CALIFORNIA STAGE DRAYS.

ADVENTURES OF AN OLD DRIVER WHILE COACHING IT.

Twenty-nine Passengers Held Up by Six Robbers—When He Lost His Nerve—Driving Wild Horses—A Timely Runaway.

POMONA, Cal., March 8.—Bill Henderson was driver on the Los Angeles, Santa Ana and San Diego stage line for twenty-one years. For years he drove eight horses, and often ten. The railroads have deprived the stage lines of their business, and Uncle Bill, like others of his calling, has gone into retirement. His tales of adventure are seemingly without limit.

"One bright, sunny morning in early autumn, about 1878," said he the other day, "I had a big load of passengers—miners, merchants, and drummers—the whole twenty-nine bound for San Diego. Near Capistrano Valley we reached an up grade, and the horses settled into a walk for the first time since leaving the station. We had almost reached the summit when two robbers sprang into the road from a fringe of bushes in front of my leaders and yelled, 'Stop!' in a manner that caused each passenger to spring bolt upright and grab his pistols. At the same instant four more men, all well armed, sprang out of the underbrush and poked their guns into our very faces, crying in unmistakable tones, 'Come off the perch!'

"'You've got the drop on us, boys,' said I, laughing, for we had no chance to either fight or run.

"'Yes, and we are going to keep it,' replied the leader of the gang; 'you hold those lines and keep your jaw shut, and you won't be bothered.'

"'Off the perch!' was repeated, and the way those passengers hustled off the top of the coach was comical, but they saw nothing amusing about it. In a moment the highwaymen had the whole twenty-nine in a line like soldiers on parade, only there was no attempt to dress ranks. I noticed a small cigar drummer flanked on one side by a tall miner and on the other by a fat merchant. He afterward declared that he felt himself to be the biggest man in the crowd, and knew that several of the guns were aimed directly at him. Two of the robbers stationed themselves where they could rake the whole line with their shots, while two more relieved the passengers of their valuables. One man carried a barley sack, while a nimble-fingered brigand robbed the passengers and threw watches, money, rings, and other jewelry into the sack. Even the cigars and whiskey were taken, though the boys kicked against the outrage. The fat man attempted to rest his hands for a moment, but at the command, 'Up hands, fatty,' he had to raise them again, though it made him groan and sweat to do it.

"'Pile in and be off now,' shouted the captain when the light-fingered chap reached the last man, and a madder lot of fellows never boarded a coach, for money, whiskey, cigars, and even their pistols had been taken. 'Turn 'em loose, young man,' yelled the captain, and the robbers in front sprang back out of reach and gave my horses a free road. Had there been a weapon in the crowd we would have given them a parting short, but, as it was, we could only make time to the next station. The horses went on a dead run, and half an hour afterward a dozen men started in pursuit of the road agents. I hired a man to drive, and helped to try to catch the thieves. We got near them once and had a lively skirmish, killing two robbers and wounding a third, but the rest got away with the treasure.

"I never lost my nerve but once; then my heart was in my mouth for two or three minutes. We were descending the Devil's Incline, five miles long, a straight, smooth hill. I had twenty-two passengers on board, two of them women, occupying outside seats. One of the women sat behind me; the other, a handsome young married woman, was between her husband and me. When within a quarter of a mile from the bottom of the hill my brake broke, and I knew that within a second the big coach, with its load of passengers, would dash forward upon the horses. It was terribly steep. The team was in a swinging trot, and legs, arms, and possibly necks would have been broken if the passengers should attempt to jump off, as they would be certain to if I gave them warning of their danger. There was not an instant to lose, so I grasped my whip, shouted to my leaders, and cried, 'Here is where we make time,' and down the long, smooth hill we went on a run. If a horse should stumble or fall, it meant death to more than one passenger on board, but fortunately the road was smooth and the animals kept their feet. I plied the lash and again shouted to my leaders as the big coach began to gain upon them. The passengers became frightened as the vehicle reeled and rocked under the tremendous speed. Several cried, 'Stop, stop!' but this was just what I could not do. The young husband believed me insane for the moment, and, drawing a pistol, cried: 'Now hold up, or by Heaven, I will put a bullet through your heart.' Instead of attempting to comply, I again lashed my team, for in a moment or two the danger would be over. The young man repeated his threat, but just then his wife struck the pistol and knocked it out of his hand. With a wild yell at the team, which made them all spring forward out of the reach of the wheels, we dashed out upon the plain at the foot of the hill, and I soon was in a position to pull up and explain our danger. The young married woman, who had been quite cool up to that second, fainted dead away, and came near falling from the seat. On reaching the end of our journey, the passengers clubbed together and bought me a handsome gold watch, but I can assure you that I would not take that ride again for all the watches on earth.

"One station was located on the edge of a level valley ten or twelve miles across, which had once been an alkali lake, and the surface was as hard, smooth, and level as a floor. At this station one year a large number of horses were kept to be broken to harness. A number of Mexican vacqueros harnessed and hitched them up, and a wilder and more vicious set of beasts I never saw. Each one had to be blindfolded to be handled, and sometimes it took two men to each horse to get the harness upon him and get him hitched to the coach. They would kick, strike, and bite the moment the blind was removed, but once secured to the coach they would dash off after my leaders until they were run down. I drove eight horses, including two quick and speedy leaders and two spirited wheelers; the other four were wild animals hitched up for the first or second time. When all were ready I would give a shout, the vacqueros would snatch off the blinds, the leaders would spring forward, and the whole team would break into a run, the wildest and most exciting a load of passengers ever enjoyed. This would last most of the way across the valley, and when the next station was reached the four wild animals would be completely run down. Two such trips and they were considered broken and would be sent to other stations.

"One trip we had a new driver who was going up the road to take his place. He was a handsome young fellow, who, from his unusual height, was called Lanky Jim. He was a skilful reinsman, but was cool and cautious, and took no desperate chances, as some of the drivers did. On reaching the breaking-in station we thought we would have a little fun at his expense, so I asked him to take the ribbons. He gathered up the lines, shouted to turn them loose, and away we went. It was a wild ride for a mile or two, and then he tried to hold up, but this the passengers objected to.

"'Turn 'em loose; this ain't a hearse,' shouted a big-nosed man.

"'Give them the silk,' yelled a drummer.

"'Give Charley the ribbons,' cried a miner.

"He stood it pretty well till I too, began poking fun at him, when he cried:

"'Gentlemen, I can drive as fast as any one,' and with this he suddenly leaned forward, and before I could imagine what he intended to do threw the lines out of his hands to the ground and began whipping his horses. Run? If you ever saw a team run those horses did that day. The coach rolled to and fro till I thought a dozen times it would tip over, yet that fellow stood up in his seat plying the silk and shouting: 'Turn 'em loose, this ain't no hearse!' 'Don't put on the brakes!' 'Give the ribbons to Charley!' and other expressions we had used. Fortunately for his neck and ours there was not a stick or stone, not a rock, clod, or rut in the whole valley, or we would have struck something and tipped over. About a mile from the other station there was a stretch of sand, and here the horses had to stop from their run. The moment they slowed down from a trot a dozen of us sprang from the coach and caught up the lines, thus stopping the team. As we handed him the lines he gathered them up as coolly as you please and only said:

"'Gentlemen, did we ride fast enough?' There was no more attempt to try his nerve.

"An opposition stage line one summer annoyed us somewhat, and on one trip a driver got ahead of us, and on a narrow grade, where I could not pass, let his team walk for a mile or more. My passengers all stormed and swore, for the road was almost level and fairly smooth, and I determined to get even, for owners, agents, and drivers on our line meant to break up the opposition if possible. On the seat beside me was a young miner armed with a six-shooter. I said to him:

"'When we get off this grade we strike a plain where the jack rabbits are numerous, but I don't want you to shoot any of them, for this team is mighty rkittish and might run away at the sound of a pistol.'

"He caught my meaning and laughed as he replied, 'We might pass that fellow if we had a runaway.'

"As we reached the plain I clucked to my team, and they sprang forward in pursuit of the other stage. I rapidly gained, and passengers from both stages cried, 'A race! a race!' The other driver whipped up his team and went them forward in a run. Just then a jack rabbit hopped up, and sure enough that miner pulled his pistol and banged away. My eight horses dashed off like a whirlwind, and though I shouted two or three times:

"'Clear the track! Get out of the road; this team is running away!' the other driver never budged an inch but simply kept in the middle of the road.

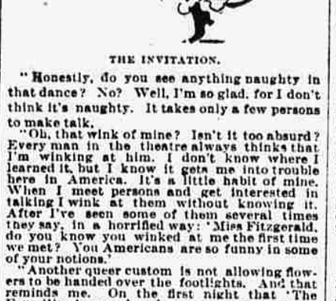
"This was just what I wanted, for my team was going at a tremendous burst of speed, and when I passed the other coach I managed to strike a hind wheel just right and knocked it off as cleanly as though done with a huge knife. Down went the coach and out tumbled the passengers, while mine sailed like madmen. It delayed the opposition about two hours, as they had to get a wagon to haul the passengers to town with. We were sued, but all my passengers swore that I had given the other party plenty of warning, but he would not get out of the road. When the young miner testified that I had cautioned him not to shoot lest my team would run, the Judge and jury burst out laughing, for they saw the point, but we won our case, and the owners gave me a suit of clothes for taking off the other fellow's wheel."

CISSY FITZGERALD'S WINK.

The English Dancer Tells About It, Her Work, and How She Likes America.

Only a few weeks ago Cissy Fitzgerald, in order to be released from her contract with Manager George Edwardes of the London Gaiety company, hired lawyers to prove that she wasn't a star. Now she is delighted because the New York audiences have declared that she is one. She had this to say about her work and herself to a SUN reporter:

"Dancing tires me very much in the costume that I wear in 'The Foundling.' You know, I'm supposed to come in off the street, so, of course, I have to wear a street gown. The skirt is heavy and rather narrow for dancing, and the high-neck, long-sleeved bodice is an impediment. I get so frightfully warm and red. I wonder if I show it much. That petticoat that I dance in is twelve yards wide and has over 250 yards of lace on it.



THE INVITATION.

"Honestly, do you see anything naughty in that dance? No? Well, I'm so glad, for I don't think it's naughty. It takes only a few persons to make talk.

"Oh, that wink of mine? Isn't it too absurd? Every man in the theatre always thinks that I'm winking at him. I don't know where I learned it, but I know it gets me into trouble here in America. It's a little habit of mine. When I meet persons and get interested in talking I wink at them without knowing it. After I've seen some of them several times I say, in a horrified way: 'Miss Fitzgerald, do you know you winked at me the first time we met?' You Americans are so funny in some of your notions.'

"Another queer custom is not allowing flowers to be handed over the footlights. And that reminds me. On the first night that 'The Foundling' was played some one sent me an enormous acacia, decorated with pink ribbon, and with my name on it in gold. I couldn't get it home, so I sent for a florist's van to remove it. It arrived just as the people were going out of the theatre, and three boys were lugging it out. Since then the papers have been saying that I hired it. I never heard of anything so nonsensical. I wish I had it here now, but I sent it to a florist yesterday to keep for me during the winter.

"I'm so delighted here that I'm not going to Europe this summer. I wouldn't be so selfish as to leave you. My sister, who is a fine dancer, is coming over from London to see me soon. Then I'll be perfectly happy.

THE KICK.

"Speaking of America, I think your hotels here are—I don't like them. I tried several, and in every one, every time I rang my bell, a little black boy would come bringing me a jug of ice water. I suppose they thought because I was English that I wanted ice water. I do want it, for I've learned simply to love it. Why, when I'm at the theatre I pick out large chunks of the ice from the water tank and eat them all the while I'm not on.

"I got very tired of hotel life, and when I was burned out at the Vendome I took this flat. I have trouble with my marketing. I go to my butcher and say, 'Give me the silver side of the round to boil.' The butcher boys laugh and say, 'Why, she wants so and so,' but when it comes home it is a great piece of what we call steak. It's fun keeping house, except when I forget to order and have nothing for luncheon or dinner.

THE WINK AND SMILE.

"Little did I dream a year ago that I would be making such a salary. The only thing is to save something. One gets old, you know, and—isn't it too bad?—one can't dance then."

CHU FONG'S SACRED CONCERTS.

Lee Quay Says the Police Want $50 a Night to Allow Them.

The motion of the Chinese Concert Company of Mott street to enjoin Capt. Berghold's police permanently from interfering with the "sacred concerts" it gives on Sunday was argued before Judge McAdam of the Superior Court yesterday. Lawyer August P. Wagener, appearing for the Chinese company, stated that the performances could not be classed among those prohibited by the statute. The dialogues and music were in Chinese, but he understood that the sort used on Sunday might be classed as sacred to the Celestials.

"Are there any real sacred concerts on Sundays?" asked Judge McAdam. "It seems to me that there is kicking at most of them."

Mr. Wagener explained that the kicking at these concerts could not be improper, because there are no female characters, and any kicking would have to be done by the men, who do not wear tights. He said that the police have let the concerts go on for two years, and that he is informed by Lee Quay, assistant manager of the company, that the police had arrested their manager, Chu Fong, because the company had refused to pay the police $50 a night for the privilege of performing. Mr. Wagener said that he was informed that Chu Fong would give all particulars of the alleged bribery if called upon by the Grand Jury. The company has taken no action in the matter.

Judge McAdam gave counsel further time to submit papers.

TO SUCCEED DR. HARRIS.

St. George's Church, Brooklyn, Calls the Rev. St. Clair Hester.

The vestry of St. George's Protestant Episcopal Church, Marcy and Greene avenues, Brooklyn, voted unanimously yesterday to call to the rectorship of that church the Rev. St. Clair Hester, assistant rector of the Church of the Messiah, Brooklyn. The Rev. Richard H. Harris, rector of St. George's Church, announced one week ago his resignation, to take effect on May 1, he having accepted a call to a church in Philadelphia.

Dr. Hester has been connected with the Church of the Messiah nearly two years. He is a native of North Carolina and an alumnus of the University of North Carolina, having received there the degrees A. M. and Ph. D. He was graduated from the General Theological Seminary in this city in June, 1893, and is now Chairman of the Seminary Alumni Committee on Seminary Buildings. He will be the youngest rector in full charge of a church in Brooklyn. St. George's Church is in size the third Episcopal church in Brooklyn.

A Plant that Encourages Cattle Stealing.

From the Philadelphia Times.

A curious plant is the milkweed, which abounds in the arid regions of bnlal Texas and Mexico. It is a handsome bush with its parti-colored green and white leaves, the two colors being very delicately and gracefully traced, the one upon the other, and it is beginning to find its way as an ornamental plant into some of our Eastern gardens and greenhouses. Upon its native heath it grows to considerable size, reaching frequently to the height of six or seven feet, and, of course, shows to the best advantage then.

When a stem of this plant is broken there flows from it an abundant stream of milk, which is sufficiently strong to burn into the cuticle if it is allowed to touch the flesh, creating an unpleasant smarting sensation. This quality makes the plant much in demand for marking cattle, as the hair is removed wherever the milk is applied and no further harm is done to the animal. In this way it is a boon to cattle stealers, as an application can be made with it much easier than with the branding iron and the same purpose is served. It would be impossible to form an estimate of how many cows change hands every year through the use of this plant, yet the number is by no means inconsiderable.

FINANCIAL AND COMMERCIAL.

New York Stock Exchange—Sales March 16.

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

100 U S 5s, c.....115⅛

CLOSING PRICES OF UNITED STATES BONDS.

	Bid.	Asked.		Bid.	Asked.
U S 2s, r.....95	—	—	U S 5s, c. 1904.115¼	115⅝	
U S 4s, r. 1907.111	113	U S 6s, 1895, r.100	—		
U S 4s, c. 1907.112¼	113	U S 6s, 1896...102	—		
U S 4s, r. 1925.119⅞	120¼	U S 6s, 1897...105	—		
U S 4s, c. 1925.119⅞	120¼	U S 6s, 1898...108	—		
U S 5s, r. 1904.115¼	115¾	U S 6s, 1899...110	—		

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

13 Atchison 4s.....65⅝	2 N J C gnl 5s.....111⅛		
5.....65⅝	1 N Y Cen deb 5s...105⅝		
2.....65⅝	7 N Y, Ch & St L 4s.104⅛		
8.....65⅝	50 Nor R R of Calif. 5s.94		
15 Atchison 2ds, A.17⅝	2 N W 4d 5s, 25 yr...107		
5.....17⅝	4 N Y, O & W cn 5s.110⅝		
2.....17⅝	10 Ohio & Miss 5s.....107		
3.....17⅝	5 Ohio Riv R R 1st.100		
1 Am C O 6s.....111¼	2 Oregon S L 6s.....88¼		
10 Austin & N W 1st 8s 81	1 Oregon Imp 5s.....54		
1 Broadway & 7th Av cn 5s.....110⅛	2 P C & C cn 6s.....93⅛		
7 Chs & Ont 5s.....70¼	7 Pitts, C, C & St L 4½s, S A.....108		
1 Central Ohio 5s.....70	1 Pacific Mo 2d.....104⅛		
2 C, B & Q cny 5s.....99⅞	5 Pitts & W 1st.....82¼		
2 Canada So 1st.....110¼	4 Reading gnl 4s.....69¼		
1 Chic & Nor P 1st, T R.....89⅛	10 Reading 2d pf inc.....19⅞		
6 Ch & Eli gnl 5s.....96⅞	5 Rich & Dan 5s.....64⅞		
5 col Mid 4s.....65	7 So Pacific S M 1st.100¼		
2 E Tenn 5s.....105¼	1 St L & S F gen 6s.103⅝		
4 Flint & P M 1st 5s..83	10 St L & S F con 4s..50¼		
1 Ga Pac 1st, 5-6s...107⅛	2 St P 1st, S M d.....115		
7 Gen Electric deb 5s.....80⅛	2 St L So W 1st.....68⅛		
3 H & T C 1st 5s.....105⅞	2.....68⅛		
17 H & T C cn gnl 4s..62	10 St L So W 2d.....23¼		
1 Iron Mt 2d.....90⅛	1.....23⅛		
19 Iron Mt Ark Br...102⅛	7.....23⅛		
1.....102⅛	10.....23⅛		
9 Iron Mt C A R.....99⅛	7.....23⅛		
3 Kan Pac D d as.....101	9 San A & A P 1st 4s. 59		
5 Keok & Des Mo.....90	21.....56⅝		
2 Kan & Tex 4s.....81⅞	1 S Jo & Gri 1st, T R. 53		
5.....81⅞	5 So Iowa 1st.....108⅞		
5 Kan & Tex 2s.....47⅞	1 Tex Pac 1st 5s.....85⅝		
1.....47⅞	1.....85⅝		
40.....47⅞	1.....85⅝		
1.....47⅞	5.....86		
30.....48¼	10 Tex Pac 2d inc.....23⅛		
1 Lake Shore 2d, c.123	22.....23⅛		
1 Lou & Nash.....114⅛	8.....23⅛		
1.....114⅛	3 Terre H 1st.....104⅝		
1.....114⅛	7 Tol & L 1st.....108⅞		
1 L, N A & Ch cn.....95⅝	1 Un P gds, T N C.....95		
5.....96	1 Union P 4s, A.S.103⅛		
1.....95⅝	2 Wabash 1st.....104⅝		
5 Mo, K & E 1st.....66⅝	3.....104⅝		
4.....66⅝	2 Wabash 2d.....64		
6 Mo, K & T of 1 5s. 75	6 West Shore 4s.....105		
12 Nor Pac cn 5s.....29	2 W & L E 1st 5s.....111		
7.....29⅛	4 West N Y & Pa 1st.104⅛		
30.....29⅛	3 W N Y & Pa 2d.....24⅞		
16.....29⅛	9 Wis Cent 1st.....44		
12.....29⅛	5 Wilkes & E 1st.....97⅞		
10 Nor I & W 5s.....51			

Total sales of railway bonds (par value), $385,000.

RAILROAD AND OTHER SHARES.

Sales.		Open-ing.	High-est.	Low-est.	Closing.—Bid.	Asked.
17005 Am Sug Ref.....	99⅝	97⅝	97⅝	97⅝		
140 Am Sug Ref p.....	93	93	93	93	93½	
40 Amer Cable.....	90½	90	90	89	91	
8100 Amer Tob.....	90½	91⅛	90½	90⅝	91	
2520 Amer Cot Oil.....	26	26½	25⅞	26	26	
335 Amer C O pf.....	69½	70	69⅛	69⅛	70	
1722 Bay State Gas.....	1⅝	1⅝	13	12⅝	13	
1000 Comst'k Co.....	.5	.5	.5	.5		
100 Canada So.....	48⅝	48⅝	48⅝	48⅝	49½	
100 Canadian Pac.....	37⅝	37⅝	37⅝	37⅝	37⅝	
326 Central Pac.....	17⅛	17⅛	17⅛	17⅛	18	
600 Ches & Ohio.....	16⅛	16⅛	16⅛	16⅛	16⅝	
820 Chicago Gas.....	70⅝	71⅝	70⅝	70⅝	71⅝	
905 Chic & N W.....	88⅝	89	88⅝	88⅝	89	
900 C & N W pf.....	137⅝	137⅝	137⅝	137⅝		
710 C, B & Q.....	70⅝	71⅝	70⅝	70⅝	71	
4085 C, C, C & I.....	55⅝	56⅝	55⅝	55⅝	55⅝	
395 C, R I & Pac.....	62⅝	62⅝	62⅝	62⅝	63⅝	
180 Col & H Coal.....	41	41	41	41	45	
170 Del & Hud.....	126½	126½	126½	126½	127	
200 Del, L & W.....	160⅝	160⅝	159⅝	159⅝	161⅝	
15601 Distilling & C F.	12⅝	12⅝	11⅝	11⅝	11⅞	
100 Gt North pf.....	102	102	102	102	105	
3875 General Elec.....	29⅝	29⅝	29⅛	29⅛	29⅛	
10 L K & West pf.....	71⅝	71⅝	71⅝	71	72	
900 Lake Shore.....	136⅛	136⅛	136	136⅛	136⅝	
100 L V Trans.....	17⅝	17⅝	17⅝	17⅝	18	
100 Laclede Gas.....	25⅝	25⅝	25⅝	25⅝	26	
20 Laclede Gas p.....	81	81	81	82	85	
1000 Louis & Nash.....	47⅛	47⅛	47⅛	47⅛	47⅝	
200 L, N A & C pf.....	22	22	22	22	22⅝	
515 Manhat Con.....	107⅛	108⅛	107⅛	108	108⅝	
525 Missouri Pac.....	20⅝	20⅝	20	20	20⅛	
2586 Mo, K & T pf.....	23⅝	24	23⅝	24	24⅛	
8240 N J Central.....	89	90⅝	89	89⅝	89⅝	
4718 N Y Central.....	93	93⅝	92⅝	93⅛	93⅛	
5 Nat Lead pf.....	84	84				
4862 N Y & N Eng.....	34⅝	34⅝	34	34	34⅝	
310 N Y, L E & W.....	8⅝	8⅝	8⅝	8⅝	8⅝	
2320 N Y, S & W.....	13⅛	13⅛	13⅛	13	13⅛	
847 N Y, S & W pf.....	39	39⅝	39	38⅝	39	
400 Northern Pac.....	3	3⅝	3	3	3⅛	
100 North Pac pf.....	14⅛	14⅛	14⅛	14⅛	14⅛	
100 Ontario & W.....	16⅝	16⅝	16⅝	16⅝	16⅝	
210 Pacific Mail.....	22⅛	22⅛	22⅛	22	22⅛	
300 Phila & Read.....	8⅝	8⅝	8⅝	8⅝	8⅝	
100 Pullman.....	170	170	170	170	175	
110 St L, S W pf.....	9⅝	9⅝	9⅝	9⅝	10⅛	
50 St P, M & M.....	103⅝	103⅝	103⅝	103	107	
500 Southern Pac.....	17⅝	17⅝	17⅝	17⅝	18	
2610 South Ry.....	10⅝	10⅝	10⅛	10⅛	10⅝	
1424 South Ry pf.....	31⅝	32⅛	31⅝	32⅛	32⅛	
100 Tenn Coal.....	14⅝	14⅝	14⅝	14⅝	14⅝	
555 T A & A & N M.....	17⅛	17⅛	17⅛	17	18	
12 U S Cordage.....	5⅝	5⅝	5⅝	5⅝	5⅞	
200 U S Leather.....	10	10	10	10	10½	
666 U S Leather pf.....	65⅛	65½	64⅞	64⅞	65⅛	
100 Wabash.....	5⅝	5⅝	5⅝	5⅝	5⅝	
200 Wabash pf.....	13	13	12⅞	12⅞	13⅛	
2235 West U Tel.....	87⅝	88	87⅝	87⅝	88	
2060 Wheel & L E.....	11	11⅛	10⅞	10⅞	11⅛	
120 Wh & L E pf.....	40⅛	40⅛	40⅛	40⅛	40½	

Total sales of stock were 84,634 shares.

LATEST QUOTATIONS FOR BANK STOCKS.

	Bid.	Asked.		Bid.	Asked.
America.....	209	210	Manhattan.....	140	142
American Ex.....	156	160	Market & Ful.....	210	225
Broadway.....	235	250	Mechanics'.....	180	185
Butch & Drov.....	100	110	Mech & Tra.....	145	160
Central Nat.....	125	135	Mercantile.....	175	180
Chase Nat.....	500	—	Merchants'.....	131	138
Chatham.....	140	400	Merch'ts' Ex.....	112	120
Chemical.....	4000	4800	Metropolitan.....	250	—
City.....	450	500	Metropolis.....	400	450
Citizens'.....	150	150	Mt Morris.....	110	—
Commerce.....	180	185	Nassau.....	150	165
Continental.....	125	—	New York.....	225	240
Corn Ex.....	275	300	N Y Nat Ex.....	100	125
Deposit.....	214	—	Ninth Nat.....	125	—
East River.....	130	137	Ninth Ward.....	110	—
Eleventh Wd.....	200	—	Nat Bk N A.....	137	145
Fifth Avenue.....	2000	—	Oriental.....	250	240
First Nat.....	250	—	Pacific.....	175	—
First N of S I.....	113	120	Park.....	275	300
Fourth Nat.....	180	185	Phenix.....	114	120
Gallatin Nat.....	300	320	Republic.....	85	105
Garfield Nat.....	300	—	Seaboard N.....	160	—
German Am.....	111	120	Second Nat.....	300	—
Germania.....	250	—	Shoe & Leath.....	93	105
Greenwich.....	160	—	South'n Nat.....	140	164
Hanover.....	375	380	State of N Y.....	102	110
Hudson Riv.....	150	—	Third Nat.....	105	—
Imp & Trad.....	510	570	Tradesmen's.....	—	190
Irving.....	135	150	U S National.....	180	—
Leath Man.....	170	180	West Side.....	280	—
Lincoln Nat.....	262	—	Western Nat.....	110	111½

OTHER INACTIVE STOCKS.

	—Closing.— Bid.	Asked.		Bid.	Asked.
Adams Exp.....	143	148	Minn Iron.....	—	40
Albany & Sus.....	188	—	Mex Tel.....	170½	190
Alton & T H.....	36½	57½	Mich Cen.....	91½	95½
Am Dis Tel.....	—	45	Minn & S L.....	26	27
Am Tob pf.....	105	107	M & St L pf.....	45⅝	47
Amer Exp.....	111	113	Mo, Kan & T.....	14⅝	14½
At, T & S Fe.....	5⅝	4	Mobile & Ohio.....	12⅛	16
All & Pac.....	¼	⅝	National S.....	5⅝	6
Boston A L pf.....	109	—	Nat S 1st pf.....	35	—
Buff, R & P.....	—	20	Nat S 2d pf.....	14	20
Buff, R & Pitt.....	—	60	Nat L Oil.....	19½	20½
Balt & Ohio.....	53	53⅝	New Cen Coal.....	5	8
B & O s pf, N.....	4½	8	Norfolk & So.....	2⅝	6
Cedar F & M.....	4⅝	8	Nat Lead.....	30	36½
Chic & E I.....	50	83	North Am.....	3⅝	3⅞
Chic & Alton.....	158½	—	N Y & N H.....	184	194
Chic & Alton.....	146	148	N Y, C & St L.....	13	14
Chic & Atlpf.....	160	—	NY, C & St L p.....	55	73
C, M & St P pf.....	117	117⅛	NY, C & St L 2p.....	24	29½
Col Fuel.....	22⅝	35	N Y, L E & W p.....	16	17⅞
Col Fuel pf.....	50	60	Norf & W.....	—	22
Cleve & Pitts.....	155	—	Norf & W pf.....	11⅛	12½
Col, C & I D.....	3½	8	Ontario & Sim.....	8	14
Col, H V & T.....	23⅝	24	Ont & West.....	15	20
Col, H V & T pf.....	64	67	Oregon Imp.....	10	13
Con Cable.....	135	—	Oregon R & N.....	4½	8½
Con Coal.....	78	81	Penna Coal.....	300	330
Con Gas.....	132⅝	134	Peo, Dec & E.....	8	3½
Den & R G.....	11⅝	11½	P & Eastern.....	2	3½
Den & R G pf.....	34	35	P, Ft W & C.....	154⅛	—
Des M & Ft D.....	5	7	Pull Pal Car.....	155	156
Des M & Ft D pf.....	24	—	P, C, C & St L.....	15⅛	16⅝
Edison El.....	94	95⅛	P, C, C & St L p.....	47	48
Evans & T H.....	30	35	Pitts & W pf.....	30½	33
Flint & P M.....	7⅛	14	Rens & Sar.....	180	185
Flint & P M pf.....	—	45	R, W & O.....	11⅝	15⅝
Green B & W.....	¼	⅝	St P & Dul.....	20	25
G H & W pf.....	⅝	1½	St P & Dul pf.....	80	100
Hocking Val.....	19	20	St P C & N.....	300½	—
Illinois Cent.....	84	85	St P & Om pf.....	105	110
Iowa Central.....	6⅝	6⅝	South Cot Oil.....	—	50½
Iowa Cen pf.....	21	22⅝	St Jo & G I.....	1½	3½
Kansas & M.....	9	10⅝	Tol & O C.....	47	50
Keok & D M.....	1½	3	T & O C pf.....	75	81
Keok & S M pf.....	13	—	Tex Pacific.....	8⅝	9
L, St L & Tex.....	4	7	Union Pac.....	84	84½
L E & W.....	16	16½	U P, D & G.....	3	3½
Long Island.....	84	85	U S Express.....	40	45
L N A & C.....	64⅝	74	Utica & Bla R.....	150	—
Manhat Bh.....	2	5	U S Rubber.....	40	40½
Maryland C pf.....	50	70	U S Rubber pf.....	93½	94
Mah Valley C.....	115	130	Wells, F Ex.....	103	108
M'h'ning C pf.....	106	—	Wis Central.....	3⅝	8

BOSTON CLOSING QUOTATIONS.

	Bid.	Asked.		Bid.	Asked.
Bos & Maine.....	161	162	Erie Tel.....	50	83
Cent Mass.....	10⅝	11⅛	Westingh'se E.....	83	85
Chi June com.....	8⅝	8⅝	Bos & Mon.....	86⅝	87
Chi June pf.....	101	103	Butte & Bos.....	9	9½
Fitchburg pf.....	85	86	Cal & Hecla.....	275	280
N Y & N E pf.....	63	64	Osceola.....	20	21
Mex Cen 4s.....	57⅞	58	Quincy Min.....	101	102
Old Colony.....	179½	180½	A, T & S Fe 4s.....	65⅝	66
Am Bell Tel.....	192	193			

PHILADELPHIA CLOSING QUOTATIONS.

	Bid.	Asked.		Bid.	Asked.
UGI.....	70⅝	71	Leh C & N Co.....	45½	46
Con Tract.....	27	28	Penna R R.....	50⅝	50⅝
Con Tract 5s.....	82½	83	Phila Tract.....	87⅝	88
People's Tract.....	46½	46½	Met Tract.....	96⅝	97⅛
Lehigh Valley.....	30⅝	31			

CHICAGO CLOSING QUOTATIONS.

	Bid.	Asked.		Bid.	Asked.
Alley "L".....	11½	11⅝	Diamond Mtch	120	—
Am Brass v'd.....	30½	—	Lake Sr "L".....	14⅝	17½
Canal & Dock.....	57	—	N Y Biscuit.....	54	—
City Railway.....	303	317	No Chi St Ry.....	262½	—

LATEST LONDON QUOTATIONS.

Atchison.....	4⅛	Norfolk & W pf.....	11⅝
Canadian Pacific.....	88⅝	Northern Pac pf.....	14⅛
Erie common.....	18⅝	Ontario & West.....	1⅝
Erie 2d consols.....	60	Pennsylvania.....	51⅝
Illinois Central.....	86	Reading.....	4⅝
Kansas & Texas.....	14⅝	St Paul.....	58⅝
Lake Shore.....	139	Wabash pf.....