FIFTY MILES DOWN A FLUME.

A THRILLING BOAT RIDE FROM MOUNTAIN TO VALLEY.

Through Forests, Along Precipices, Over Canyons, Sometimes Swiftly, Now Leisurely, Covering the Distance in Six Hours.

Fresno Six Fresno Chronicle.

FRESNO, Jan. 4.—In semi-tropical Fresno society there is a place, which for risky, delightful sport, beats all the toboggan slides on the continent. Think of the exhilarating joy of an uninterrupted slide of fifty miles, through great forests, along the brinks of precipices, and down rugged cañons, amid the wildest and most picturesque scenery to be found in the country—fifty miles without a break!

Such a thrilling experience has been made possible by the recent completion of the great Fine Ridge lumber flume. No other flume surpasses it, and it is doubtful if any other is equal to it in length and grandeur of the scenery passed through in a journey from the summit of one of the high spurs of the Sierra Nevada to the plains beneath, fifty miles distant. The flume has just been completed to the little town of Clovis, twelve miles north of Fresno, and is fifty-two miles in length.

Flumes for floating lumber are so numerous in California that it may be said that this is in general like all others, consisting of boxes shaped like the letter V, and on trestles varying in height from a few feet to a hundred, depending on the character of the country traversed. The flume starts at Stephenson Creek, one of the tributaries of the San Joaquin River, at an elevation of nearly 6,000 feet above the sea, and after a winding course of fifty-two miles it terminates in a vineyard twelve miles out on the plains beyond the foot of the mountain. The trough carries the water which floats the lumber.

The flume boats, in which the rapid journeys are made down the flumes, are simple. They are made the same shape as the V-boxes of the flumes. The upper end of the boats are closed by a board nailed across, but the lower end, which points down stream, is left open to let out the water which splashes over the sides of the boats from time to time. One, two, or three short boards are laid across for seats, depending upon how many are to make the journey. A carpenter can manufacture one of these boats in less than half an hour. The boat is meant for only one journey, for none is ever hauled back for another voyage. Only a little preparation is necessary for a trip of this kind, and half a dollar will buy enough lumber for the boat, and a man is a poor carpenter indeed who cannot make his own vessel. The trip is made with but little danger. The principal trouble is when once started there are comparatively few places where one can stop. The current is generally so rapid that it makes landing impossible, and the voyager can only sit still and let the boat run.

The first ride down the Fine Ridge flume from start to finish was made a few days ago. Many persons had passed over different parts of the distance as the flume was being built, but none had made the whole distance without stopping. The boat was made the evening before at the reservoir of Stephenson Creek, at the upper terminus of the flume, and everything was prepared for an early start, and ample provision was made for all emergencies, even to taking along a shotgun and rifle, the former for killing quail and birds, the latter for bear or any large game that might be seen; for the flume during more than thirty miles is in some places through a wild region of mountains, hills, and forests, abounding in game from the smallest bird to the largest animal. The person who has not had the experience of a ride of that sort is apt to imagine many vain things, among them being the false theory that he can shoot things while he is flying down the narrow trough at the rate of from four to twenty miles an hour. But it only requires one trip to relieve him of all these notions, and he will appreciate the fact that birds and bears have little to fear from passengers in a flume boat.

After a cold December night was passed on the bank of the reservoir, with a pile of shavings for a bed and an overcoat or two for blankets, the start was made. The mountains in that high altitude were frosty, the ground frozen hard, and the ice nearly thick enough to bear a man's weight. For some days the weather had been cloudy, but on this particular morning the sky was clear and beautiful, and the tops of the giant pines were touched with the gold of the rising sun almost before one on the ground knew day had come.

The guns, traps, and equipage were placed in the boat, and when all things were ready the boat was lifted into the flume, and was held there until the two passengers could get aboard. The sides of the flume were covered with ice, caused by the cold night and the splashing water. Scarcely had the boat touched the current before its edges also were slippery with ice. That was no matter, and in a second or so the boat, with its passengers, was sweeping down the flume at a rapid gait, and trees were spinning past so rapidly that they seemed like the spokes of a swift wheel.

The passenger does not realize just how he gets into the boat nor how he makes the start. It is all over before he has time to think. He has an uncontrollable desire to clutch at things, but there is no time, so he is gone, and the speed makes him catch his breath, and that is all he can do. The start has been made, and it must be a race to the finish. If one should attempt to stop when the speed is so great it would result in something serious. Even if he should see a broken place ahead of him, where the boat might be gone over a precipice, he could not stop, but must run into it and take the consequences. Such a mishap is not likely, but is possible. There are places here and there where the flume passes over ground more nearly level and the current is correspondingly slow, and a person can spring out and save himself if he knows how. When he gets out, run along the foot plank and, by holding the boat, bring that to a stop also. But in the steepest places a man could not run fast enough to keep up with the boat.

Before the passenger has time to look back or forward, or to ask any question, he has run the first half mile, and is sweeping around a curve, which opens to his vision a sight not pleasant to contemplate. The flume passes between two walls of rock, and then out along the face of a solid rock forming the side of Stephenson Mountain. If one can look down while speeding across this giddy height he will see beneath him a space far, far below, so power to estimate the depth of the creek, deep down in the shadows of morning, almost dark with the depths. The boat seems to be flying through space. It is but a moment till the giddy place is passed, and the boat darts into a mass of gloomy pines growing against the side of the mountain.

The place just behind was one of the most perilous on the flume. In building the structure the workmen could not find footing, and were let down by ropes from the brink of the cliff above, and thus they hung while with hammer and drill they cut out holes in the rock, and made anchorages in which to hang the flume. Now it rests there perhaps solid enough, and probably safe enough, but one has strange feelings as he sits in a narrow boat and makes the voyage in mid-air like a bird, not knowing when some one of the cleats will snap and let the whole structure plunge into the depths beneath.

On that morning there were many and large icicles hanging under the flume. They could be seen while the boat passed round curves, thus bringing, perhaps, half a mile of the flume into view. For several days the weather had been cold, and the flume leaks all along large icicles are the result. Some of them weighed not less than 100 pounds each, and they covered all the timbers beneath the box, often giving the structure a fantastic and fairy-like appearance. Sometimes the ice was piled up from the ground to the flume, twenty or thirty feet, in great masses and arches, having the appearance of marble of intense whiteness. If the water is permitted to flow all winter in the flume there might be danger that the ice would accumulate till the weight on some of the high trestles would be sufficient to drag the entire structure down.

After a few minutes run the boat suddenly emerges from a forest of pines and fire, and those in the boat experience the feeling of a person in a balloon, when the world seems to iron away from under him. The flume runs out over a high trestle, and at first glance nothing is visible underneath. There seems to be nothing but unlatticed space sheer down. This is near the turn around Stephenson Mountain, and the vast abyss beneath, which had seemed bottomless, is the cañon of the San Joaquin River, down just how far beneath would be hard to guess. It looks not less than 3,000 feet, but it may be less. But by leaning over as the boat hurries by one can catch a momentary view of the white foam of the river, like a narrow ribbon of white, in the vast depth of the cañon. Not a sound is heard. The plunging of the river over the sunken rocks that fret its channel cannot send even a murmur up to the summit of the cliff from which the passenger in the flume boat looks down as he hurries on. Nearly everywhere in sight the cañon is dark at that hour of the morning, but at two or three places the sunlight pours through gateways in the cliffs, and the beams fall on foaming floods, silent in the distance, and lend the blackness of granite cliffs which hang like walls a thousand feet above the river.

The passenger cannot look twice at the scene. The next minute he has passed again into the timber, then comes curve after curve around a spur of mountain, and after a little while the cañon which had seemed so nearly bottomless has been left behind. The first twelve miles of the journey brings the traveler to the western face of Fine Ridge, the last drift of snow disappears, and the stately forests of sugar pine and arbor vita begin to give place to the hardy thickets of manzanita and chaparral and the stunted and starved and gnarled oaks take the place of the giant oaks which grow about the reservoir at the starting place. Climate succeeds climate as the coal rushes from ridge to ridge.

Passing around the mountain at the head of Dry Creek, a distance fifty, forty-five miles distant is seen with the morning sun kindling to the metal roofs and glittering from the dome of the Court House, so far away that it seems like a speck of light. The sun by this time has also risen above the ridges, and its warmth falls pleasantly upon the chilled and benumbed passengers in the little boat.

Although the roughest parts of the mountains are left behind after the head of Dry Creek is reached, the flume has still some of its steepest grades below that point. The decline is not uniform, varying from a hardly perceptible grade to as much as one foot in eight. Down the steepest places the boat rushes at a speed which approaches very nearly the limit of safety. Within five or six miles further the flume sweeps round the brink of a high, bold granite cliff, and two miles away and 2,000 feet below the little village of Toll House bursts into view. Green fields surround it, even in winter, but it has a forsaken appearance, for its days of prosperity are numbered. It was for thirty years a stopping place for teamsters hauling lumber from the mountains, but the flume will bring the lumber down hereafter, and the teams will never return. Such is the life and death of towns.

When the flume has passed Toll House it has entered the foothills, and the excitement is over. The way leads for twenty miles down a narrow valley, and the passengers in the boat have nothing to alarm them, as they glide along so smoothly and peacefully that if they shut their eyes they would probably fall asleep. The speed grows less and less as the plains are approached, and now and then a little vineyard or an orange orchard is seen, standing in pleasing contrast with the ice and winter coldness of the mountains, now 4,000 feet above. From the foot of the hills the distance to the terminus of the flume at Clovis is about twelve miles, and the speed lessens all the time. Before the end is reached the flume boat passes over fine vineyards, in which, even so late in the season as December, large quantities of grapes load the vines.

The end came at last, and so slowly was the little boat moving that the touch of a hand was sufficient to bring it to a stop, and the romantic ride of fifty-two miles was done. It had occupied six hours, and the boat in that time had carried its passengers from a region of winter, with its ice and snow, into a country where grapes still loaded the vines.

A CHIP ON COLEMAN'S SHOULDER.

Manifestations in Court Just Before Shaw and Ferguson Pleaded Guilty.

Daniel Shaw and Adelbert P. C. Ferguson, formerly shipping clerks for Arnold, Constable & Co., who were recently indicted by the Grand Jury for stealing about $11,000 worth of the goods of the firm, were taken to Part III. of the General Sessions, yesterday, for trial. Before Recorder Smyth entered the court room Assistant District Attorney O'Hare had a conference with Lawyer Charles A. Runk, counsel for Arnold, Constable & Co., and Lawyer Ambrose H. Evans, counsel for Ferguson.

Lawyer Hugh Coleman, formerly of the Sixty-ninth Regiment, whose company was mustered out when the regiment became the Sixty-ninth Battalion, interrupted the conference by demanding to see the indictment against Shaw and Ferguson.

Mr. O'Hare said that Capt. Coleman could not see it because he was not interested in the case.

Capt. Coleman insisted that he was, and that he had been retained as counsel on Wednesday evening.

Mr. O'Hare said that A. W. Tenney of Brooklyn had acted as counsel in the case, and specially for Shaw, and that he had had no notice of Mr. Tenney's withdrawal. He therefore would not allow Capt. Coleman to see the indictment until Mr. Tenney reached the court room.

Capt. Coleman then made an offensive remark, and Mr. O'Hare directed the court officers to remove him from the bar.

Capt. Coleman shouted out that no one could remove him from the bar when he was appearing in the interest of a client.

At that moment Recorder Smyth entered and dead silence ensued. When Recorder Smyth had seated himself upon the bench, Capt. Coleman asked for an adjournment of the trial of Shaw and Ferguson, and Mr. O'Hare objected to the adjournment, and said that Capt. Coleman had nothing to do with the case, and that Lawyer Tenney and Evans appeared for the defendants.

Capt. Coleman said that he had been asked for some advice by one of the defendants, but as he found that they had counsel, he would withdraw.

Then Shaw and Ferguson pleaded guilty of grand larceny in the second degree and Recorder Smyth remanded them for sentence.

MULLER NOT LIKELY TO GET OUT.

Dr. Meyer's Lawyers Tickled Over the Letter He Has Written Them.

There was much discussion yesterday in the General Sessions building as to the attempt of Carl Muller, the principal witness for the people against Dr. Henry C. F. Meyer, to secure his release from the House of Detention through Lawyer O'Sullivan of counsel for Dr. Meyer.

Lawyer O'Sullivan and his partner, Charles W. Brooke, when asked if they had received communications from Muller said that they had, but would not reveal their contents. Mr. Brooke said that if Dr. Meyer was put on trial again these communications would be produced in evidence, and would undoubtedly have an excellent effect in Dr. Meyer's behalf.

It is understood that Muller, who is chafing under the restraint of imprisonment in the House of Detention for witnesses, has written several letters to Lawyer O'Sullivan asking Lawyer O'Sullivan to get him out on a writ of habeas corpus, and promising if he does get out he will leave the United States forever.

Assistant District Attorney McIntyre, who prosecuted Dr. Meyer in his recent trial for murder, which ended in a mistrial, said yesterday: "Even without Muller's testimony, I am sure that the District Attorney can secure a conviction. We have secured new and startling testimony since the former trial. I do not think that Muller could give the ball that would be required if he got a writ of habeas corpus. If he contradicts his testimony on the previous trial he will be liable to indictment for perjury and punishment by imprisonment in State prison for fifteen years. I hardly think, therefore, that he will take the risk of changing his testimony."

SHE DIDN'T SIGN THE DEEDS.

Mrs. Finelite Casts Doubt on Her Husband's Transfer of Valuable Real Estate.

Jacob Finelite, who has a clothing store at Park row and Baxter street, was held in $2,000 bail in the Yorkville Court yesterday on a charge of procuring a forgery. The complaint was made by Max Ball, a brother of Finelite's wife. It alleges that the defendant sold to his father property situated at 18 Baxter street for $3,000, and that to the deed of release, which was recorded at the Register's office, was appended the forged signature of Finelite's wife. It is also averred that this is only one of four similar transfers involving property valued at $40,000.

A brother of the complainant is H. Ball, who was connected with the Broadway clothing firm of A. H. King & Co. About the time that firm failed it is said that Ball had endorsed its paper to the extent of $100,000. It was after this that he transferred to his father the property in which his wife held an equity.

Finelite yesterday demanded an examination, which was set down for Wednesday.

Ladies' Reception of the Authors' Club.

The Authors' Club gave a ladies' reception in the State Room of the Hotel Waldorf last night. The guests were received by Mrs. Richard Watson Gilder, Mrs. Brander Matthews, Mrs. James Herbert Morse, Mrs. Edward Eggleston, Mrs. Charles de Kay, Mrs. Frank Dempster Sherman, Mrs. Edmund C. Stedman, and Mrs. Frank R. Stockton. Each guest had the privilege of inviting one lady. Among those present were Mrs. Augusta T. Larned, Mrs. Burton Harrison, Mrs. Abby Sage Richardson, Mrs. J. Wells Champney, Mrs. R. H. Stoddard, Miss Margaret Merington, Mrs. Bayard Taylor, Mrs. Alice Wellington Rollins, Miss Viola Roseboro, Mrs. Mary Mapes Dodge, Miss Edith Thomas, Miss Edna Dean Proctor, Mrs. Rossiter Johnson, Mrs. L. G. Runkle, Mrs. Margaret E. Sangster, and Miss Margaret Sutton Briscoe.

The General Term on Elliot Sandford.

The General Term of the Supreme Court of the First Department, having "full confidence in the learning, ability, and integrity" of Messrs. David McClure, Elliot Sandford, and Theodore Connolly, attorneys and counsellors of that court, have for the third time appointed them as examiners of the character of applicants for admission to the bar as attorneys and counsellors of the several courts of this State. These gentlemen served in the capacity of examiners during the years 1892 and 1893.

Honor to Brave Naval Tars.

ANNAPOLIS, Md., Jan. 18.—A memorial window to the officers and crew of the war ships Vandalia and Trenton, who were drowned in the great hurricane at Samoa, has been received here and will be unveiled at the Naval Academy on Sunday.

A Tete-a-Tete Set

of sterling silver, tea, sugar, and cream, makes a dainty wedding gift—a charming set just introduced, $50—will surely interest you.

J. H. Johnston & Co.,

17 Union Square, N. Y.

FINANCIAL AND COMMERCIAL.

New York Stock Exchange—Sales Jan. 18.

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

10 Va. 6s def'd, T. R. 5 ..... 6¼

CLOSING PRICES OF UNITED STATES BONDS.

	Bid.	Asked.		Bid.	Asked.
U. S. 2s, c	95		U. S. 4s, 1895	104	—
U. S. 4s, r	112¾	113¼	U. S. 4s, 1907	107	—
U. S. 4s, c	112¾	113¼	U. S. 4s, 1908	110	—
U. S. 5s, 1895	102	—	U. S. 6s, 1899	112	—

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

Sales.		Open ing.	High est.	Low est.	Closing Bid.	Closing Asked.
2	Atchison 4s	60⅝				
5	.....	60⅝				
2	.....	60				
16	.....	60⅝				
2	Atchison 2d s. a.	34				
1	.....	34¼				
3	.....	34½				
10	.....	34⅝				
7	Am. Dk. & Imp. 5s	109				
10	Atchison A. c. 1st	49				
5	Buf., R. & S. 1st	103¾				
1	Beech Creek 1st	99¾				
1	Chi. R. I. & P. 1st	110				
2	.....	110⅛				
5	Chi. & Eas. Ill. 6s	102¾				
25	.....	102¾				
1	.....	102¾				
1	Chi. & O. 6s, 1911	106				
1	Chi. & O. gold 4½s	74				
10	.....	74¼				
1	.....	74⅝				
6	Chi. & O. R. & A. 1st cn. 4s	85				
4	C., B. & Q. 4s, Neb. ex.	87⅞				
2	.....	88				
15	C., B. & Q. 7s	119¾				
5	C., C., C. & I. gnl. 7s	118				
18	.....	117				
10	Can. so. 2d	103½				
1	.....	103				
15	Ch. & Nor. P. 1st	129				
21	.....	49				
6	.....	48¾				
6	Col. Coal 6s	95				
1	Ch., St. L. & N. O. 5s, r	111				
5	Chic. Gas L. & C. 1st	87				
1	Den. & R. G. cn.	76				
10	Det. M. & M. inc.	23				
3	Erie cn. 2d	79¾				
5	E. Tenn. 5s	81½				
3	Edison E. I. 1st	103½				
4	.....	102¾				
5	Ft. Worth 1st	69				
10	.....	70				
8	.....	70⅝				
5	.....	71				
3	.....	71¼				
2	.....	71½				
9	Fulton El. 1st	75				
5	Ft. Wayne 3d	130				
1	Geo. Elec. deb. 6s	73½				
5	.....	73¾				
6	Hock. Val. 5s	109				
10	Iron Mt. 5s	72				
3	Int. & Gt. Nor. 2d	35				
10	Iowa C. & W. 1st	103½				
1	Iowa Cent. 1st	87				
4	Kan. Pac. con.	84				
11	Kan. & Tex. 4s	70¾				
2	Kan. & Tex. 2s	46½				
3	.....	46⅝				
42	.....	46⅝				
1	.....	46¾				
84	.....	46½				
8	.....	47⅛				
120	.....	47⅜				
10	Lake Shore 2d, r	122				
4	Lou. & N. gnl.	111⅛				
1	Long Island 1st	112				
5	L. N. A. & Ch. gnl. 6s	110				
6	.....	63				
5	.....	64				
5	Minn. & St. L. 1st	72				
80	M. & St. L. E. 6s	115⅛				
1	.....	110				
1	Mo., Kan. & E. 1st	81⅛				
18	.....	81½				
5	Mobile & O. gnl.	58⅝				
5	.....	58⅝				
3	.....	59				
2	Mo. Pac. cn 6s	107				
2	Mil. & N. 1st, 1913	114				
2	Mil. & L. S. ex. 5s	106½				
10	Nor. Pac. 2d, c	34¾				
10	Nor. Pac. 3d, c	34⅝				
5	.....	35				
4	.....	55⅝				
10	.....	55⅝				
10	N. Y. C. ex. 4s	101¾				
2	.....	102				
1	N. Y. & Sus. gnl.	95⅝				
1	Nor. Pac. cn. 5s	27¼				
27	.....	27⅛				
19	.....	28				
1	.....	28¾				
1	North Mo. 1st	103⅝				
5	N. W. s. f. 1s	106				
2	.....	106¾				
1	N. W. gold, c	122				
1	.....	122¾				
30	N. W. s. fd. 20 yr.	107				
8	N. Y., O. & W. r. 4s	83⅛				
3	.....	83⅝				
2	.....	83⅞				
5	.....	84				
2	.....	83⅞				
3	N. Y., O. & W. cn. 5s	104				
6	Ore. R. & N. 1st	105¼				
1	.....	105⅛				
8	Oregon Imp. 1st	91¼				
5	Ore. Imp. 5s	90¼				
5	Pac. of Mo. 1st	90¼				
4	Pac. of Mo. 2d	100				
1	Peo., D. & E. 2d	24				
1	.....	24				
1	Pitts. & West 1st	85⅞				
2	.....	85⅞				
2	Rich. & W. P. T. 5s	19				
10	Reading 1st	44				
1	Rock Isl. 6s	125				
6	Rock Isl. 6s, r	122				
2	Rock Isl. ex. 6s	99¾				
13	.....	99⅞				
4	.....	99⅞				
6	Rock Isl. ex. 4s, r	99⅞				
17	Reading gnl. 4s	69¾				
40	.....	70				
10	.....	70⅛				
10	Read. 1st pf. inc.	34¾				
10	.....	35				
10	Reading 2d pf. in.	24¾				
11	.....	25				
11	Reading 3d pf. in.	18¾				
10	.....	19				
20	.....	18⅞				
10	.....	18⅞				
14	Rio G. W. 1st	69⅝				
5	.....	69⅝				
5	.....	69⅝				
8	Sci. V. & N. E. 4s	70				
5	St. P. & Min. cn.	121				
10	St. L. & S. W. 1st	72⅝				
3	St. P. & Man. cn. 6s	116¾				
4	St. P. & Man. ex. 4s	84				
2	St. P., M. & M. 1st	90				
2	St. P., Min. & Man. 1st	90				
5	St. P. 1st, C. & P. W. div.	107⅞				
8	St. P. P. 1st, L. & D. ex.	130				
10	St. P. & N. Pac. 6s	114⅛				
10	San A. & A. P. 1st 4s	84⅛				
12	.....	84⅝				
5	Tex. Pac. 1st 5s	76⅝				
5	.....	76⅝				
5	.....	76⅞				
5	.....	76				
1	Tex. Pac. 2d in.	26¼				
5	.....	27				
10	.....	26¾				
5	.....	26¾				
25	Tol., P. & Wn. 1st	76				
11	Tol. & O. C. 5s	91⅝				
5	Tenn. C., I. & R. 6s, Bir. div.	80				
1	U. P. g. 4s, L. N.	82⅝				
1	U. P. D. & G. 5s	70				
3	Union El. 1st	44⅝				
4	U. S. Leather 6s	105				
8	.....	105¼				
6	Wabash 2d	74				
1	.....	74¼				
19	West. Un. Col. 5s	104				
2	West. Pac.	104⅝				
21	West Shore 4s	101⅞				
2	.....	101⅞				
1	W. Shore 4s, reg.	101⅛				
1	Wh. & L. E. 1st	104				
10	W. N. Y. & Pa. 5s	20⅛				
2	Wis. Cent. 1st	65				

Total sales of railway bonds (par value), $1,545,000.

RAILROAD AND OTHER SHARES.

Sales.		Open ing.	High est.	Low est.	Closing Bid.	Closing Asked.
5	Adams Ex.	151	151	151	150	155
100	Am. Tob. pf.	94	94	94	93	95
800	Am. Cot. Oil	29¼	29¼	29	28¾	29½
214	Am. Cot. Oil pf.	67	67	67	66¾	67½
2055	Atch., T. & S. Fe	11⅝	11¾	11⅝	11¼	11½
100	Atlantic & Pac.	1¼	1¼	1¼	1¼	2
600	Canada So.	49¼	49⅝	49	48¾	49⅛
200	Can. Pacific	73½	73½	73½	73	73⅝
800	Ches. & Ohio	17¼	17¼	17	17	17⅛
100	Chic. & E. Ill. pf.	96	97	96	95	97
12350	Chicago Gas	66⅝	66⅞	64⅝	65	65¼
20	C. Gas div. s. n.	1.20	1.20	1.20		
200	C., B. & Q.	84¾	84¾	84¼	84	84¼
4	C., C., C. & St. L. pf.	74				
2510	Chic. & N. W.	100¾	101¼	100¼	100¾	100¾
10464	C., R. & Q.	75⅝	75⅞	74⅞	74⅞	74⅞
8765	C., R. I. & P.	78¾	78¾	78	78	78⅛
105	C., M. & St. P. pf.	118	118	118	117½	118½
9067	C., R. I. & Pac.	67	68	66	67⅛	68⅛
100	Col. Fuel	23⅝	23⅝	23⅝	23⅝	24⅝
100	Col. Gas	122⅝	122⅝	122⅝	122⅝	123
130	Del. & Hudson	134½	134½	134½	133¾	134⅛
4535	Distrg. & C. F.	27	27¼	26	26¼	26¾
100	Gt. Nor. pf., s. 15	109¾	109¾	109¾	109¾	110
19275	Lake Shore	37	37	35	35	35⅛
125	Illinois Cen.	92	92	92	91½	92½
17	Ill. C. leased l.	86¾	86¾	86¾	86	
100	Iowa Cent. pf.	29	29	29	27½	29¼
800	L. E. & Western	15	15	14¾	14¼	15
1410	Lake Shore	123	123½	122½	122½	123
40	Long Island	98	98	98	98½	100¼
8065	Louisville & Nash.	43¾	44½	43¾	43¾	43¾
100	Louis., N. A. & C.	88	88	88	88	91
125	L., N. A. & C. pf.	86¾	86¾	86¾	86¾	87
857	Manhattan Con.	121½	121½	121¼	121	122
20	Mich. Cent.	91½	91½	91½	90	97
200	M. & St. L. pf.	31	31	30½	30	31½
925	Mo. Pacific	22	22¼	21½	21¾	21⅞
1500	Mo., K. & T. pf.	24¾	24¾	24	23	24¼
100	Morris & Essex	148	148	148		
125	Natl. L. Oil	24	24	24	23	24½
50	N. J. Central	115¾	115¾	115¾	114	115
125	N. Y. Central	99	99	98¾	98¾	99¼
5	N. H. Cordage	1¼	1¼	1¼	1¼	1¾
260	North Amer.	3⅞	3⅞	3½	3¾	4
8025	N. Y. & N. Eng.	13⅝	13⅝	12⅝	12⅝	12⅝
700	N. Y. & H.	17½	17½	17¼	17¼	17½
100	N. Y., L. E. & W.	14⅞	15½	14⅞	14⅞	14⅞
205	N. Y., S. & W. pf.	42¾	42¾	42¾	41¾	42¾
300	Northern Pac.	4⅞	4⅞	4⅞	4⅞	4⅞
847	North. Pac. pf.	15¾	15¾	15¾	15¼	15¾
300	Ontario & West.	15½	15½	15½	15½	15⅞
50	Oregon Imp.	14¼	14¼	14¼	13	14
100	Pacific Mail	15½	15½	15½	15¼	16
130	Peo., Dec. & Evv.	11	11	11		
4400	Phila. & Read.	19¾	19¾	19¼	19¼	19¾
100	Pull. P. Car Co.	170	170	170	168	170
50	P., C., C. & St. L.	11⅞	11⅞	11⅞	12	14
10	Rich. & W. P.	3	3	3	2⅞	2⅞
150	St. L. & S. W.	4⅝	4⅝	4⅝	4⅝	5
100	St. P. & Dul.	22¼	22¼	22¼	22	25
120	St. P. & Dul. pf.	86	86	86	86	90
800	St. P. & Omaha.	36¾	36¾	36	35¾	36¼
110	St. P. & Om. pf.	110¼	110¼	110¼	110	112
100	St. P., M. & M.	100	100	100	100	105
5600	Texas Pacific	5½	5½	5½	5½	5¾
2800	Union Pacific	19¼	19¼	19¼	19	19⅛
100	U. Pac., D. & G.	1⅞	1⅞	1⅞	1⅞	2⅛
267	U. S. Express	81	81	81	50	84
3	U. S. Rubber	38	38	38	38	40
47	U. S. Rubber pf.	84	84	82	80	84
110	Wabash pf.	14	14	14	13¾	15¾
10	W., Fargo Ex.	128	128	127	124	128
22381	West. Un. Tel.	88	89¼	84	86¾	86¾
110	W. & L. E. pf.	12⅝	12⅝	12⅝	12⅝	12⅝
834	Wh. & L. Erie p.	48¾	50¼	48¾	47¾	50

Total sales of stocks were 150,706 shares.

UNLISTED DEPARTMENT TRANSACTIONS.

Sales.		Open ing.	High est.	Low est.	Clos ing.
10354	Amer. Sugar Ref.	82¾	84¼	82¾	82¾
282	Amer. Sugar Ref. pf.	85½	86½	85½	86½
510	American Tobacco	76	76¾	76	76¾
2665	National Lead	26¾	27½	26¾	26¾
153	National Lead pf.	72	72	72	72
1000	Phenix of Ariz.	29	33	29	33

BOSTON CLOSING QUOTATIONS.

	Bid.	Asked.		Bid.	Asked.
Bos. & Albany	202¼	206	West'house E.	24¼	25
Bos. & Maine	179	179	Bos. Land	2⅛	2¼
Fitchburg	75	—	Butte & Bos.	8⅝	9⅝
N. Y. & N. E.	35	37	Calumet & H.	295	300
Old Colony	174¼	175	A., T. & S. F.	11⅝	11¾
Amer. Bell Tel.	175	175¾	A., T. & S. F