WAS SIXTY-ONE DAYS OUT.

MEMORABLE TRIP OF THE STEAMER DESPATCH IN 1864.

Like La Gascogne, She Was Disabled by a Comparatively Trivial Accident—A Long Diet of Turtle a Feature of the Voyage.

During the excitement over the delayed French steamer La Gascogne last week, a good many reminiscences of overdue steamers and unduly extended voyages came to light. It has been many years since any vessel of the first class has been unreported for so many days as La Gascogne, but cases occurred fifteen or twenty years ago where ships were out even longer. One of these was a trip made by the Despatch, from Nassau to London, in 1864, which consumed sixty-one days. It was thirty-five days before she made land at all, and then it was the island of Madeira at which she turned up, away to the southward of her proper course. She had not sighted a vessel since a few days after she got away from Nassau, and the news of her stay at Madeira didn't reach London until she took it there herself. She had been given up for lost, and when she arrived, the sensation created was almost as great as that furnished on Monday by La Gascogne's arrival off Fire Island. Her delay, like the French ship's, was due to a comparatively trivial mishap.

One of the passengers on the Despatch when she made this famous trip was Edwin H. Low, now a steamship agent in New York, but at that time a 16-year-old boy home from his school. Mr. Low lived at Wilmington, N. C., and as soon as he thought his appearance indicated a suitable age for him to get into the Confederate army, went off and enlisted. He neglected to notify his parents of his intention, and as soon as he was examined the inspector saw that he was too young for a soldier, and he was sent back home. It was then that his father decided to send him to school in England. All the Southern ports were blockaded at that time, and the only way for young Low to reach Liverpool was by running the blockade to Nassau and taking ship from there. His experience in getting through the lines of the Yankee warships was a thrilling one and a good preparation for the voyage on the Despatch.

"We made the run one rainy night," said Mr. Low in describing it to a reporter. "The rain beat down like hail, and, of course, we were glad of it, for it was better than the darkness in covering our movements. The little steamer was just the build for a blockade runner, lying low in the water. There were only two lights on board. One was in the engine room out of sight. The other was the binnacle light on deck, and that was kept covered. There were three of us passengers who made the run, and we had to do our share of the work. Most of the night I was stationed at the binnacle post with both arms clasped around the tarpaulin which covered it to prevent a ray of light from escaping. The rain came with gusts of wind and beat in my face, stinging and smarting like so many handfuls of shot thrown with force. The smallest aperture would have let out a ray of light which would have shone forth in the inky darkness like a flash from a revolving light in a lighthouse, and it wou'd have brought a broadside as sure as fate in no time at all, for the Federal gunboats were all about us. Several times the Captain had to consult the compass, and then the danger was greatest. He bent himself over the binnacle to cover it as much as possible, and then, putting one eye to the opening, took the tiniest possible crack and took his bearings. We all breathed easier every time he repeated this operation successfully.

"We kept mighty quiet, and with the rain and darkness in our favor we managed to escape the vigilance of the Yankees until one day broke we were well beyond their lines. It was plain sailing then, and the rest of the trip was without incident. We had a cargo of cotton on board for the London market, and when we got to Nassau it was transferred to the Despatch from a ship which also had taken passage.

"The Despatch was a fine, large screw steamer, nearly as big as La Gascogne, and carried three masts, but she failed to justify her name on that trip. She had been laid up at Nassau for some time, where she had been sent to go into business as a blockade runner. She was altogether too large for that sort of thing, and stood too high out of the water, so her agents had decided to send her back to England. There were eight passengers booked in the cabin, all men, and fifty or sixty more in the steerage. One of the passengers was a Confederate Captain who had been struck by a shell and was going to Germany to have a delicate operation performed. Another was named Turtle, which was something of a coincidence, as you will see further on. I don't remember the names of the others, and I have never seen any of the company, except the ship's Captain, from that time to this.

"Well, we got started, and everything was lovely for about a week. Then, during the night of the seventh or eighth day out, there was a shock and a shudder, and the big ship's engines were stopped in a jiffy. Several of us were thrown out of bed by the impact, and at first we thought we had struck a rock. But it didn't take long to find out what the trouble was. The propeller had three fans, and one of these had cracked about halfway across. The fan dropped upon the keel plate, and the crack fitted over it as neatly as you please. The fan was jammed into the keel plate with such force that it was held as in a vise, and no power on earth could have turned that screw until the broken fan was removed. Of course, it was under water, and there was no way of repairing it until we could get into port. That could only be accomplished by using the sails, which were of about as much use as those on La Gascogne. They were about the same size, and were never intended to do much more than give steerage way to the ship. We couldn't do any tacking and had to go with the wind. It was blowing toward the Bermudas then, but after a bit it shifted, and we tried to get back to Nassau. Before we got fairly started on the back track the wind took a new shift and began blowing from an exactly opposite direction. From that time on our course was more or less to the eastward, but for a day at a time we might be going north, south, or west. We laid out a line which would make the path of a drunken man look straight by comparison. We tacked this way and that way, and we crossed and recrossed our track. Some mornings when we went on deck the Captain would tell us that we had got back to the same spot we had left the day before.

"We knew we were in no particular danger. The chief trouble was the awful monotony of the thing. There were no books on board, and in our desperation we rummaged about in our trunks and dug out packages which had been done up in newspapers. These scraps of paper we read until we knew by heart just where the best shoes could be bought and the most reasonable boarding places could be found. Some days there was so little wind and we drifted so slowly that a chip thrown overboard would bob along in the ship's company for miles. Every evening we had a dance. We found a steward on board who played the concertina, and as he had his instrument of torture with him we drew him into requisition. Four out of the eight cabin passengers would be 'ladies' one day and the other four the next. The 'ladies' were distinguished by handkerchiefs tied on their arms, and the pretence was kept up all through the day. The gentlemen paid all manner of attentions to the 'ladies,' who received them with becoming hauteur, and the next day took their turn at offering them. This plan was religiously carried out for weeks, and it served to relieve the ennui to some extent.

"One of the most monotonous features of the whole affair was the diet on which we lived. There is a law, I believe, requiring steamers to carry forty days' provisions, but it hadn't been followed by the Despatch, probably because she was not a regular liner. When the fresh provisions ran out, as they did after a couple of weeks, we had to fall back on turtle. We happened to be carrying a deck load of them, and there was a fabulous number in the lot. Well, turtle is pretty good eating, and it went very well at the start, but after a week or so it began to get tiresome. We had turtle soup and turtle stew and turtle steak, fried turtle, broiled turtle, baked turtle, and turtle sautée. The cook tried to invent new styles of cooking turtle, but he wasn't altogether successful. We got so we used to dream of turtles crawling all over us at night, and the sight of those creatures piled up on the deck grew to be fairly nauseating. The passenger whose name was Turtle became so ashamed of his patronymic that he thought of getting it changed if we ever reached a port where there was a Legislature.

"Well, as I said, there was an enormous number of those turtles, but we made our way through the pile, and the day finally came when the last turtle had been eaten up. We made it a sort of gala occasion, with music by the steward on that heart-rending concertina of his. But worse troubles were in store for us. We had nothing left but canned provisions, and they were soon more unpopular than turtle had been. They finally led to a mutiny among the steerage passengers. They were a rough lot, and we had had some trouble with them before. When we were only a few days out from Nassau the condenser, which is used to distil the salt water and make it fit for drinking, broke down, and it took some days to repair it. In the interim we had to rely on one cask of water, which had been previously distilled and saved. It was doled out in mighty small quantities, you may be sure, and two of the crew had to stand guard over the cask continually to prevent the steerage passengers from helping themselves by force. After the condenser had been put in order they made no more trouble until they began to grow tired of the canned goods. One day they came up on deck in a body to see the Captain. They were headed by a fireman whose name I have forgotten, but who had been discharged and was on his way home. He was a big man, and he came up at the head of the crowd with a lot of the tinned corned beef in his hand. Stopping in front of the captain, he yelled:

"'We'll be damned if we'll eat any more of the stuff!' and with that he threw it with all his might on the deck at the Captain's feet.

"We, of course, had been eating exactly the same fare in the cabin. We were all standing around, expecting a serious row, but the Captain was quite equal to the emergency. He was a small man, but he was as full of sand as the mutineers were of corned beef. He didn't wait for another word, but drawing a big navy revolver he banged the ex-fireman with great vigor on the head. The man went down in a heap at the first blow and the rest of the crowd backed away. That ended the trouble, and the ex-fireman and his friends ate canned corned beef with great gusto for the rest of the trip.

"On the thirty-fifth day out, just before daybreak, we were awakened by a commotion on deck, and the chief officer came running down shouting 'Land!' We rushed out, and saw what we thought was a cloud stretching along the horizon. As the sun came up we were able, with a powerful glass, to distinguish the land. You will realize what slow headway we were making when I tell you that it took from that time until 10 o'clock at night to reach what turned out to be the island of Madeira.

"We managed to create a sensation in the town. As we dropped anchor the Captain fired a howitzer we had on board. He had greased it inside with a piece of bacon rind, and it made a tremendous noise. As it happened, there were two blockade runners in the harbor, and the inhabitants thought a Yankee gunboat had come in and had blown them out of the water.

"There were no docks in Madeira, and it took us two weeks to get our machinery in order. We had to move all the cargo forward until the stern of the ship stuck up out of the water. Then the broken fan was cut off the propeller and we started off with two fans working. It took us twelve days to reach England. There was very little communication of any sort with Madeira, and of course they hadn't heard that the ship was safe, and I had been given up for lost. When we arrived off Holyhead we got out a big ship's flag with the name Despatch on it in large letters and tacked it to the side of the vessel. As soon as it was sighted the ship's agents were notified of her arrival, and when we got to Liverpool they were ready to receive us. The Despatch got a great ovation, and we were all very glad to set foot in England after sixty-one days on the water."

POQUONNOC'S OYSTER GROVES.

For the Third Time It Is Asserted that They Are a Menace to Health.

NEW LONDON, Feb. 14.—For many years Poquonnoc River oysters have been esteemed among the finest flavored in the world. They rival the famous Prince's Bay and Blue Points, and in the New York market they bring from $9 to $12 a barrel. Their remarkable flavor is attributed to some chemical solution washed down into the river from the rocky uplands which it pierces.

For a third time the oyster groves in this river are in danger of destruction. Poquonnoc River is a small, romantic stream just east of this port. There are no factories at the head of the stream, and the unpolluted waters produced oysters in great numbers. The demand for the oysters exceeded the supply, and then the oystermen increased the area for catching oyster spat by dumping limbs of trees into the river, over its muddy parts. Mud is fatal to oyster growth, but the spat, by catching on the boughs, was protected from the mud and flourished. In this way a large portion of the river bed, hitherto unavailable, was made use of. The growth of oysters finally got so heavy as to bury itself in the mud. This suffocated the oysters.

The oystermen then stuck birch trees twenty-five feet long in the river to raise oysters on. There was a great forest of them, and the spat, which is very plentiful in this river, soon covered the trees completely. As the oysters are marketable in two years and the profits on them large, all the Poquonnoc fishermen went into the business extensively. One man planted 7,000 birch trees. This was in 1881. The next year scarlet fever of a most virulent type appeared in the village of Poquonnoc Bridge and neighborhood, and before the summer was over out of fifty patients twenty had died from the disease. It was alleged that the oyster groves in the river caused the outbreak, and, after a prolonged local political fight, the State Health Board ordered the oyster groves to be destroyed. Altogether, it is said, damages of $11,000 were paid to the oyster raisers by the State.

After this some of the oyster farmers decided to replant their oyster beds, using birch stakes very long and slender, instead of trees. They believed that the tree branches became thick with mud and weeds and impeded circulation of the water, thus causing the fever. Soon after, as these birch forests began to become loaded with a bountiful harvest of oysters, a second epidemic of scarlet fever broke out in Poquonnoc Bridge. The State Humane Society interfered and another heated dispute followed, which again resulted in the destruction of the poles. This was in 1885.

For several years now, however, the planting of poles has been resumed in the river, the oyster farmers being tempted by the high prices offered for the oysters. There are now acres of the poles. They are set about as thickly as bean poles, and are planted with heads down stream, so that they shall not impede navigation. It is expected that the poles will average at least half a bushel of oysters each in two years. The product of the poles has enriched many of the Poquonnoc fishermen. Now it is again alleged that the oyster groves are a menace to health and an obstacle to navigation. This is the substance of a petition sent by the anti-pole men to the General Assembly.

The oyster farmers have presented a counter-petition demanding the right to continue to grow oysters on poles. They claim that they can raise larger oysters on the poles than in the bed of the stream; that the poles are no impediment to boating and fishing, as the channel is not obstructed, and that a good oyster business has been built up by enterprising citizens of Poquonnoc, which cannot be conducted except by placing the poles in the river for oysters to grow upon. There will be another red-hot battle fought over the matter.

The List of Referees.

These referees were appointed in cases in the State courts in this city last week:

SUPREME COURT.

By Judge Lawrence.

Cases.	Referees.
Dunlap agt. Marr	E. McD. Hawkes.
Bittau agt. Sigel	Wm. H. Ricketts.
Harrington agt. Harrigan	Franklin Bien
Cruikshank agt. Wells	Horace Barnard.
Matter of 187th street. (in re Hayes)	E. Blumenstiel.
Taylor agt. Cole	Fred'k K. Smyth.
Matter of Knickerbocker S. Co.	E. Blumenstiel.
Fountain agt. Schwarz	Chas. W. West.
Lewisohn agt. Kent & S. Co. (two cases)	James J. Nealis.
Ogden agt. Beall	Chas. A. Truax.
Matter of Kenny	Wm. A. Sweetser.
Nonnenbach agt. Wood	Henry E. Howlett.
Wm. McShane & Co. agt. Sullivan	Elliott Sandford.
People, &c., agt. Sixpenny Sav. Bk	Wm. T. Gilbert.
Clancy agt. White	Chas. A. Jackson.
Schwab agt. Schwab	Austen G. Fox.
Jackson agt. Gouraud	Ezekiel Fixman.

By Judge Ingraham.

Matter of Knevals	M. S. Burrill.
Emigrant Ind. Sav. Bk. agt. Egan	George G. Fry.
Matter of Young	Thos. F. Donnelly.
Proctor agt. Mallin	P. Whitehead.
Pacific Fire Ins. Co. agt. Mulready	Chas. M. Earle.
Embury agt. Norris	Benj. A. Jackson.
First Nat. B'k. agt. R. Goodman Mfg. Co.	R. W. Peckham, Jr.
Matter of Clark	James J. Nealis.
Higgins agt. Higgins	S. L. H. Ward.
Kolnecke agt. Kolnecke	James J. Nealis.
Washington Life Ins. Co. agt. Green (four cases)	George Landon.
Palfoor agt. Rowe	M. S. Burrill.
Untermyer agt. Pero (three cases)	E. T. Oldham.
Lavery agt. Sampson	S. L. H. Ward.
Westphal agt. Carr	Wm. T. Gray.
Sands agt. Moore (three cases)	Wm. C. Wilson.
Overton agt. Barclay	Chas. D. Burrill.

By Presiding Justice Van Brunt.

Matter of Bronx Park	Chas. H. Daniels.

By Judge Barrett.

People, &c., Gould agt. Parker (Eve cases)	W. Lee Cannon, Jr.

By Judge O'Brien.

Matter of Simon	David Welch.

Commissioners.

Matter of Thos. M. Hall	Luke A. Lockwood. Dr. Austin Flint. Nelson Greenfield.

COURT OF COMMON PLEAS.

By Judge Pryor.

Smith agt. Liuchesi	Robt. C. Taylor.
Hasren agt. Colter	Hugh R. Garden.
Green agt. Hutchingham	G. H. Sanderson.
Farrow agt. Appell	Samuel B. Paul.
Gill agt. Picone	Hugh R. Garden.
Barnes agt. Donnellon	G. H. Sanderson.
Reich agt. Cocران	Chas. H. Truax.
Diesut agt. McCaffrey	Samuel B. Paul.

By Judge Bischoff.

Bibas agt. Mannheimer	Chas. N. Morgan.
Lane agt. Eaglebern	Wilbur Larremore.

By Judge Bookstaver.

Dubos agt. Poggi	Thomas Allison.

By Chief Judge Daly.

Second Nat. Bk. agt. Curtis	Albert Stickney.

SUPERIOR COURT.

By Judge Freedman.

Bowery Sav. Bank agt. N. Y. Pres. Interiam Church	Geo. W. Cotterill.
Califato agt. Flannery	Benj. Oppenheim.
Myer agt. Gelsheuer	Aug. H. Vanderpoel
Petchaft agt. Gurley	Chas. H. Truax.

By Judge Beekman.

Hirsch agt. Cohn	Thos. C. Ennever.

Real Estate Private Sales.

Mayer Kahn has sold to an estate for investment the southwest corner of Broadway and Seventieth street, a six-story brick building, on lot 31.6x150, together with No. 24 East Seventieth street, adjoining a six-story brick flat, on lot 25x92, for about $100,000. The two parcels were purchased in 1890 by Mr. Kahn for $150,000.

John F. Doyle & Sons have sold for Philip Schuyler his three-story brick residence, No. 25 North Washington square, including a stable on Macdougal alley.

Ex-Assistant Fire Chief John Mc Gee has purchased the three-story brick house No. 64 West Eleventh street for $10,500.

Haider Jean C. Umberfield has purchased the plot, 200x100x irregular, on the north side of Eighty-ninth street, 250 feet west of Central Park West, for immediate or future occupancy. The price is about $210,000.

Builders McCafferty and Buckley have sold the five-story American basement private dwelling on the south side of seventy-seventh street between Fifth and Madison avenues, for about $85,500.

Mrs. Louis Stern and Mrs. Anna Franks have sold the four-story dwelling with lot 31 East twenty-second street for about $60,000.

THE FREE PORT AT FORT POND BAY.

Facts About the Harbor Proposed to Be Created on Long Island.

The scheme for the establishment of a free port almost at the doors of New York, which was suggested about a year ago, seems now to be in a fair way of receiving legal sanction and being carried into effect. The project was started by Austin Corbin of the Long Island Railroad, Charles M. Pratt, Watson B. Dickinson, George L. Edgell, and others, and it was first put into form when on April 30 of last year a bill was introduced into the United States Senate by Senator Chandler authorizing the establishment of a free port at Fort Pond Bay or elsewhere on Long Island.

According to the provisions of this bill, the projectors named and their associates, either as partners or as a corporation, are authorized to establish the port in such of the waters of Long Island as shall meet with the approval of the Secretary of the Treasury. The projectors are to proceed to acquire lands bordering upon the waters so selected, and they are then to surround these lands with walls, and within this enclosure erect piers and warehouses, and they may also erect factories.

When all is complete and approved by the Secretary of the Treasury, the port shall be open for the admission of vessels from any part of the world, free from all the expensive and annoying regulations which are necessarily enforced in a port of entry. Instead of having to enter the goods as imports, the owners of such establishments, ships and warehouses and factories, are designated as United States bonded warehouses in the bill, and are to be treated as such. All vessels which enter or leave the port will be free from tonnage dues and from entrance and clearance fees, and also from any Harbor Master's fees under the State laws; and all charges for dockage and for the use of piers or warehouses for merchandise are to be subject to the regulations of the Secretary of the Treasury.

This bill was read twice in the Senate and then referred to the Senate Committee on Commerce. On Wednesday, Feb. 12, the Commerce Committee reported the bill back to the Senate, with two amendments. The amendments are as follows:

SEC. 6. That the proprietors aforesaid shall incur the whole expense of opening and maintaining at all times safe channels, including the construction of breakwaters, the erection of lights, the dredging of the channel, and all other facilities for commerce that may be deemed necessary by said Secretary of the Treasury.

SEC. 7. That the Secretary of the Treasury, upon due application and under similar circumstances and the conditions, shall allow the establishment of additional free ports in any other suitable places within the jurisdiction of the United States, and the proprietors of such ports shall be entitled to all the powers and privileges, and be subject to all the responsibilities provided by this act in connection with the free port in this act provided for.

In this form the projectors believe that it will become a law, and they are ready when this happens to begin the work of building the new port. Two or three million dollars will have to be expended at once to fit the proposed spot for the purposes in view.

Fort Pond Bay, the place mentioned in the bill, is a harbor on Long Island near the extreme eastern point of Long Island. Recall to your mind the shape of that end of the island. You will remember that it resembles in a rough way an animal with an open mouth, with the under jaw much longer than the upper. Between the jaws is a hard sand beach and shelter island in the waters of Gardiner's Bay and Peconic Bay. The end of the long under jaw is Montank Point. Five miles west from Montauk Point, on the northern or inner part of the jaw is Culloden Point, and a mile and-a-half-deep notch behind Culloden Point forms the harbor of Fort Pond Bay. It is 120 miles from this city. The bay has an area of about one square mile, and all around and under its waters lie the sands which are so familiar to visitors to Quogue and the Shinnecock reservation. Right in front of the harbor is a coating of about three feet of soft mud overlying the hard sand and gravel, which forms a strong anchorage ground. The bay is V shape, and is protected by its shores from all the winds, except such as blow from within the segment of the compass from northwest to northeast. A small breakwater will give it all the further protection it needs.

Two wide channels lead to it from the open sea. One of these is the strait between Montauk Point and Block Island. This is fourteen miles wide and has a maximum depth of fourteen fathoms. The other is to the north of Block Island, between there and Point Judith. This is the one traversed in part by the Fall River steamers. It is ten miles wide and has an extreme depth of twenty-two fathoms. A few years ago it was proposed to establish a port for fast Atlantic steamers at Fort Pond Bay, and it was then conceded that it would make an available harbor. At present a visitor to Fort Pond harbor would have to hire a boat to get to it, or tramp for twenty miles over the sands from the nearest railroad station, but it is proposed to build the needed railroad spur to get to it. This spur would be about twenty miles long, and would lead from Bridgehampton station on the South Side road, five miles or so from Sag Harbor.

Hamburg, Bremen, and Copenhagen have their free ports, the establishment of which has contributed notably to the prosperity of those cities. Of course, any goods which pass from the free port into the country back of it have to be entered in the Custom House and pay duty. Within such a port as it is proposed to build at the eastern end of Long Island would be a little section of the commercial world. Vessels could come and go, bringing and taking the products of all peoples and climes. There would be nothing for them to pay except the charges for wharfage and for the handling of the goods. Within the factories to be built manufactures could be carried on with free machinery, free materials, and cheap freights, and the goods produced could be made and sold under the best terms for competition in the markets of the world. Of course, such goods would pay their proper rates of duty when brought into the home markets.

FINANCIAL AND COMMERCIAL.

New York Stock Exchange—Sales Feb. 16.

CLOSING PRICES OF UNITED STATES BONDS.

	Bid.	Asked.		Bid.	Asked.
U S 2s, r	95	—	U S 6s, 1905	109	—
U S 4s, r, 1907	112½	111	U S 6s, 1907	105	—
U S 4s, c	110½	111	U S 6s, 1897	105	—
U S 5s, r, 1904	115½	115¾	U S 6s, 1898	108	—
U S 5s, c	115½	115¾	U S 6s, 1899	110	—

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

3 Atchison 4s	64	—	10 N Y, Ch & St L 4s	101½	—
3	64½	—	5 N Y & Harl 3½s	99	—
3	64½	—	8 Ohio & Miss cn	107⅝	—
10 Atchison 2d 4s, A	17⅝	—	1 Oregon S L 6s	88	—
2	17¾	—	12 Ore S L con cn	41	—
5	17¾	—	10 Ore R & N con 5s	90	—
10	17¾	—	1 Penna 4½s	110⅝	—
5	17¾	—	2 Rock Isl ex 5s	100¼	—
5 Balt & Ohio 4½s	92⅝	—	5 Read gui 4s, T R	65¾	—
1 C, B & Q 4s	102	—	25 Reading 5s	91	92
1 C, B & Q 7s	119	—	5 So Pac of Cal 1st, s f 6s	111	—
1 Con Pac 6s, '98	103¾	—	1 St L & S F gen 5s	100¼	—
2 Del Mid 1st	110½	—	2 St L & S F con 4s	51¾	—
3 Erie cn 2d N	31	—	1 St P 1st 8s	119	—
2	30	—	1 St L So W 1st	67	—
4 Erie cn 2d, D M Ofc	59	—	5	67¼	—
2 Edison E I 1st	107¾	—	8	67¼	—
10 G H & S A M P 5s	91	—	7 St L So W 2d	19¾	—
15 Green Bay ln	3	—	2	19¾	—
1 H & St Jo cn 6s	118¾	—	1	19¾	—
2 Rock Val 5s	89¾	—	4 Sir & Gn 5s	96¾	—
1 Mich Cen 5s	110	—	8 Ho Ext 5s	108¾	—
5 Kan & Tex 4s	70¼	—	3 Tex Pac 1st 5s	84¾	—
10	70¼	—	2	84¾	—
1 Lou & N 4s	77	—	6 Tex & N Orn 5s	89	—
5 Lou & N O & M Div	115¾	—	1 Tol A A & N M 1st, T R	80	—
3 Lou & N Pa A 1st	110½	—	2 Union Pac, 96s	103¾	—
2 Mo K & E 1st	58¾	—	1 Union Pac, 98s	105¾	—
1	89¾	—	1	105¾	—
2	89¾	—	1 Union Il 1st	88¾	—
9	84¼	—	2 Ut Pac D & G 1st	53	—
9	84¼	—	3 Wabash 1st	105¾	—
6 M & St L 1st Pa ex	114½	—	2 Wabash 2d	66¾	—
3 Ill & L 1st	108	—	2 West Shore 4s	105¾	—
12 Mo Pac 1st	110	—	1	105¾	—
1 N Y Cen deb 5s	108¾	—	10 W N Y & Pa 2d	24⅝	—
3 N W ds, 30 yr	109¾	—	1 Wis N C 1st 6s	109	—
2	109¾	—			

Total sales of railway bonds (par value), $296,000.

RAILROAD AND OTHER SHARES.

Sales.		Open-ing.	High-est.	Low-est.	Clos-ing. Bid.	Clos-ing. Asked.
26501	Am Sug Ref	91⅞	92⅝	91⅛	92⅝	92⅞
27	Am Sug Ref, pf	91	91	91	91¼	91¾
2612	Amer Tob	91⅝	92	91⅛	91½	91¾
90	Amer Tob pf	108¾	107	105	105	106¾
100	Amer Cot Oil	18⅝	18¼	18⅛	18⅛	18⅝
53	Amer Cot Oil pf	61¾	62	61¾	62	63
5.04	Atch T & S F	4⅝	4½	4½	4½	4¾
1095	Bay State Gas	1⅞	1⅞	1⅞	1⅞	1⅞
270	Canada South	48¾	48¾	48¾	48¾	49
160	Chic Burl & Q	76⅞	76⅞	76⅞	76⅞	76⅞
9040	Chicago Gas	73	73¾	72	72¾	72⅞
5	Chic & Alton 1st	148	148	145	145	—
1041	C, C, C & I	80¾	80¾	80¾	80	80¾
5810	Chic & N W	96¾	96¾	95¾	95¾	96
100	C & N W pf	136¾	136¾	136¾	137	141
4211	C, B & Q	76⅞	76⅞	76	76⅞	76⅞
2200	C, M & St P	55	55¾	55	55¾	55⅞
7205	C, R I & Pac	61¾	61¾	61¾	61¾	62
100	C, H V & Tol	19¾	19¾	19¾	19	19¾
200	Del & Hud	127¾	127¾	127¾	127¾	129
200	Del L & W	158¾	158¾	158¾	158¾	159
100	Den & Rio gr	35¾	35¾	35¾	35¾	35¾
210	Distilling & C F	8¾	8¾	8¾	8¾	8¾
50	East North pf	99¾	99¾	99¾	100	103
600	General Elec	28¾	28⅞	28⅞	28⅞	28¾
160	Inter Cen Ins	40	40	40	40	43
100	L E & West	15⅞	15⅞	15⅞	15¾	15¾
200	L E & West pf	60	60	60	60	70
290	Lake Shore	137¾	137¾	137¾	137¾	137⅞
455	L I Tract	9	9	8¾	8	8¾
400	Long Island Gas	2⅛	2⅛	2⅛	2⅛	2⅛
1000	Louis & Nash	52⅝	52⅝	52⅝	52¼	52¾
150	Louis N A & C	6¾	6¾	6¾	6	7
100	L N A & C pf	92¾	92¾	92¾	92	93
50	Manhat Con	107⅞	107⅞	107⅞	108½	107¾
22	Minn Iron	40	40	40	40	40
100	Minn & St L	25⅞	25⅞	25⅞	25¾	27
200	Missouri Pac	21	21	20¾	20¾	20¾
8205	N J Central	84¾	84¾	82¾	82¾	83
4275	Nat Lead	28¾	28¾	26¾	27¾	28
100	Nat Lead pf	80¾	80¾	80¾	81	82
400	Nat Starch	26¾	26¾	26¾	26¾	26¾
905	N Y & N Eng	29¾	30¾	29¾	29¾	30
100	N Y, L & W	2⅞	2⅞	2⅞	2⅞	2⅞
400	N Y C & H R	97¾	97¾	97¾	98	98
10	Nor & West	9	9	9	9	9
400	Nor & W pf	17	17¼	17	17¼	18
200	Ontario & W	16¾	16¾	16¾	16¾	16¾
300	Pacific Mail	22¾	22	22	22	22¾
130	Phila & Read	9⅞	9⅞	9⅞	10	10¼
100	Pull Palace	154	154	154	154	155¾
400	St L S W pf	19	19	18¾	18¾	19
50	St P, M & M	105	105	105	104	107
300	Southern Ry	11⅞	11	11⅞	11⅞	12
1100	South Ry pf	31¾	31¾	31¾	31¾	32
110	Tenn C & I	19¾	19¾	19¾	19¾	19¾
200	Union Pacific	9¾	9¾	9¾	9¾	9¾
210	Wabash pf	12¾	12¾	12¾	12¾	13
950	West'n Union	87	87¾	87	87¾	87¾
200	Wheel & L E	9¾	9¾	9¾	9¾	9¾
100	Wh & L E pf	37	37	37	36	38

Total sales of stock were 83,020 shares.

LATEST QUOTATIONS FOR BANK STOCKS.

	Bid.	Asked.		Bid.	Asked.
America	200	210	Market & Ful	210	—
American Ex	153	156	Mechanics'	180	200
Broadway	240	250	Mech & Tra	140	165
Butch & D	150	165	Mercantile	180	190
Central Nat	118	125	Merchants'	130	140
Chase Nat	450	—	Merch'n' Ex	111	116
Chatham	340	400	Metropolitan	1⅝	4
Chemical	4000	4800	Metropolis	—	450
City	435	—	Mt Morris	100	—
Citizens	130	150	Nassau	150	165
Commerce	180	185	New York	225	240
Corn Ex	275	300	N Y County	530	—
Deposit	10	—	N Y Nat Ex	—	125
East River	150	150	Ninth Nat	120	—
Eleventh Wd	200	—	Nin'th Wd	100	—
Fifth Avenue	2000	—	Nat B'k N A	130	140
First Nat	2500	—	Oriental	—	240
First N of S I	112	125	Pacific	175	—
Fourth Nat	170	188	Park	210	300
Gallatin Nat	300	—	Phenix	118	125
German-Am	111	125	Republic	148	165
Germania	300	—	Seaboard N	109	109
Greenwich	160	—	Second Nat	300	—
Hanover	360	325	Shoe & Leath	—	100
Hudson River	150	—	South'rn Nat	155	165
Imp & Trad	500	510	State of N Y	103	108
Irving	135	—	Third Nat	120	—
Lincoln Nat	565	—	U S National	180	—
Manhattan	180	190	Western Nat	110	—

OTHER INACTIVE STOCKS.

	Closing Bid.	Closing Asked.		Closing Bid.	Closing Asked.
Adams Exp	141	144	Mo, Kan & T	14	14¾
Albany & Sus	168	—	Do pf	21¾	22¾
Alton & T H	35	55¾	Mobile & Ohio	15	17
Amer Cable	99¼	91¼	National S	5	8
Am Dis Tel	—	43	Nat S 1st pf	40	60
Ameri Bis	110	111¾	Nat S 2d pf	20	35
All & Pac	⅛	¾	Nat L Oil	18¾	20
Boston A L pf	103	—	New Cen Coal	5	8
Buff, R & P	—	—	Norfolk & So	60	—
Buff, R & P pf	—	59	N Y Central	99⅝	99¾
Bur, C R & N	45	55	N Y & N H	194½	196
Balt & Ohio	61⅛	64	N Y, C & St L	12	14¾
B & N Y Air L	90	95	N Y, C & St L, pf	60	65
Canadian Pac	48¾	49¾	N Y, L E & W	20	22
Cedar F & M	45	55	N Y, S & W	13¾	13¾
Ch B & Q	112	122	N Y, S & W pf	88	90
Central Pac	12½	14	North Pac	3	3¾
Chic & E I	50	53	North Pac pf	13¾	16
Chic & E I pf	40	—	Ontario & Min	12	15
Chic & Gulf	160	175	Oregon Imp	9	12
C, M & St P	116¾	117¼	Oregon R & N	18	21
Col Fuel	—	24	Peo, Dec & E	2¼	3
Col Coal pf	—	75	Pennsylvania	51½	—
Cleve & Pitts	154	—	P & Eastern	2	5¾
Col, C & I D	6	9	P, Ft W & C	156	157
Col, H V & T pf	—	61	P, C, C & St L	154¾	166¾
Col & Cin	35¾	5	P, C, C & St L, p	44¾	47
Com Cable	130	—	Pitts & W pf	28¾	30¾