pretty loud protests in different parts of the country. You saw what was said up in Albany last week at the Convention of the State Branch of the American Federation of Labor. The delegates to the Convention agreed with its President, Dan Harris, who is a very conservative unionist, when he raised a warning voice by saying that the influx of Russian Hebrews, assisted by Baron Hirsch, is decreasing wages throughout the country, so that it is absolutely necessary for Congress to pass a law restricting immigration, so as to prevent Americans from being dragged down to the level of paupers. When he spoke that way he voiced the sentiment of the American Federation of Labor, which has nearly a million members."

"Now then," the reporter asked, "does the Federation desire to have a law prohibiting Jewish immigration to the United States?"

"We wish to see the enforcement of the laws against all pauper immigration and all assisted immigration and undesirable immigration. They are not enforced at this port of New York, and I was told by an agent of Superintendent Weber that at least 100,000 steerage passengers were allowed to land here last year who would have been excluded if the laws that we already have were enforced. The subject has been brought to the notice of Senator Chandler, who has promised to lay the facts before Congress and try to secure legislation that will prevent cheap-labor societies in New York from interfering with the operation of the immigration laws so as to let in shoals of Russian beggars who are the worst enemies of the American workingman."

"Have the labor organizations any other way of settling this business?"

"There are some trades, in which unionism is strong, that can hold their ground against all adversaries, for a time at least, and keep wages up to the living point. The workers in those industries that suffer the most from the Jewish newcomers are at a loss what to do. It is proposed to get up a combination by which people will refuse to work for any employer who hires the low-priced intruders. But, mind you, we can, without doing anything else, bring about a general understanding in the labor world by which life in this country will be made decidedly unpleasant for men who come here to undermine us. We can teach them lessons in several ways, you may be sure of that, and they will get the lessons if they don't stop hacking our way from Fall River to New York and from Chicago to Savannah."

"But," said the reporter, "violence and persecution will not be tolerated in this country."

"I am opposed to both, and so are the Knights of Labor and the Federation of Labor and all labor organizations of kind. I want to live and work on friendly terms with the Jewish race and all the other races that come to this country. But we can't let them take away our means of living, as they are doing, and we won't let them do it for long, you bet!"

THE SUN reporter found by subsequent inquiry that the opinions of the labor leader here quoted exist in many of the labor organizations of New York.

When several of the members of a Jewish cloakmakers' society were asked for their views on the subject they replied that they did not like to work for low wages or to live in slums, and that they always tried to get the highest pay that could be got.

MR. POTTER'S LITTLE TRICK.

Made His Thieving Clerk Betray Himself Through His Handwriting.

Mr. James Brown Potter was complainant at the Tombs Court yesterday morning against Edmund J. Rooney, one of his clerks. Rooney's mother is janitress of the building at 87 Wall street, where Mr. Potter's office is.

On Jan. 5 Mr. Potter made out and signed a check for $47.50. This check was for dues which he owed to the Tuxedo Club, and, not knowing to whom the check should be paid, he left a blank, which he intended to fill out with the payee's name when he should receive advices from the club. The check was put in a cash box, which was locked in the safe. That night Mr. Potter's office was entered, the key to the safe found, and the safe opened. The thief, after breaking open the cash box, took the check and $3 in cash. On the following day the check, filled in so as to make it payable to "bearer," was presented at the New York Bank, on which it was made out, by a messenger boy. It was cashed.

A week later Mr. Potter had all his clerks address some envelopes to "Mr. Bearer Ash, 87 Fifth avenue." He gave these envelopes into the hands of an expert, who declared the writing of "Bearer" on the envelopes which Rooney had addressed to be the same as that of the "bearer" written on the check.

Rooney was arrested. He admitted the theft and said that playing the races had led to his stealing. Rooney is a bright looking young fellow, 20 years old, and a member of the Xavier Club. He lives at 156 West Twenty-second street. He was held in $500 for General Sessions. Ten years ago his father, who was then janitor of the building at 87 Wall street, was arrested for robbing the same office, but the charge against him was not pressed.

Solomon Moss's Estate.

By the will of Pawnbroker Solomon D. Moss, who died in 1866, leaving a large estate, his sons, Ralph and David, were made executors and trustees of certain trusts. The bulk of the estate was left to the widow for life and most of the principal was to go to the two sons at her death. He provided for his three daughters by three trust funds of $12,000 each, with the remainder to their children. Mrs. Moss died last September. Charles H. Beckett and E. A. Jacobs, in behalf of the children of these daughters, moved before Surrogate Ransom yesterday for a removal of Ralph and David Moss as executors and trustees, claiming that they are improper custodians and have the trust funds in their individual names. It was alleged that Ralph had been indicted for obtaining money under false pretences, and that both are excessively addicted to the use of liquor. In behalf of the sons Lawyers Samuel Riker and Henry Snow admitted that their clients keep the trust funds in their individual names, but contended that they have greatly increased the estate, so that it is now worth above $500,000. Decision was reserved.

You see the last of Catarrh, if you'll take Doctor Sage's Catarrh Remedy. With the poisonous, irritating snuffs, strong caustic solutions, "creams," balms, and the like—you don't. They may, perhaps, help you for a time. But when Catarrh is driven from the head by such means, something else is sure to suffer. Usually, nine times out of ten, it's the lungs.

With Dr. Sage's Remedy, there's a perfect and permanent cure, by sensible methods. The worst chronic cases yield to its mild, soothing, cleansing and healing properties. Not only Catarrh itself, but Catarrhal Headache, Cold in the Head—all the troubles that may cause Catarrh or may come from it.

There's either a perfect and permanent cure, no matter how bad your case, or of how long standing—or there's $500 in cash for you.

The proprietors of Dr. Sage's Remedy, in perfect good faith, agree and contract to give you one or the other.

ISAAC S. PLANT ARRESTED.

Accused by Creditors of Secreting Property—A Criminal Charge.

Isaac S. Plant, who was landlord of the Hotel Vendôme at the time of the theft of $10,000 from the desk, for which Bell Boy Cassen was convicted, and who was also senior partner in the late firm of I. S. Plant & Co., proprietors of the Mercantile Cloak Company, was arrested yesterday on the complaint of Rufus S. Frost & Co., creditors for $7,226, on the charge of secreting money or property with intent to defraud creditors. Plant was arraigned at the Essex Market Police Court and gave $2,500 bail for examination on the 29th inst.

In the affidavits prepared by Blumenstiel & Hirsh, representing Mr. Frost and other creditors to the amount of $35,000, it is alleged that the firm of I. S. Plant & Co. failed in October, 1890, confessed judgments, and assigned their book accounts to the Chemical National Bank and to relatives and friends. The stock was sold out under the judgment of the bank, producing $20,000, and Mr. Plant conveyed his interest in the Hotel Vendôme to Solomon Plant and Samuel Wolf.

It is alleged that between Sept. 2 and Oct. 27, 1890, I. S. Plant drew out $87,190 from three banks, principally by checks to the order of bearer or to his own order. From the Chemical Bank, it is alleged, he drew $33,800 from the account of the Mercantile Cloak Company by checks to bearer, in even amounts ranging from $500 to $2,500, receiving the money in bills. From the same account in the National Citizens' Bank, it is alleged, he drew out $33,500 by checks payable to bearer and to himself, and $9,890 by check to the order of A. H. Hummel.

It is also alleged that he drew $4,000 from the Bank of New Amsterdam from the Hotel Vendôme account. It is further alleged that between Sept. 27 and Oct. 23, 1890, Mr. Plant made deposits to his personal account in the Bank of New Amsterdam of $21,000 in bills in even amounts tallying with the amounts of checks which he had drawn on the other banks.

GODDARD'S SCHEME NOT A SUCCESS.

Western Roads Complaining Because They Don't Get What He Promised Them.

Complaints are coming here from Western railroads that the immigrant situation was misrepresented to them by the Trunk Line Commissioners in order to persuade those companies to allow the trunk lines to route all the business as the Clearing House saw fit. Commissioner Goddard, it is said, notified all the Northwestern roads that on and after Jan. 1 a certain trunk line, which is notorious for disturbing the situation, had promised to be good. Its First ward agent would thereafter be amenable to the Clearing House rules and report the business. The trunk lines intended to bottle up the business, keep outside agents away, and the business would be divided among the Western roads in any proportion that they saw fit.

But nearly three weeks have elapsed and the situation has not improved. The disturbing trunk line, it is said, keeps up its old practices on the quiet, and the First ward agents have things their own way. As a result, some of the Northwestern roads in league with the outside agents have been getting most of the business, while those that agreed to let the Trunk Line Clearing House route all the business are getting left. Hence the complaints.

Report that the East Tennessee Will Continue Independent.

There was a pretty well-founded rumor yesterday that the plan of reorganization of the Richmond Terminal system, which the Olcott Committee will submit for adoption, leaves the East Tennessee, Virginia and Georgia out of consideration. If this is so, it would merely be carrying out Gen. Thomas's original purpose. He has always appeared to be in favor of keeping that property independent of the Richmond Terminal system proper. The Richmond Terminal Company has in its treasury a big block of East Tennessee stock, which, though much less than a majority, has been sufficient for the Terminal to control the latter system. But Gen. Thomas and his friends are now in charge of the Terminal Company, and they might like to see a change in the relations of the two companies. One of the Olcott Committee, however, denied that the plan under consideration contemplated the independence of any of the companies.

Railroad Notes.

A meeting of the traffic managers and agents of all the railroads constituting the Atlantic coast line was held in Charleston, S. C., yesterday. The principal subject of discussion was the arrangement of a fast freight service between New York and Jacksonville. The following schedule was established, to go into effect at once: Train to leave New York at 7:30 P. M.; arrive at Charleston, 12:30 P. M.; Savannah, 7 P. M.; arrive at Jacksonville, 1:15 P. M., making the whole run between New York and Jacksonville in about fifty-nine hours.

General Superintendent I. D. Barton of the Long Island Railroad left for Boston last night, where he will take charge of the New York and New England Railroad as acting general manager. It is said that Mr. Barton's connection with the Long Island Railroad has been severed, and his successor will probably be Assistant Superintendent William H. Blood.

The annual meeting of the Lehigh Valley Railroad was held in Philadelphia yesterday. The annual report shows: Gross earnings, $18,910,290; operating expenses, including rental of leased lines, $13,075,969; leaving a net revenue of $5,834,321. Against this is charged for interest, taxes, dividends, loss on Morris Canal, &c., $5,598,130, leaving a surplus for the year of $236,231.

Business Troubles.

The Sheriff has received two attachments for $14,057 in favor of Henry P. De Graaf of this city, one against Samuel B. Jackson and the other against Benjamin Reynolds, both of Cincinnati, based on a promissory note, which was not paid, dated at Cincinnati, Sept. 1, 1890, and payable on or before Dec. 15, 1891, to the order of James S. Kendall at the Washington National Bank of New York. The note was signed by S. B. Jackson, C. B. Houghton, Ben Reynolds, J. W. Sweet, and Sydney H. Shubolt, and endorsed by James S. Kendall and J. H. Swift. Jackson and Reynolds are railroad men, and the Sheriff served the attachment at the office of the Chesapeake and Ohio Railway Company, at 362 Broadway, but it is said that they have no property there. Franklin W. Hackett and Charles H. Welch, Hackett & Welch, wholesale jewellers, at 53 Maiden lane, made an assignment yesterday to Charles Benner, giving a preference to Randel, Baremore & Billings.

Court Calendars This Day.

SUPREME COURT—GENERAL TERM—Recess continued. CHAMBERS—Motion calendar called at 11 o'clock. SPECIAL TERM—Part 1—One hundred and thirty-two elevated railroad cases and Nos. 1178, 1179, 1180, 1181, 1182, 1183, 1184, 1186, 1187, 1189, 1189½, 1190, 1194. Part II—No calendar.

CIRCUIT COURT—Part III—Case unfinished—Nos. 1251, 856, 1248, 2907, 1412, 1426, 1427, 1358, 1215, 570, 1361, 1171, 1176, 2065, 2006, 2003, 1660. Part I—Cases to be sent from Part III. Part II—Cases to be sent from Part III. Part V—Cases to be sent from Part III. Part VI—Cases to be sent from Part III.

SUPERIOR COURT—Wills of Schuyler Skaats, John A. Manning, 10:30 A. M. For probate—Wills of Susan W. Prendik, James Cooper, Ephraim F. Angel, Augusta N. Matthew, Thomas Lewis, Catherine Dunn, Tilda La Coste, Margaret Coddington, 10 A. M.

SUPREME COURT—GENERAL TERM—Adjourned until Feb. 1. SPECIAL TERM—Motions. EQUITY TERM—Adjourned for the term. TRIAL TERM—Part I—Cases unfinished, Nos. 38, 154, 710, 1047, 971, 502, 419, 1249, 401, 1312, 1062, 1222, 1316, 1080, 1081, 1102, 1108, 1272, 321, 1153, 1610, 1322, 1075, 1181, 1314, 921, 876, 415, 1303, 845. Parts II. and III.—Adjourned for the term.

CITY COURT—Special Term—Motions. TRIAL TERM—Part I.—Nos. 5241, 5347, 5401, 5276, 5405, 5210, 5211, 5216, 5307, 5378, 5382, 5231, 5246, 5256, 5267, 4561, 4817, 4620, 4175, 4291, 5058, 3647, 5048, 3849, 3650, 3851, 3652, 3853, 3654, 4083, 5091, 3557, 5248, 5271, 5279, 5280, 5371, 5499, 5500, 5138, 5139, 5236, 5241, 5242, 5243, 5244, 5411, 5373. Part II.—Nos. 4184, 3384, 5310, 4201, 5524, 4084, 3502, 5402, 4742, 5152, 4067, 5311, 5313, 5353, 5339, 4033, 4011, 5058, 4184, 5310, 5311, 5313, 5140, 5003, 5140, 5002, 5003, 5009, 5407, Part III.—Nos. 3924, 4148, 5018, 4907, 4359, 1713, 2576, 4959, 5331, 2838, 3424, 3302, 5310, 3384, 4352, 4093, 1361, 5000, 5004, 4099, 4240, 4441, 4292. Part IV.—Short causes—Nos. 6416, 6403, 6559, 6562, 6575, 6426, 6580, 6426, 6457, 6553, 6630.

FINANCIAL AND COMMERCIAL.

New York Stock Exchange—Sales Jan. 19.

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

5 U. S. 4s, r	116½

CLOSING PRICES OF UNITED STATES BONDS.

	Bid.	Asked.		Bid.	Asked.
U. S. 2s, r	100	—	U. S. 6s, 1896	111	—
U. S. 4s, r	110¾	111¼	U. S. 6s, 1897	113	—
U. S. 4s, c	110¾	111	U. S. 6s, 1898	116	—
U. S. 6s, 1895	109	—	U. S. 6s, 1899	118¾	—

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

7 Atchison 4s	83⅝	1 N. Y. Cen. ex. 5s	102¼
8	83¾	2 Nash. & Chat. 1st	120⅝
30	83¾	18	127¾
10	83¾	1 N. Y. El. 1st	112
1	83¾	1	112
5 Atchison in	65¾	1 N. Y. & Nor. 2ds	60¾
24	65¾	4 Nil. R. & M. Co. 1st	101½
117	65¾	10 N. Y., C. & St. L. 4s, r	95¾
2	63⅝	1 N. W. s. f. 5s	108½
40	62¾	1 N. W. cn	140
20	62¾	7 N. W. gold c	124⅝
310	63	3 N. Y., O. & W. cn. 5s	100⅝
5 Atl. & Pac. in	13¾	8 Ohio & Miss. cn	111
15 Am. C. O. 8s	107½	6 Ohio & Miss. 2d	129
1	107½	1 Ohio Sou. gn	67⅝
19	107½	1	67⅝
2 Bur., C. R. & N. 1st	101⅝	2 Oregon S. L. 6s	107
4 Ches. & O. cn. 5s	104⅝	5	107¼
3 Chi. & E. R. & A. 1st cn	77	10 Oregon S. L. un. cn	80¼
2	77¾	3 Ore. S. L. & U. N. 5s	80¾
19 Chi. & O. R. & A. 2d cn	76	3 Oregon Imp. 1st	102
8 C., B. & Q., S. F. 5s	104⅝	21 Oregon Imp. 5s	66
5 C., B. & Q. 4s, Neb. ex	89¾	4	66¾
5 C., B. & Q. deb. 5s	102¾	18 Peo. & Eastern in	21
11	102⅝	2	31
40 Chic. & N. P. 1st	80	5 Pitts. & Wn. 1st	80¾
1	80	5	80¾
1 Ch., P. & St. L. 5s	97¾	20	80¾
1 C., R. I. & B. Co. of Ga. g. 5s	80	10 Rh. & W. P. T. 6s	92
8 Cl. & Canton 1st	89⅝	5 Rh. & W. P. T. 5s	65
2	89⅝	1	64¾
1 Col. Coal 6s	103¾	80	64
2 Col. Mid. 4s	72¾	2	64⅝
20	72¾	10	64¾
8	72¾	17	64⅝
5	73	1 Rock Isl. ex. 6s	101¾
1 Chic. Gas 1s, & C. Co. 1st	86¾	8	101¾
15 Chic. & E. inc	48¾	21 Rock Isl. deb. 6s	96
5	48¾	10	95¾
20	48	8	95
20 Consumers' Gas of C. 5s	82	10 Reading gnl. 4s	83¾
2 Den. & R. G. cn	78¾	60	83¾
10 Det., M. & M. lq	88¾	26	83¾
3	89	6 Reading 1st pf. in	23
8 Dal. & Waco 1st	88¾	5	72¾
2 D., Bay C. & A 1st	75	8	72¾
2 Ellz. L. & B. S. 1st	90¾	4	72¾
10 Erie cn. 2d	108¾	35 Reading 2d pf. in	56
1 Edison E. 1st, 1st	99¾	5	55¾
9 Flint & F. M. 1st 6s	101¾	59	55¾
1 Flint & P. M. 1st 6s	120	26	55¾
10 Ft. Worth 1st	100	20	55¾
4 G., H. & S. A. 1st, W. div	99¾	20	55¾
8	97	11	55¾
1 Housatonic 5s	104	1	114¾
3 Hock. V. 4s	94	1	114¾
2 H. & T. C. 1st 6s	109¾	13	115
1 H. & T. C. gnl. 5s	64¾	6 St. P. & Am. 1st, M. C. 6s	100
81 Iron Mt. 2d	52¾	1 St. P. & Ma. M. ex. 4s	88¾
44	52¾	1	88¾
167	52¾	2 St. P. 1st	121½
35	52¾	9 St. P. 1st, L. C. d.	118¾
45	52¾	4 St. P. gnl. 4s	85
9 Kings C. El. 1st	90	6	86¾
5 Ken. Cent. 1st	101	2 St. P. 1st, H. & D.	122
12 Lacleede Gas 1st	91	10 St. L. & So. W. 1st	12¾
1 L. & W. R. con. 4s	110	8	71⅝
26 Lake Shore 2d, r	122	1	71⅝
1 Lou. & N. cn	114	13	71⅝
1	114¾	5 Savannah, F. & W. 1st	139
8 Lou. & N. N. O. & M. div	117⅝	5 Seattle, L. S. & E.	94
5 Lou. & N. g. 4s	76¾	36 Tex. Pac. 2d in	31
10	76¾	1	31¼
5	76¾	9	30¾
5 Long Island 4s	91¼	2 Third Ave. 5s	112
6	91¾	5 Tol. & O. C. 1st	103¾
2	92¾	1	104
2	92¾	1	103¾
2	93	1 Tol., A. A. & C. 1st	95
2	93¾	2 T., St. L. & K. C. 1st	92
2	93¾	8 U. P., D. & G., U. N.	97¾
3 Mob. & Ohio gnl	36	25	97¾
2	36⅝	5 Utah So. gnl	102
28 Mich. Cen. 7s	123	21 U. P., D. & G. 1st	75¾
2 Mich. Cen. 1902	107	1 Wa. Mid. 2d	45
5 Mich. C. 5s, 1931	111⅝	2 Wabash 1st	109¾
2 Mil. & L. S. 1st	124	2	109¾
3 Mil. & L. S., A. & K.	124	10	109¾
25 Mil. & L. S. ex. 5s	105¾	3	109¾
6 Nor. Pac. 1st c	115	10	109¾
5 Nor. Pac. cn. 5s	77¾	10 Wabash 2d	82¾
42	78¾	20	82¾
5	78¾	8	85
18	78¾	6 Wab. deb., S. B.	45
10 Nor. & W., M. & W. div	92¾	3 W. Union col. 5s	101
5 N. Y. & S. 1st r. 5s	108	1 West Shore 4s	102¾
35 N. J. Cent. gnl. 5s	110⅝	6 West Shore 4s, r	102¾
68	111		

Total sales of railway bonds (par value), $2,982,000.

RAILROAD AND OTHER SHARES.

Sales.		Opening.	Highest.	Lowest.	Closing. Bid.	Asked.
154	Adams Express	147	147	147	147	175
400	Amer. Dist. Tel.	60	60	60	60	62
17	American Ex.	117	117	117	116	118
2025	Am. Cot. Oil 4s	84	85¾	84¼	85¾	88
780	Amer. C. Oil pf.	63¾	64¼	63¾	64	64¾
35555	Atch., T. & S. Fe	41⅝	41¾	40¼	41	41⅛
1800	Bost., Rock. & F.	40	40¼	39¾	39¾	39¾
14	Bur., C. R. & N.	36	36	36	36	42
8560	Can. Southern	59¾	59¾	58¾	58¾	59¾
600	Can. Pacific	93¾	93¾	93¾	93¾	94¼
2095	Ches. & Ohio	25¾	25¾	24¾	25	25¼
2800	C. & O. 1st pf	61¾	61¾	60¾	61¾	62
3330	C. & O. 2d pf	42¾	42¾	41¾	42	42¾
300	Chic. & East. Ill.	98	98	97¾	97¾	98
351	Chic. & E. Ill. pf.	99	99	98¼	98	99¾
27920	Chicago Gas	74¾	74¾	72¾	73¾	74
5400	C., B. & Q.	73¾	73¾	73¾	73¾	73¾
9715	Chic. & N. W.	110¾	110¾	110¼	110¼	111¾
12210	C., R. & Q.	107¾	107¾	106¾	106¾	106¾
4145	C., R. I. & P.	72¾	72¾	71¾	71¾	72
560	C., M. & St. P.	122	122	120¾	120¾	121¾
30590	C., R. I. & Pac.	90¾	90¾	88¾	88¾	89¾
275	Chic. Junc. S. Y.	78	78	78	78	79
65	Chic. Junc. Y. pf.	81¾	81¾	81¾	82	83
20	Cleve. & Pitts.	150	150	150	150	151
2700	Colorado Coal	36¾	36¾	36¾	36¾	36¾
400	Col. H. V. & Tol.	19¾	19¾	19¾	19¾	20¼
300	Com. Cable	150	150	150	149	150
610	Cin. Gas & F.	97¾	97	97	97	98¾
75	Consol. Gas	165	165	165	165	166
810	Del., Lack. & W.	124¾	125	124	124¾	125
9050	Del., Lack. & W.	138¾	139¾	138¾	139¾	139¾
50	Denver & R. G.	17¾	17¾	17¾	17¾	17
1300	Den. & R. G. pf.	46¾	46¾	46	46¾	46
8925	Distilling & C. F.	57¾	57¾	54¾	56	56¾
100	E. T., V. & G.	7	7	7	7	7¾
400	E. T. 1st & 2d pf	16¾	16¾	16¾	16¾	16¾
40	Edison G. E.	92	92	92	90	93
100	Green Bay & W.	10¾	10¾	10¾		10¾
300	Gr. Northern pf.	118	118	118	118	121
1250	Ill. Central	108¾	108¾	107¾	107¾	108
225	Iowa Central	12¾	12¾	12¾	12	12¾
400	Iowa Cen. pf.	46	46	46	46	46
1470	K. C. St. L. & C.	20¾	20¾	20¾	20¾	21
2140	L. E. & West. pf.	70¾	69¾	69¾	69¾	70
1760	Lake Shore	120¾	120¾	120	120¾	120¾
55	Long Island	90¾	90¾	90¾	90¾	90¾
1200	Laclede Gas	21¾	21¾	20¾	20¾	20¾
200	Laclede Gas pf.	62¾	62¾	62¾	62¾	63
22900	L. & Nash.	68¾	68¾	68¾	68¾	71
5300	Louis., N. A. & C.	27¾	28	27	27	27¾
60	Manhat'n Con.	104¾	104¾	104¾	104	104
100	Manhattan Bk.	98	98	98	98	98
50	Mex. Central	24¾	24¾	24¾	24¾	25
100	Minn. & St. L.	9	9	9	8¾	9¾
200	Minn. & St. L. pf.	20¾	20¾	20¾	20	22
11570	Missouri Pac.	109¾	109¾	108	108¾	109¾
700	Mo., Kan. & T.	19	19	18¾	18¾	19
8085	Mo., Kan. & T. pf.	31¾	31¾	30¾	31¾	31¾
300	Mobile & Ohio	14¾	14¾	14¾	14¾	14¾
3550	N. J. Central	112¾	112¾	111¾	112	112
4150	N. Y. Central	113¾	113¾	112¾	113	113¾
100	N. Y., Chi. & St. L.	19	19	19	19¾	21
4373	Nat. Cordage	95¾	95¾	93¾	94	94¼
1949	Nat. Cord. pf.	107¾	107¾	106¾	106¾	107¾
4836	North Amer.	15¾	15¾	15¾	15¾	15¾
20422	N. P. Coal	48	48	47¾	47¾	47¾
830	N. Y., C. & St. L.	19	19¾	19	18¾	19
100	N. Y. C. & St. L. 1st pf	78¾	78¾	78¾	78	79
800	N. Y. & New Eng.	41¾	41¾	41¾	41	40
10	N. Y., L. & W.	110¾	110¾	110¾		110¾
31983	N. Y., L. E. & W.	30¾	30¾	29¾	30	30¾
910	N. Y., O. & W.	7	7	6¾	7	7¾
500	N. Y., S. & W.	11¾	11¾	11	10¾	11
950	N. Y., S. & W. pf.	47¾	47¾	46	46	46¾
200	Norfolk & W. pf.	51¾	51¾	51¾	51¾	51
2810	Northern Pac.	23¾	23¾	22¾	22¾	23¾
19220	North. Pac. pf.	66¾	66¾	65¾	66¾	66¾
4185	Ontario & West.	19¾	19¾	18¾	19¾	19¾
100	Oregon Imp.	28¾	28¾	28¾	28¾	28¾
1260	Pacific Mail	36¾	36¾	35¾	35¾	36
960	Peo., D. & Ev.	20¾	20¾	19¾	19¾	20
16840	Phila. & Reading	39¾	39¾	39	39	39
100	Pullman Palace	153	153	153	153	155
430	Pull. Pal. Car Co.	187¾	187¾	186¾	185	187¾
200	Pull. C. C. & St. L.	25¾	25¾	25¾	25¾	26
200	Rio Grande W.	83¾	83¾	83¾	83	86
8320	Rich. & W. P.	15¾	15¾	15	15¾	15¾
1860	Rich. & W. P. pf.	29¾	29¾	29¾	29¾	29¾
200	St. L. & O.	110¾	110¾	110	109	111
350	St. L. & S. W.	9¾	9¾	9¾	9¾	9¾
1475	St. L. & S. W. pf.	19	19	18¾	18¾	18¾
610	St. P. & Duluth	45	45	44¾	44¾	46
161	St. P. & Dul. pf.	103	103	103	106	108
2800	St. P. & Omaha	44¾	45¾	44	44¾	44¾
600	St. P., M. & M.	112¾	112¾	112¾	112¾	113
300	Southern Pac.	39¾	40	39¾	39	39¾
1800	Tenn. Coal & I.	41¾	41¾	40¾	41¾	42
1500	Texas Pacific	12¾	12¾	12¾	12¾	12¾
1100	Tex. & Pac. L. N.	24¾	24¾	23¾	23¾	24¾
29245	Union Pacific	47¾	47¾	45¾	46¾	46¾
1700	Union P. D. & G.	20¾	20¾	20	20	20¾
50	U. S. Rolling St.	50	50	50	50	50
1405	W., St. L. & P.	13¾	13¾	12¾	13¾	13¾
6600	W., St. L. & P. pf.	29¾	29¾	28¾	29	29¾
4060	West. Un. Tel.	82¾	82¾	81¾	82	82¾
4100	Wheel. & L. E.	36¾	37	36	35¾	36¾
2550	W. & L. E. pf.	77¾	77¾	76¾	77	77¾
100	Wisconsin Central	18¾	18¾	18¾	17¾	18¾

Total sales of stocks were 485,751 shares.

UNLISTED DEPARTMENT TRANSACTIONS.

Sales.		Opening.	High.	Low.	Closing.
4175	Amer. Sug. Ref. Co.	75¾	75¾	75¾	75¾
1210	Amer. Sug. Ref. Co. pf.	90¾	90¾	90	90¾
550	Natl. Lead Trust Ctfs.	19¾	19¾	19¾	19¾
842	Natl. Lead Co.	84¾	84¾	84¾	84
125	Natl. Lead Co. pf.	81¾	81¾	81¾	81¾
60	Col. H. Val. & T. pf.	68	68	68	68
200	N. Y. Penn. & O. pf.	24	24	24	24
100	Tol., Peo. & W.	20	20	20	20
100	Tol., St. L. & K. City	9¾	9¾	9¾	9¾
300	Comstock T. Co.	17	17	17	17
1400	Leadville	19	20	18	20
1500