RAPID TRANSIT MEN WIN.

COURT OF APPEALS SAYS THE GENERAL TERM MUST HEAR THEM.

They Need Not Wait Until 1896 and Take Their Application for a Commission to Condemn Property on Their Routes to the Appellate Division, Supreme Court.

ALBANY, Oct. 22.—The contention of Edward M. Shepard in regard to immediate proceedings being taken for the construction of the New York city rapid transit route has been upheld by the Court of Appeals. The Rapid Transit Commissioners laid out a rapid transit route, but did not get the consent of the property owners to the construction of the road.

Application was made by Mr. Shepard, as counsel for the Rapid Transit Commissioners, to the Supreme Court, as provided by the Constitution, for the designation of newspapers in which to publish notices of the intention of the Rapid Transit Commissioners to apply to the court for the appointment of three commissioners to report as to whether a railroad ought to be constructed or not. If the court approved of the report of the Commissioners, when appointed, such approval was to operate in lieu of the consents of property owners.

The lower courts held that such application should be made to the Appellate Division of the Supreme Court, which was established by the new Constitution, and that the General Term had no power to consider it.

All of the Judges of the Court of Appeals concur in an opinion that the Appellate Division of the Supreme Court does not begin to exercise any powers until Jan. 1 next, and that the new Constitution does not abridge any of the powers and authority of the General Term, which were lodged in that court, until after the Appellate Division becomes operative on Jan. 1 next.

In its opinion the court says: "The provisions of the Constitution should receive a reasonable construction, and one that may not work a public mischief. A construction which shuts the doors of a court to all applications of this nature for one year, and closes all operations of street railroad building in the State for that time (where an application to the court is necessary), ought not to be adopted without a plain mandate to that effect from the Constitution itself. We think no such mandate can be found."

The court therefore reverses the order of the General Term, and remits the proceedings to that court in order that the application may be acted upon on its merits.

SLOW AND EXPENSIVE PROGRESS TOWARD A LAWSUIT.

Mr. A. B. Boardman said yesterday that it would probably be a couple of weeks or more before the preliminary application of the Commissioners would be renewed to the General Term. In order to prevent an objection to the application upon the ground that the state of facts shown in their affidavits was old, he said it would probably be considered advisable to look over the records and ascertain what transfers of property had been made along the proposed routes since a canvass of the property owners was made last spring, and apply to the new owners for consents or refusals. This, he said, he thought could be done within a couple of weeks. After that the advertising of the application for the appointment of Commissioners of Condemnation must be done and then those Commissioners would take their time to hear the arguments of all interested persons as to whether the Court should or should not consent to the laying of the routes in lieu of the consents of the property owners. That the Commission will finally have to meet a big legal fight as to the constitutionality of the statute under which it acts is well understood by its members and counsel, and Engineer Parsons will have plenty of time yet to perfect the details of the plans for the underground road before the Commission will be in a position to let the contract for building and operating the roads and beginning to spend the $55,000,000 which it thinks it has the authority to draw from the city treasury for its work.

In the mean time the counsel will have to incur some more expense for canvassers. Comptroller Fitch, who has already held up their last application for more, is said to object to the expense incurred by the counsel last summer, and to have said that the Commission was spending too much for counsel fees. There are some of the Commissioners who say they agree with him in this. The counsel fees are $10,000 a year, besides expenses. The fixed charges of the Commission are about $35,000 a year besides extras.

DRUNK ON THE CASINO STAGE.

An Under Watchman Treats a Property Man to Stolen Wine and Whiskey.

Charles Lucius, an under watchman in the Casino at Broadway and Thirty-ninth street, was charged yesterday in the Tombs Court with the theft of six bottles of champagne, seventeen bottles of whiskey, and 800 cigars from the Casino Café. He was held for trial.

Watchman Harley H. Cherry and Joseph Decker, the assistant property man of the theatre, who were also arrested on suspicion of having aided Lucius, were discharged from custody.

When Property Man Joseph Turner arrived at the theatre on Sunday evening he found Decker and Lucius drunk on the stage. Shortly after Edward Hill, manager of the café, discovered that the cellar had been broken into and a quantity of goods removed.

Detectives Foye and Price of the Central Office arrested Lucius, Decker, and Cherry. Until he was brought to court Lucius insisted that he was innocent and threw the blame upon Cherry. In court he confessed to the detectives that he had broken into the cellar and stolen the goods. He represented to Decker that a friend had given him the liquor, and they both drank so much that they forgot their surroundings. When he had partly recovered from his drunken stupor he went to the cellar with a bag to cart away the remainder of his booty. On his way up stairs he fell and broke all the bottles. He threw the broken glass away and stored the cigars in the property room, where 400 of them were found later. The other 400 he said he had given to a friend to sell.

SQUIRE WORTENDYKE ACCUSED.

His Wife and Manning Arrested for Receiving Stolen Money.

HACKENSACK, Oct. 22.—Robert Manning and Mrs. Hannah G. Wortendyke, wife of John J. Wortendyke, all formerly residents of Woodcliff, in this county, were brought to the Hackensack jail to-day from Norristown, charged with receiving stolen property. The complaint was made by William Park, President of the Washington Township Building and Loan Association of Park Ridge.

Mr. Park swears that between March 30 and June 25 of this year John J. Wortendyke, then the Secretary of the association, stole $402 of the association's funds, and that he paid a portion or all of the money to his wife and to Manning, who lived in the same house with him and his wife.

Manning was locked up in default of bail and Mrs. Wortendyke was released on her own recognizance.

Wortendyke, who is wanted for stealing the money, was formerly a Justice of the Peace. Last spring he disappeared with Mrs. Manning.

Constable Duryea, who brought in Manning and Mrs. Wortendyke, said they were living in the same house.

Wortendyke is supposed to be in New York with Mrs. Manning.

Mrs. Wortendyke has three children.

Charged with Attacking a Woman.

Michele Gallelle, an Italian, 27 years old, who keeps a coal and wood cellar at 2,132 Second avenue, was committed without bail by Magistrate Deuel in the Harlem Court yesterday for examination to-morrow on a charge of assaulting Mrs. Jessie Anderson, 26 years old, of 242 East 110th street. Mrs. Anderson is seriously ill at her home from shock and fright as a result of the alleged assault.

Gallelle says that he took a bushel of coal to Mrs. Anderson's house, and that she gave him a $1 bill in payment. He when out for change, and when he returned she quarrelled with him over the price of the coal. He denies laying his hand on her.

Is A. G. Coffin Insane?

Candice S. Coffin has applied to the Supreme Court in Brooklyn for the appointment of a committee of the person and estate of her husband, A. G. Coffin, who is said to be suffering from senile dementia, and incapable of taking care of himself or his property. Mr. Coffin has an interest in the firm of Coffin, Redington & Co. of New York and of Redington & Co. of San Francisco, and is said to be worth $400,000. The matter will be disposed of in a few days.

Receivers for the Kilmer Manufacturing Company.

Justice Cullen of the Supreme Court in Brooklyn yesterday appointed Charles H. Flint of New York and Frank H. Cassidy of Newburgh receivers for the Kilmer Manufacturing Company of East Windsor, Orange county, which is insolvent and is seeking dissolution. The indebtedness of the company is nearly $300,000.

Children Cry for Pitcher's Castoria.

TRY VIO-VIOLET A NEW LUNDBORG PERFUME

A true and lasting Violet in the handsomest package on the market.

PRICE, $1.75 PER BOTTLE.

For Sale by Dealers or will be sent on receipt of price by

LADD & COFFIN, 24 Barclay St., New York.

SHIPPING TO BE SOLD.

Property of the Rufus Hitchcock Estate to Be Disposed of on Thursday.

There will be an interesting sale of vessel property at the auction room of Burdett & Dennis, 29 Burling slip, at 1 o'clock to-morrow afternoon. The sale is by the order of W. W. Goodrich, administrator of the estate of the late Rufus Hitchcock of this city. The heirs of Mr. Hitchcock are three nieces, who live in Bath, Me., where most of the ships to be sold were built. The property offered for sale comprises shares in six ships and seven schooners, varying in value from a sixty-fourth share in the ship A. G. Ropes to a one-eighth ownership in the ship St. Mark. None of the vessels is at present at this port, the schooners all being in the coastwise trade and the ships scattered all over the globe.

The first ship on the bill of sale is the J. F. Chapman, built in Bath and registered from this port, which sailed from San Francisco for Liverpool on July 11. The other ships, shares of which will be sold, are the E. B. Sutton, now loading in Singapore for New York; the St. Mark, now on a voyage from Java to New York; the A. G. Ropes, which left San Francisco for this port on Oct. 8; the S. P. Hitchcock, now in Honolulu loading for New York, and the Ivy, which left New Castle, N. S. W., on Sept. 22, bound for Manila.

The seven schooners are the S. P. Hitchcock, Normandy, George M. Adams, Thomas W. Hyde, Celina, Carrie A. Norton, and Henry P. Mason. With the exception of the ship Ivy and the schooner S. P. Hitchcock, all the craft are less than fifteen years old, and for those who are willing to buy what they can't see and what may sink before they get a chance to look at, the sale promises to be interesting.

It is worthy of mention that I. F. Chapman & Co., the largest owners of deep-sea ships in the country, are part owners in each of the vessels offered for sale.

NEW FERRY HOUSE AT ST. GEORGE.

Not to Be a New Terminus for Baltimore and Ohio Passenger Traffic.

The Baltimore and Ohio Railroad will begin shortly erecting a new ferry house at St. George, S. I. The foundations, which are very extensive, have been completed for many months, but work on the ferry house was suspended till the matter of the ferry franchise should be settled. The new house will be to the east of the present sheds, and will be a great improvement on them. It will be 75 by 150 feet. It is expected it will be finished in time for the spring traffic. The new house will be so arranged that passengers can reach all trains without getting out from under cover. One of the officials of the Staten Island Rapid Transit Railway said last night:

"The report that this will be a terminus for the B. and O. passenger traffic is nonsense. We are simply building a new ferry house because the old sheds are inadequate."

Clark Bell Will Move.

Clark Bell, President of the Medico-Legal Society, who secured an injunction from Judge McAdam restraining Mrs. Dessar, wife of Leo C. Dessar, from evicting him from his apartments in the Ohio apartment house, Amsterdam avenue and Seventy-ninth street, agreed yesterday not to oppose an application to vacate the injunction, and promised to remove from the apartments the latter part of this week. Mrs. Dessar had brought an action to dispossess Mr. Bell.

The Maine to Go to Fortress Monroe.

In accordance with orders from Washington, the new battle ship Maine will sail from the Navy Yard in Brooklyn to-morrow to join Commodore Bunce's North Atlantic squadron at Fortress Monroe.

FINANCIAL AND COMMERCIAL.

New York Stock Exchange—Sales Oct. 22.

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

35 U S 4s, r, 1907.....111⅞ 5 U S 5s, c.....114⅝

CLOSING PRICES OF UNITED STATES BONDS.

	Bid.	Asked.		Bid.	Asked.
U S 2s, r	97¼	—	U S 5s, c, 1904	115¾	116¼
U S 4s, r, 1907	111¾	112¼	U S 6s, 1895, r	100	—
U S 4s, c, 1907	112	112½	U S 6s, 1896	102	—
U S 4s, r, 1925	121½	122	U S 6s, 1897	104¾	—
U S 4s, c, 1925	122½	123	U S 6s, 1898	108	—
U S 5s, r, 1904	114¾	115¼	U S 6s, 1899	110	—

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

5 Atch gnl 4s	82		1 N Y Cl 1st		107¾
5	81⅞		4 N W con		123
11 Atchison 4s, r	80⅞		16 N Y, O & W con 5s, s 20		112
2 Atchison 4s, r	79⅞		8		112¼
43 Atch 2ds A. T. R.	32⅝		9 Ohio & Miss con		107
40	32¼		1 Ohio & M con, r		107
1 Atl & Pac 1st	35		1 Or R & N con 5s		90
4 Am Cot 8s	113		20 Ohio South gnl		35
8 Austin & N W 1st	90		3 Oregon S L 6s		105¼
4	90⅞		5		105¾
10 B C R & Nor 1st	90		5		106
5 Buff & Susq 1st pf	90		2 Oregon S L 6s, TR		107
1 Buck, W & W 5s	102		5		107¼
6 Brooklyn El 2d	75		8 Ore S Line 6s, TR		59
4 C & O gnl 4½s	79⅞		5		60¼
5	80		5		60⅞
1 Chicago, Nebraska	93¼		1 Oregon Imp 1st		90
1 C C C & St L 4s, S & F con 5s	97		10		95¾
10 Col & G 1st	114⅝		14 Pac & East 1st		103
5 Col & 9th av 1st	112½		5 Penna 4½s		113¾
1	113		2 Rock Isl 4s		105⅝
6	113⅝		1 Rom Isl deb 5s		90½
2 Canada So 1st	111		5 Read gnl 4s, TR C B		87
1 Ch & Ind gnl 5s	105¾		10		86¼
9 Chic & E I 1st	113⅝		20		86¼
1 Con G of Ch 5s	87½		20		86¼
10	88		71 Read gnl 4s, T R		70
10 Den & Rio Gr	91¼		1		70¼
4	91⅝		1 Reading gnl 4s		87¾
7 Dul S S & Atl 5s	106⅝		10 Read 1st pf in		38¾
1 Erie 2d	77⅞		5		38⅞
1 E Tenn 1st 4-5s	91⅞		10 Read 3d pf in		16½
3 Edson E I cn 5s	109¾		5		16⅞
8 F P M 1st H 5s	90		14		17
4 Ft Worth 1st, T R	72⅞		1 Rio G W 1st		70⅞
2 Hock Val 5s	86		10		71
5	86⅞		10 So Val & N F 4s		84¼
5	87		5		84¾
10	89¼		5		84¾
6 Hock Val 6s	90		11		84
1	90⅞		1 St P & Minn 1st		128¾
2	90½		2 St P & Minn cn		128¾
10 Iron Mt 5s	85		1		128¾
1 Ill C M & N 1st	91		11 So Pac of Cal cn		88¾
3 Iowa C & W 1st	105		5		88⅞
6 Ind, Ill & Ia 1st	86		3 St P & Sioux 4½s		106
1 Iowa Cent 1st	74⅞		2 St L & S F 2d, cl B		114¾
1 Jefferson R R 1st	105		3 St L & S F T 5s		81
6 Kan Pac con	83¼		10 St P 7-10		128
4 Kan Pac 2d 4s	19¾		4 St P 1st		125
5	19⅞		5 St L So W 1st		78⅞
15	19⅞		5 St L So W 2d		35½
1 Kan & Tex 4s	23		21		35⅞
10 Kan & Tex 2ds	65¼		5 Sav & W 1st, T R		65¼
8	65⅞		6		65
6	65		10		64¾
13	64⅞		5		64¾
5 Knox & Ohio 1st	110⅝		5		65¼
2 Kan City & P 1st	77		10 So A & A P 1st 4s		61
1 Kanawha & M 4s	94¾		11 So Ry 5s		94¾
4 Lacede Gas 1st	97⅞		1 Tex Pac 1st 5s		88¾
9 Lex Av & P F 1st	112¼		5		88⅞
9	112⅞		5		88⅞
9	113		80		89
14	113⅞		3 Tex Pac 2d in		24¼
10	113¾		20		24⅜
1 L & W Bridge	108		10		24⅜
2 L E & W 1st	118		10		24⅜
2 Lake Erie 1st, c	110		2		24⅜
5 Lou & N cn	107		1 Third Av 5s		121
1 Lou & N 4½s	84¼		5 T, A & O 1st, c		94
1 Lou & Nash 7s	130		1		94
10 L & N & Mob 1st	127¾		1 Tol & O C 1st		116¾
1 L N A & Chgo 1st	78¼		10 Tex & Nor cn 5s		94¾
2 Mich Cent 1st	97		5 Union Pac, L G & G 4s		72¾
2 Minn & St Louis 5s	104¾		1 Div 6s		97
17 Mor & Essex 1st	145		6 Union Pac, 96s		110
2 Mob & Ohio gnl	68		1		109¾
5	69⅞		3		109¾
1 Mich Cent 7s	122		2		109¾
61	121¾		5 Union Pac, 97s		109¾
1 Mo Pac cn	103		1 Union Pac, 98s		110
2	102		34		110
1 Mo Pac con 1st 5s	76¾		2		109¾
2 Nor Pac 1st, R L	114		2 Union Pac, 99s		109
1	104½		1 Union Pac, S F		109
2	104¾		5 U S Cord 1st, T R		48¾
8 Nor Pac 1st c	74		2		48¾
18	118¼		2 S Leath 6s		114¾
1 Nor Pac 2d, c	103		2 Va Midland gnl		103
5	103¾		3 Wabash 1st		108¾
5	103¾		8		108¾
18 Nor Pac, C F N	85		4 Wabash 2d		77¾
20	85¼		2		77¾
20	84		7 West Shore 4s		106¾
13 N Y Cen 6s, 1905	111¼		6		106¾
5 N Y Cent gnl 5s	106¾		6		106¾
2 N Y Chic & St L 4s	91¼		1 West Sh 4s, reg		105¾
20 N Y S & W 5s, c	101½		2		106
51	102¾		10		106
5	102¾		2 Wil & Nor 1st 5s		104

Total sales of railway bonds (par value), $1,799,000.

RAILROAD AND OTHER STOCKS.

Sales.		Open-ing.	High-est.	Low-est.	Closing.—Bid.	Asked.
10725	Am Sug Ref	107¼	108	107	107¾	107¾
127	Am Sug Ref p	100¼	100½	100¼	—	—
3750	Amer Tob	93¾	94¼	93	93⅝	93⅞
720	Amer Cot Oil	71	71	70	70	70
2990	A, T & S Fe	21⅛	21⅜	20¾	20⅞	21
150	A, T & S Fe, W L Pf	31¼	31¼	31¼	31¼	33
400	Ann A, W pf	32¼	32¼	31¾	—	—
140	Bay State Gas	2⅞	2⅞	2⅞	2⅞	3¼
900	Can Southern	55⅝	55⅝	55¼	55¼	55¾
765	Ches & Ohio	19	19	19	18⅞	19
300	Ch & E Ill	49	49	48½	48½	48¾
110	Ch & E Ill pf	100	100	100	100	103
3185	Chicago Gas	69⅛	69⅝	69	69⅝	69⅝
1000	Ch Gas, T R	69¼	69⅝	69¼	69⅝	69⅝
1000	C C C & St L	43⅝	43⅝	43¼	43¼	43¾
100	C C C & St L p	93	93	93	—	—
2400	Chic & N W	103¾	103	100⅝	100⅝	100¾
70	Chic & N W p	148¾	148¾	147	147	148¾
2948	C, B & Q	85⅞	86¼	85⅞	85⅞	86
7267	C, M & St P	76⅞	76⅞	76¼	76¼	76⅞
1050	C, M & St P pf	127	127	127	126⅞	127
1850	C, R I & Pac	77¼	77¾	77	77¼	77¾
300	Col Fuel	36¼	36¼	36	36¼	36¼
784	Col L & W pf	62¾	63	62¾	62¾	63¼
5010	Col S & Tol	21⅞	22⅞	21⅞	22⅞	22⅞
1831	Con Gas	146¾	147¾	146¾	147¼	147¾
950	Del & Hud	138	138	138	138¼	138¾
200	Den & R G pf	50⅞	50⅞	50⅞	50⅞	50⅞
770	Dist Ging & CV	23⅞	23⅞	23⅞	23⅞	23⅞
100	Erie Tel & Tel	68½	68½	68½	68½	69
100	Int North pf	126¾	126¾	126¾	126¾	127
325	General Elec	37⅞	37⅞	36⅞	37	37¼
40	Ill Cent	100	100	100	99	100
22	Ill Steel	76⅞	76⅞	76⅞	76⅞	77⅞
620	Lake Shore	151	151	150¼	150¼	151⅛
100	Lacleede Gas	24¼	25	24¼	25	26
100	Lead Co pf	84⅞	84⅞	84⅞	84	86
118	Long Island	61¼	61¼	60¾	60¾	60¾
1049	L N A & C	28	28¼	28	27⅞	28¼
400	Lorillard	11	12	11	—	—
1100	Manhat Con	104	104	103¾	103¾	104
20	Mex Cent	12¼	12¼	12¼	12⅛	13
55	Mich Cent	100½	100½	100	99	101
900	Mich Cen pf	94	94	94	94	95
165	Minn & St L	24¾	24¾	24¼	24¼	25
100	M St L 1st pf	59⅞	59⅞	59⅞	59	60
1265	Missouri Pac	36	36¼	35¾	35⅞	36
705	Mo, K & T	10⅞	10⅞	10⅞	10⅞	10⅞
5915	Mo, K & T pf	34¾	35	34¾	34¾	35
100	Mobile & O	29½	29½	29½	29½	31
26	N J Central	93	93	93	93	93
9300	N Y Central	101⅝	101⅝	101¼	101¼	101¾
200	Nat Lead	34	34	34⅞	35¼	34
370	Nat Lead pf	99¾	99¾	99¾	99½	99¾
925	North Amer	5	5	5	4⅞	5
100	NYC & St L 1st	99½	99½	99½	99	99¾
2990	N Y, L E & W					
	2d A P	14	14	13¾	13¾	13⅞
165	N Y, S & W	12¼	12¼	12¼	12¼	12½
600	N Y, S & W p	34¾	35	34¾	34¾	35¼
175	Norf & W pf	13¼	13¼	13¼	13¼	14¼
300	North Pac pf	18⅞	18⅞	18⅞	18¼	18⅞
1400	Ontario & W	18	18¼	17⅞	17⅞	18⅛
150	Oregon Imp	9¾	9¾	9¾	9	9¾
1275	Pacific Mail	29⅝	29⅝	29	29⅛	30
200	Peo Dec & Evy	5	5	5	4¾	5¼
5955	Phila & Read	19¼	20	19¼	19¼	19⅝
19	Penna Coal	340	340	340	300	—
25	Pull Pal Car	170¾	170¾	170¾	171	173
425	P C C & St L	55	55	55	55	56
100	Quicksilver	3	3	3	3¼	3¼
20	Quicksilver p	17½	17½	17½	16½	17½
625	St L, S W pf	15¼	15¼	15¼	15¼	16
100	St P & Dul	30	30	30	29	30
100	St P & Om pf	123¾	123¾	123¾	122	124
400	Southern Pac	23¾	24	23⅝	23⅝	24
760	South Ry, c	13¼	13¼	13	13	13¼
1198	South Rwy p	37⅞	37⅞	37⅞	37⅞	37⅞
7160	Tenn C & I	40¾	41¾	40¾	41	41¼
900	Texas Pac	6⅞	7	6⅞	6¾	10
2845	Union Pac	14	14	13¾	13¾	13⅞
250	U P, D & G	5⅞	5⅞	5⅞	5½	6
600	U S Rubber	41	41¼	40¾	40¾	41
10	U S Rubber p	95	95	95	94¼	95
1450	U S Cordage	7¾	8	7¾	7¾	8
151	U S Corp pf	15	15	15	15	15¾
200	U S Cord'g	30	30	30	30	31
1310	U S Leather	14⅞	14⅞	13¾	13¾	14
9200	U S Leath pf	77¾	79	77	78¼	78¾
10	Wabash	8⅞	8⅞	8⅞	8⅞	9
2010	Wabash pf	22¼	22¾	22¼	22¼	22¾
804	West Un Tel	91¾	92	91¾	91¾	92
2620	Wheel & L E	14⅞	15	14⅞	14⅞	14¾
105	Wh & L E pf	47¼	47¼	47¼	46¾	47¼
100	Wn Un Beef	9¾	9¾	9¾	9	9¾

Total sales of stocks were 123,188 shares.

LOSTON CLOSING QUOTATIONS.

	Bid.	Asked.		Bid.	Asked.
Bos & Albany	208	208¾	Am Bell Tel	197½	—
Bos & Maine	173¼	—	Erie Tel	68½	69
Cent Mass	56	—	Westp'ne E.	35½	36
Chi Junc com	90	90½	West End Land	2	2¼
Chi Junc pf	102½	103½	Bos & Mon	85½	85¾
Fitchburg pf	91	—	Butte & Bos	17¾	17¾
N Y & N E pf	100	102	Cal & Hecla	315	318

PHILADELPHIA CLOSING QUOTATIONS.

	Bid.	Asked.		Bid.	Asked.
Lehigh Valley	41½	41¾	C Tof N J st'k		28
Leh C & N Co	48	48½	C Tof N J s'k 5s	86	88½
Penn R R	55¼	55¾	Phila Gas	85¾	85¾
Phila Trac	59⅝	59¾	W Ch'n G Lt Co	19	—
Pro Tract	59	59⅝	Elec S Recon	73¾	74
Elec Tract	66	66¼	Elec S B pf	74	75
Met Tract	100¼	100¾			

CHICAGO CLOSING QUOTATIONS.

	Bid.	Asked.		Bid.	Asked.
Aller "L"	8	8½	Lake St "L"	27¼	27¾
Am Strawbd	46½	47	N Y Biscuit	67	68
Canal St Deb	66	68½	W Ch St R	20	20½
City Railway	315	315	Street's St Car	13½	14
Diamond Mch	126	128½	W Ch St Ry	123	123½

LATEST LONDON QUOTATIONS.

Atchison A A P		21⅝	Norfolk & W pf		14¼
Canadian Pac		59¾	Northern Pac pf		15
Chesapeake & Ohio		14⅞	Ontario & West		18⅝
Erie com 2d Ass't P		14¼	Pennsylvania		57¼
Erie 2d consols		79	Reading		19
Illinois Central		117	Pref		37½
Kansas & Texas		17¼	South Ry		12¾
Lake Shore		155	South Ry pf		38¼
Lou & Nash		82¾	Union Pacific		14
N Y Central		103	Wabash pf		22¾

TUESDAY, Oct. 22.

The protracted dullness in the stock market is having its usual effect upon the small speculative holders of securities. It is tiring them out, and, in consequence, prices for stocks, except those affected by specific developments, continue to sag. It is to be noted, however, that there is no pressure to sell, and this is significant, since it is evidence, of a negative character, to be sure, that the actual owners of securities are, in the main, contented and probably hopeful. They are not harassed by interest charges that are compounded every month, nor disgusted by the comparative inaction of the ticker. The volume of transactions in stocks to-day was about the smallest recorded of late. In only two stocks, Louisville and Nashville and Sugar Refining, did the trading aggregate 10,000 shares each. Both were conspicuously heavy, the first on sales by foreign arbitrage houses; still, neither sustained a noteworthy net loss. The only important net fluctuation was an exceptional advance of 1½ ⅌ cent. in United States Leather preferred, in which the dealings were nearly as large as in the two stocks just mentioned.

The foreign exchange market was firmer, partly because the bankers who negotiated the purchase for foreign account of a quarter of the stock of the Anaconda copper mine practically retired from the market by raising the price for their bills after selling a moderate amount early in the day. It is generally estimated in the foreign exchange market that only about one-half of the exchange against the Anaconda deal has been sold. Exports of cotton, which it is believed will be made in consequence of the sharp reaction in the market for that commodity, have not yet begun to have an effect upon the rates for sterling. It is believed, however, that the decline in cotton will exert an influence upon the exchange market before the end of the week. Meantime it is gratifying to note that the exports of general merchandise from this port for the week ending to-night are more than $3,500,000 larger than for the preceding week and $2,750,000 larger than for the corresponding week of last year. The increase was chiefly in cotton. Owing principally to that increase the exports of general merchandise from this port for the calendar year to date now foot up nearly $5,000,000 more than for the corresponding period of last year.

These statistics, together with the collapse of bull speculation in cotton and the probability that any material advance in foreign exchange will be met by renewed offerings of bills, might reasonably be expected to stimulate activity in the stock market, were it not for the strong conviction in Wall street that the liquidation of the European mining craze, which is now in progress, is likely to result in disaster that may temporarily, at least, affect all speculative markets. The latest advices from abroad are that the situation in Paris is regarded with apprehension, while so far as London is concerned, the fact that the promoters of various mining enterprises have for several weeks past been compelled to support the market for the shares with which they are identified is ample evidence that the liquidation at that centre has also reached a critical stage.

Final sales compare with those of yesterday as follows:

	Oct. 21, Cl'g.	Oct. 22, Opg.		Oct. 21, Cl'g.	Oct. 22, Opg.
A, T & S F	21¼	20¾	Missouri Pac	36¼	35⅞
A T & S Fe pf	31¾	31¼	Nat Lead pf	99¾	99¾
Am Sug Ref	107⅞	107¾	North Am	5	5
Am Sug Ref p	100¼	100½	North W con	108¾	108¾
Am Tobacco	93¾	93⅝	Nor Pac pf	18¾	18¾
Canada So	54¾	55¼	N Y Cent	101	101⅛
C C C & St L	43¾	43¾	Ont & West	18	17¾
C, B & Q	86	86	Pac Mail	29⅝	29¾
Con Gas	147	147½	Rock Island	77¾	77¾
Del & Hud	138	138	St Paul com	71⅞	71⅞
Den & R G pf	50¾	50¾	St Paul con	7[illegible]	7[illegible]
Dist & C F Co	23¾	23¾	South Ry	12	12
Erie 2d A P	14	13¾	South Ry pf	38¾	38¾
Gen Elec	37	36¾	Texas Pacific	6⅞	6¾
Hock Val	21¼	21⅛	Tenn C I & R	41	41¼
Kan & Tex	16¾	16½	U S Cordage	7¾	7¾
Kan & Tex pf	35¾	34¾	U S Cord pf	15¼	15
Louis & Nash	81⅛	80⅞	U S Leath	2	2
Lake Shore	150⅝	150⅝	U S Leath pf	78¾	78¾
Lacleede Gas	25	25	Wab & P pf	22¾	22¾
Man Con	104	104¾	West Un Tel	91⅞	91⅞
Minn & St L	24¾	24¾	Wheel & L E	14⅞	14⅞
			Wh & L E pf	47	47¼

Government bonds steady at unchanged quotations. Railway bonds weak. The features were Columbus and Ninth avenue 1sts, Denver and Rio Grande consols, Kansas and Texas 2ds, Lexington avenue and Pavonia Ferry 1sts, Ohio Southern generals, Reading 1sts preference incomes, St. Louis Southwestern 2ds, Savannah and Western 1sts T. R., San Antonio and Aransas Pass 4s, West Shore 4s, R. Atchison, Hocking Valley, Texas Pacific, and Union Pacific issues. The more important net declines were in Atchison general 4s, W. L., ⅛ ⅌ cent. to 81⅛, and 2ds, A., T. R., ¾ to 32¾; Denver and Rio Grande consols 4s, ⅝ to 81⅝; Hocking Valley 5s, 3⅛ to 80¼, and 6s, 2⅞ to 90⅞; Kansas and Texas 2ds, ¼ to 65¼; Ohio Southern generals, ⅛ to 35; Re