COMPRESSED AIR MOTORS.

THE NEW DEVICES MERELY IN THE EXPERIMENTAL STAGE.

May Succeed, May Not—May Be Ready for a Test in a Month, but That's Not Likely—New York Won't See the System at Work for Six Months, Anyhow.

In spite of all that has been printed about it, New York city is not going to have a compressed air system of rapid transit in a month or six weeks or six months. It can be stated authoritatively that the compressed air system which, as some newspapers have decided, the Metropolitan Traction Company must adopt "and put in operation within six weeks on all its lines," is not by any means perfected. The system that may be said to find favor in the eyes of the traction people has been "almost perfected" since last December.

"The newspapers," said an official of the experimenting company to the reporter for THE SUN, "know a great deal more about this system than we do. We would ask nothing better in the world than that our system of condensed air motive power were in as good condition as theirs appears to be. Unfortunately for us it is not. If it was I might say there would be no secret about it."

As has already been printed the concern which is doing the experimenting is the American Wheelock Engine Company, formerly the Wheelock Engine Company, whose New York office is in the Postal Telegraph building.

The works of the company are in Worcester, Mass. The President of the company is Edwin S. Cramp of the Philadelphia shipbuilding firm, and the treasurer is Joseph H. Headley. The company has a capital of $350,000, and not $5,000,000, as has been reported. All the experimenting in the compressed air line is going on at the shops in Worcester, and it is all done in secret. The works were visited on Wednesday by a reporter for THE SUN. The works are out of the city and in South Worcester. Last December, when the experimenting is supposed to have begun, a high board fence was built around the place, and inside the fence a railroad track was laid. The only entrance or exit is through the office of the company, which is at one corner of the building, and the gate between that office and the shops is kept closed and locked. Nobody is let inside except the employees of the company, and it may be said that no one of the employees himself knows anything to speak of about the work that is going on. This was found out by representatives of newspapers other than THE SUN, who sought to learn the secrets from the servants, and didn't even show themselves at the company's office.

The plant is a great engine building plant, divided into various departments. In one department one grade of work is done, in another another, and so on. The mechanics in each department know what is done in that department, and that's all they know. Worcester people have known about the experiments for months, and many fruitless efforts have been made to learn what was going on.

When THE SUN reporter called on Wednesday and talked with the manager that official had copies of two New York newspapers before him. One, the *World*, contained what purported to be an interview with him in which he was made to say:

"I never saw a car run better in my life. You can run her at full speed without jolting and stop her almost within her own length at a moment's notice. The car reverses as easy as she will go ahead, and she will climb a hill quite readily. I believe we have at last solved the problem in street car revolution."

It was also stated that "The trial car at the yard is capable of running at the rate of twenty miles an hour for a distance of from seventeen to twenty miles. After this it will be necessary to recharge the motor. A *World* reporter who visited the motor was told that the recharging could be done in forty seconds."

"In this interview," said the manager, "words are put in my mouth that I never uttered, and I said nothing that could be construed into such a statement as is printed. The newspapers," he went on, "have been guessing, and their guessing has been pretty bad. The fact of the matter is that not one word has been given out here concerning the condensed air motors. It is too soon, too early. The system is not in condition to be exploited. It is all in the experimental stage."

"Have the experiments advanced so far," asked the reporter, "that you can say that in a month or within any particular time you will be ready for public experiments; that is, to put a motor on a car and run it out in public?"

"It would be impossible," was the reply, "to fix any time. The thing is just here. We might try something to-day or this week or next week that would solve the whole thing, or the trial of that same thing might show that our ideas were all wrong. It might put us back a month. That is as well as I can explain it. We are experimenting."

"Until these experiments are completed will it be possible legitimately to learn anything about the system?"

"I certainly will not be possible to learn anything here."

"Whose invention is it?"

"We do not know that here. The plans for certain machinery are sent to us and we follow the plans and build the machinery. Whose plans they are we do not know. They are sent to us by the officers of the company."

"You have cars of the Metropolitan Traction Company here?"

"We have."

"Is it possible that within a month's time these cars will be fitted with experimental motors and tested?"

"Hardly within a month's time. You will recall what I said before about experimenting."

There are six cars of the Metropolitan Traction Company, such as are used on the Broadway line, in the American Wheelock Engine Company's yard. They are all done up in canvas just as they were when they were sent from New York. None of them has been experimented with yet. No motors have been put into any of them. The railroad track in the company's yard is not long enough for any sort of a speed test, and even if a motor had got out of the experimental stage and had reached perfection it could not be said that it could run seventeen miles at the rate of twenty miles an hour, and as there are no hills in the yard its ability to climb a grade easily wouldn't be known.

In conclusion it may be said, on the authority of men who believe they know, that New Yorkers may look for a system of transit the motive power of which will be compressed air; but how soon nobody living knows, and the propelling of street cars is not revolutionized yet by a long shot.

BUSINESS TROUBLES.

Judge Pryor Declines to Appoint a Receiver for Deutsch & Co.

Application was made yesterday to Judge Pryor of the Supreme Court by Blumenstiel & Hirsch for the appointment of a receiver of the property of Deutsch & Co., cloak dealers of West Twenty-third street, on behalf of F. Vietor & Achelis, attaching creditors. Mr. Blumenstiel based the application on the chattel mortgages given by the firm on May 15 for $71,000, which covered the entire property of the firm, valued at over $200,000. On Wednesday, after notice of motion for a receiver had been given, the firm made seven additional transfers of assets, aggregating $25,000. Justice Pryor denied the motion for a receiver at this stage of the case, as it was conceded that the mortgages are amply responsible, and the stock is being sold at good prices under the mortgage.

Henry K. S. Williams has been appointed receiver of Gildemeester & Kroeger, corporation, piano manufacturers at Second avenue and Twenty-first street, on the application of the officers. The liabilities are $100,958, with contingent liabilities of $45,746 for endorsements. The assets are nominally $106,158. The principal creditors are Mrs. Katie Sidwell, Sohola, Pa., $44,483, and Chas. Douglass, $11,508.

William E. Ball and Henry A. Ball (W. E. Ball & Bro.), commission dealers in furs and skins at 113 Mercer street, made an assignment yesterday to Willard U. Taylor.

Wilbur F. and Richard H. Dissoway, hide and leather merchants at 85 Gold street, made an assignment yesterday to Charles D. Williams.

Catholic Club Election.

The annual election of the officers of the Catholic Club was held last night in the club house in West Fifty-ninth street. The Hon. Joseph F. Daly was elected President for the third time. The other officers elected were: First Vice-President, John D. Crimmins; Second Vice-President, Stephen Farrelly; Secretary, John P. Callanan; Treasurer, John J. Pulleyn; managers for two years, Ricardo Rodriguez, William M. Ryan, Michael J. Drummond, Henry J. Heidenis, Joseph F. Ward, Joseph H. McGuire, Nicholas J. Barrett, and Hugh G. Connell.

Broadway Cable Road Blocked.

A Lexington avenue car broke its grip at Bowling Green about 7 P. M. last evening, and a blockade of twenty-five minutes resulted. The broken grip was finally cut loose, and the car was pushed up Broadway by the car which followed.

FLINT'S FINE FURNITURE. EMBODIES inexpressibly bright ideas. Factory Prices.

Blue and Black

Worsted Cheviot and Serge Suits will be in great demand with us to-day. Special values at $12, $15 and $18 per suit. New lines in Worsted Cheviot, Fancy Mixed Soft Roll Sack Suits are very attractive at $18. Our latest in Worsted Overplaid Suits, $18 to $24.

Everything for Men's Wear.

STORE CLOSED ON SATURDAY.

OPEN THIS EVENING UNTIL 8:30 P. M.

A. Raymond & Co. MEN'S OUTFITTERS NASSAU AND FULTON STS.

DID SHE SEEK NOTORIETY?

Attempt to Show that Mrs. Martin's Adventure Was to that End.

The case of Isabelle F. Martin against Samuel W. Parker, manager of the Mystic apartment house, came up for examination in Jefferson Market Court yesterday. Mrs. Martin is the woman with theatrical aspirations who created a scene at the Mystic on May 20, when, she alleges, Parker threw her into the street with such violence that she was seriously injured. She preferred a charge of assault and has also begun a civil suit for $25,000 damages.

Mr. Parker, when he appeared in court, was followed by a picturesque train of witnesses. Several of them were women living in the Mystic. One, Mrs. Mame Blackman, testified that Mrs. Martin had said that she wanted to be put out of the place, as some rich Californians had promised to put her on the stage if she could gain some newspaper notoriety in New York. Miss Harriet Hollenbeck, a novelist, who admitted that some of her works had been suppressed, said that Mrs. Martin had told her that she was after notoriety.

The evidence of the witnesses for the prosecution differed in material points, but they all agreed that Mr. Parker did not throw Mrs. Martin out of the house, but merely pushed her out of the door. At the request of the defence the examination was adjourned to this afternoon.

NO MORE FREE BEDS.

Commissioner Faure's Floating Lodging House Dismantled.

The floating lodging house at the foot of East Twenty-sixth street, its mission as a refuge for the poor and homeless being at an end, was towed to Blackwell's Island and dismantled yesterday afternoon. The lodging house, originally the excursion barge Merchant, was hired for three months from F. A. Slingerland, to test a theory of Commissioner Faure of the Department of Charities that a large number of the vagrants who haunted the police station lodgings were poor and homeless because they were in hard luck, and not because of any intemperate or vicious tendencies. He is satisfied with the result of the experiment. Since March 11, the day it was opened to the public, 10,947 men have received bed, bath, and breakfast gratis at the lodging house.

With the coming of fine weather the attendance fell off, and during May the applications for shelter and food have averaged fewer than forty-five per night. Convinced that its mission had been accomplished, the Commissioners of Charities ordered the barge to be closed. The beds and other paraphernalia will be put into the storehouse at Blackwell's Island, subject to requisition by the department, and the barge itself will resume its former work of carrying excursions and pleasure parties.

POPE LEO'S FIRST COMMUNION.

Catholics Arranging to Celebrate the Seventy-fifth Anniversary of It.

The second quarterly conference of the priests of the archdiocese took place yesterday in the hall of the parochial school attached to St. Patrick's Cathedral. All the rectors of city churches east of Broadway and those outside of the city east of the Hudson River were present. Archbishop Corrigan spoke of the coming celebration of the seventy-fifth anniversary of the first communion day of Pope Leo XIII. on June 2 next. He said that Cardinal Ferrari of Rome had sent out a circular asking the Bishop of each diocese throughout the world to observe the day by having a general communion of the parishioners of each church in his diocese, and to send albums to his Holiness containing the signatures of all who received holy communion on that day. Cardinal Ferrari also suggested the taking up in every church of a Peter's pence.

Claim for Board and a Counter Claim.

Mrs. Miriam M. Greeley obtained an injunction from Justice Pryor yesterday in the Supreme Court restraining William Gerard of the Gerard apartment house at 125 West Forty-fourth street from disposing of any of her property. Mrs. Greeley said that her claim Mr. Gerard might have was against her husband, Edward W. Greeley, and that she wished to prevent Mr. Gerard from selling her wearing apparel, which was in his possession. She also said that there was a counter claim against Mr. Gerard for defective elevator service.

Mr. Gerard says the Greeleys left the house owing $800 for board. After holding the trunks a year he advertised them for sale. The counter claim is based on alleged injury to Mrs. Greeley's health and expectations caused by the jumping of the elevator.

A Catholic Girl to a Catholic Refuge.

Judge Newburger reversed in the General Sessions yesterday the order of City Magistrate Robert C. Cornell committing Lucy Poly, a 15-year-old Catholic girl, to the Protestant Episcopal House of Mercy, and ordered that she be sent to the House of the Good Shepherd, a Catholic institution. The girl was arrested on March 11 in a reputed house of assignation. The appeal was made merely to test the law, and Judge Newburger said that the law imposed an absolute duty upon Magistrates to commit persons guilty of such offences to institutions of the same religious faith as they or their parents whenever practicable.

Annual Meeting of the Cramp Company.

PHILADELPHIA, May 28.—The annual meeting of the William Cramp's Sons Ship and Engine Building Company was held to-day, at which the following Board of Directors was chosen: Charles H. Cramp, Thomas Dolan, Clement A. Griscom, Henry Seligman, William H. Barnes, Henry W. Cramp, Samuel Dickson, Ernest Thalmann, Morton McMichael. The new Board elected the following officers: President, Charles H. Cramp; Vice-President and Treasurer, Henry W. Cramp; Secretary and Auditor, John Dougherty; Assistant Secretary and Treasurer, Theodore W. Cramp.

Two New Parks for Jersey City.

Jersey City is to have two new parks. Under a law passed in 1894 authorizing the city to purchase park sites Mayor Wanser has obtained options on two sites. One is on the hill in the old Hudson City section and comprises fifty city lots lying between Ogden avenue, the Paterson plank road, Franklin street, and the brow of the hill overlooking the lower part of the city and the river. The other is in the southeastern part of the city and is bounded by Garfield avenue, the New York Bay Cemetery, the Central Railroad, and Richard street. This site commands a fine view of the bay and the Narrows.

No Law for Putting a Bath House in a Park.

The attempt to put a public bath house in Tompkins Square Park, or any other park, is likely to fall for lack of authority. The law under which the Commissioner of Public Works assumes to act in preparing plans for such a building provides for the erection of public baths and structures "for public comfort." As regards the latter class of structures, the law says that they may be located in a public park. It gives no such authority as to bath houses.

Snatched Miss Michele's Purse.

William Carl, an expressman, 28 years old, of 100 East Broadway, this city, snatched a pocketbook containing $3.88 from Miss Carrie Michele of 80 Lee avenue, Williamsburgh, yesterday afternoon in Rodney street, near Bedford avenue. She pursued him and called for help. Policeman Behler captured the thief and took him to the Clymer street station. Carl cried. He said he recently lost much money playing the races and he was desperate when he stole Miss Michele's purse. He will be arraigned in the Lee Avenue Police Court to-day.

THERE is something which will cure and prevent oily skin. It is Woodbury's Facial Soap. Absolutely pure. No wonder just as good. Send 10 cents for sample cake and book.

FINANCIAL AND COMMERCIAL.

New York Stock Exchange—Sales May 29.

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

100 U S 4s, c, 1925	116¼

CLOSING PRICES OF UNITED STATES BONDS.

	Bid.	Asked.		Bid.	Asked.
U S 2s, r	94⅝		U S 5s, r, 1904	111⅝	111¾
U S 4s, r, 1907	109⅝	109	U S 5s, c	111⅝	111¾
U S 4s, c	109⅝	110	U S 6s, 1897	100⅝	—
U S 4s, r, 1925	116⅝	116¾	U S 6s, 1899	106	—
U S 4s, c	116⅝	116¾	U S 6s, 1899	108	—

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

8 Atch gd 4s	78		1 N J Cen gn 5s, r, 1987	110⅝	
20 "	78⅝		5 Nor R Rif Cal 5s	94⅝	
1 "	78⅝		1 "	94	
15 Atch Adj 4s	40⅝		1 N Y, N H & H 4s, deb offs	121⅝	
19 "	40¾		1 "	121⅝	
9 Atch C List	39		5 N W x T deb 5s, 1908	105⅝	
18 "	39⅛		5 "	105⅝	
1 Am Cot 8s	108½		26 N Y, O & W r 4s	95	
10 "	109		1 N W Ind 5s, 1935	109⅝	
5 Austin & N W 1st	86½		1 Ohio & Miss cn	104⅝	
4 "	86½		2 "	104⅝	
5 Brooklyn El 1st	84		15 Oregon S Lds, T R	11⅝	
1 Brooklyn Kl 2d	55		2 "	11⅝	
10 "	55⅝		1 Oregon imp 1st	89	
1 Ch & W Ind gd	117⅝		5 Pac of Mo 1st	109⅝	
10 Chs & Ore 5s	107⅝		1 Phila & W 1st	70⅝	
8 Ch & Ogst 4½s	73⅝		9 Rock Isl ex 5s	104⅝	
27 C B & Q 4s, C W & M div	91⅝		3 "	104⅝	
28 Ch & N P 1st, T R	45½		17 Read gnl 4s T R	27⅝	
3 "	45		3 "	27⅝	
2 "	44½		1 Rio G W 1st	79⅝	
8 Chic & K 1st	100⅝		2 "	79⅝	
8 D M & F D 2½s	62⅝		10 St P & Minn cn	120	
1 Erie 1st c	101⅝		6 St P & Mac 4½s	105	
1 Erie gnl lien 3-4s	94⅝		2 St L & S F gen 6s	113	
2 "	94⅝		5 St L & S F con 4s	95	
19 East Tenn 5s	101⅝		10 "	24⅝	
10 East Tenn 1st	110⅝		32 "	24	
23 Edison E I 1st	107		1 "	24⅝	
2 Flint & P M 1st 6s	76		10 "	23	
1 G H & S A 1st	101⅝		8 St P 1st 8s	108	
1 Iron Mt C & T	101¼		2 St P gnl 4s	97⅝	
1 Iron Rt 2d	100⅝		5 St P 1st, S M	170⅝	
5 Iowa Cent 1st	73⅝		3 St L So W 1st	70⅝	
5 Kan Pac 1st	95⅝		24 So Ry 5s	93⅝	
5 Kan & Tex 4s	85⅝		"	93⅝	
4 Kan & Tex 2ds	26⅝		10 "	93⅝	
1 "	26⅝		1 Tex Pac 2d in	21⅝	
4 Leh Val of N Y 1st	101⅝		10 Tex & N Or cn 6s	90⅝	
5 Leh & N 4s s 20 yr	102⅝		1 Union P 98s, T R	104⅝	
5 Long Isl Ferry 1st	90		5 Union P 98s, T R	99	
1 Lo E & St L 5s, T R	34		5 Union Pac S F	99⅝	
4 Minn & St L cn 5s	100⅝		1 Union El 1st	99⅝	
5 Nor & Recon	142		8 "	89	
4 Met El 1st	110⅝		1 U S Leath 6s	112	
2 Mob & O 1st N	120⅝		4 Va Mid gnl	100⅝	
1 Mich Cent 7s	110		46 Wabash 1st	105⅝	
5 Nor Pac 1st c	117		1 "	105⅝	
17 Nor Pac 5s, T R, as	40⅝		5 "	105⅝	
50 "	40⅝		10 Wabash 2d	74⅝	
10 "	40⅝		16 "	74	
10 Nor Pac, C T N, T R	91⅝		5 "	74⅝	
1 "	91⅝		3 West N Y & Pat 1st	108⅝	
11 "	91⅝		3 "	108⅝	
10 Nor P & Wgn	95⅝		3 Wis Cent 1st, T R	37⅝	
1 N J Midland	115		1 "	37⅝	
2 N J Cen cn, 1899	108⅝		1 "	36⅝	

Total sales of railway bonds (par value), $991,000.

RAILROAD AND OTHER SHARES.

Sales.		Open ing.	High est.	Low est.	Closing. Bid.	Closing. Asked.
1	Adams Ex	149	149	149	150	155
44964	Am Sug Ref	122⅝	122⅝	121¼	121⅝	122
45	Am Sug Ref p	104⅝	104⅝	103⅝	103⅝	104
8820	Am Tob	95⅝	96⅝	95⅝	96⅝	96⅝
281	Amer Tob pf	99⅝	99⅝	99⅝	99	100
94	Amer Ex	115⅝	115⅝	115	114	116
205	Amer Cotton	42⅝	42⅝	42⅝	42⅝	42⅝
785	Amer Cot pf	54⅝	54⅝	54⅝	54⅝	54⅝
1134	A T & S Fe	14⅝	14⅝	14⅝	14⅝	14⅝
300	A T & S Fe pf	22⅝	22⅝	22	21⅝	22
100	Atlantic & P	3⅝	3⅝	3⅝	3⅝	4
5	Ann Arbor	8	8	8	7⅝	10
100	Ann Arbor pf	24⅝	24⅝	24⅝	24⅝	25
100	Balt R & P pf	58⅝	58⅝	58⅝	—	—
200	Balt & Ohio	18	18	17⅝	17⅝	17⅝
300	Bay State Gas	30	30	29⅝	29⅝	29⅝
300	Comstock T	8	8	8	8	10
400	Ches & Ohio	16⅝	16⅝	16⅝	16⅝	16⅝
20	C C C & I	99⅝	99⅝	99⅝	99⅝	100
8825	Chicago Gas	67⅝	67⅝	66⅝	66⅝	67⅝
17	Chic & Alt	158⅝	158⅝	158⅝	157	159
625	C, C, C & St L	84⅝	84⅝	84	84⅝	84⅝
6	C C C & St L pf	85⅝	85⅝	85⅝	85⅝	85⅝
500	Chic & N W	105⅝	105⅝	105⅝	105⅝	105⅝
12668	C, B & Q	78⅝	78⅝	77	77	77⅝
100	C R I & P	76⅝	76⅝	76⅝	76⅝	77⅝
582	C M & St P	127	128	127⅝	127⅝	128
3600	C, R I & Pac	69⅝	69⅝	69⅝	69⅝	69⅝
180	Col Fuel	26⅝	26⅝	26⅝	27	27⅝
100	Col H V & T	16	16	16	16	17
420	Con Gas	156	156	156	155⅝	156⅝
63	Del & Hud	126	126⅝	125⅝	124⅝	125⅝
250	Den & R G pf	47	47	47	46⅝	47⅝
4417	Distilling & C F	17⅝	17⅝	17⅝	17⅝	17⅝
145	Erie R R	14	14	14	13⅝	14
100	E R R 1st pf	35⅝	35⅝	35⅝	35	35⅝
1400	General Elec	35⅝	34⅝	33⅝	33⅝	34⅝
2	Ill Cent	93⅝	93⅝	93⅝	93	94
1110	Laclede Gas	23	23	22	23	24
1505	Lake Erie & W	44⅝	44⅝	44	44	44⅝
3428	Manhat Con	109⅝	109⅝	109⅝	109⅝	109⅝
300	Minn Iron	68	68	68	68	69
100	Mex Nat'ls	⅝	⅝	⅝	⅝	¾
100	Met Trac	108	108	108	107⅝	108⅝
820	Mich Cen	95	96	95	96	98
100	M & St L 2d pf	47⅝	47⅝	47⅝	43⅝	48
2840	Minn & St L	24⅝	24⅝	24⅝	24⅝	24⅝
629	Mo, K & T pf	23⅝	23⅝	24⅝	24⅝	25
825	Mobile & O	20⅝	20⅝	20	19⅝	20
250	N J Central	105	105⅝	105	105	105⅝
475	N Y Central	96⅝	96⅝	96⅝	96⅝	96⅝
300	Nat Lead	24⅝	24⅝	24⅝	24⅝	25⅝
550	North Amer	5⅝	5⅝	5⅝	5⅝	5⅝
60	N R S & S	5	5	5	5⅝	7
100	N Y, S & W p	28⅝	28⅝	28⅝	28⅝	24
70	N Y Sh 1st L P	7⅝	7⅝	7⅝	7⅝	7⅝
205	New Jer 1st	54	54	54	54	54
1000	N Pacific 1st L P	15⅝	15⅝	15⅝	15⅝	16⅝
400	Ontario & W	14⅝	14⅝	14⅝	14	14⅝
130	Ore Imp T R	2	2	2	2	2
40	Pacific Mail	25⅝	25⅝	25⅝	25⅝	26
6420	Phila & Read	10⅝	10⅝	9⅝	10	10⅝
124	Pull Pal Car	158	158	157	157	160
100	Pitts C & St L	18⅝	18⅝	18⅝	18	18
1200	St P & Omaha	42⅝	43⅝	42⅝	42⅝	43
400	South Pacific	19	19	18⅝	18⅝	19⅝
1020	South Ry	9⅝	9⅝	9	8⅝	9
8940	South Ry pf	28⅝	28⅝	28⅝	28⅝	28⅝
3710	Tenn C & I	25⅝	25⅝	25⅝	25⅝	25⅝
250	Texas Pac	5	5	5	5	5⅝
1805	Tol St L & Pac	7⅝	7⅝	7⅝	7⅝	7⅝
700	U S Rubber	23⅝	23⅝	23	23⅝	23⅝
1140	U S Rub pf	83⅝	84	82⅝	82	83
240	U S Cordage	5⅝	5⅝	5⅝	5⅝	5⅝
2	U S Leather	10	10	10	10	10⅝
200	U S Leather	9	9	9	9	9⅝
8085	U S Leath pf	64⅝	64⅝	63⅝	63⅝	64⅝
440	Pacific Express	40	40	40	40	42
1055	Wabash pf	17⅝	17⅝	17	17	17⅝
922	West Un Tel	85	85	84⅝	84⅝	85
6150	Wheel & L E	9⅝	10⅝	9⅝	9⅝	9⅝

Total sales of stocks were 152,665 shares.

BOSTON CLOSING QUOTATIONS.

	Bid.	Asked.		Bid.	Asked.
Chi Junc com	103	103	West'gh'se E	20	—
Chi Junc pf	102	103	Gen Elec pf	74	76
Fitchburg pf	93	93⅝	Bos & Mon	86⅝	86⅝
New Eng pf	24⅝	—	Calumet & H	350	355
Mex Cent 4s	66	—	Osceola	28⅝	30
Dominion C L	15⅝	15⅝	Tamarack M	96	98
Amer Bell T	205	200	Bay State Gas	14⅝	14⅝

PHILADELPHIA CLOSING QUOTATIONS.

	Bid.	Asked.		Bid.	Asked.
Lehigh Val	89⅝	84	U Gas Imp Co	20⅝	21
Leh C & N Co	39⅝	40⅝	W Isb'h G L Co	51⅝	52⅝
Penn R R	52⅝	52⅝	Elec S Econ	33⅝	33⅝
Phila Trac	71⅝	71⅝	Elec S B pf	84⅝	85⅝
Un Trac	19⅝	19	PH, L & T com	14⅝	14⅝
E & Peo T Cer	74⅝	74⅝	P H, L & P pf	16	16⅝
Met Trac	107⅝	108	Welsb C com	30	—
C Tr of N J	53	54	Welsb Com pf	66	68
C T of N J 5s	85⅝	86			

CHICAGO CLOSING QUOTATIONS.

	Bid.	Asked.		Bid.	Asked.
Alley "L"	6	6⅝	Lake St "L"	23⅝	26⅝
Am Strawb'd	40⅝	41⅝	Mil Brewing	16	17
Canal & Dock	66	68	Mil Brew pf	41⅝	42⅝
Chicago Brew	15⅝	16	N Y Biscuit	94⅝	95
Chi Brew pf	41⅝	42⅝	N'h Ch St Ry	249	251
City Railway	252	254	Street's St Car	14⅝	15
Diam'd Mch	223⅝	224	W'G St Ry	105⅝	106¼

LATEST LONDON QUOTATIONS.

Atchison A & P	15	15	Norfolk & W pf	8	
Canadian Pacific	24⅝	24⅝	Northern Pacific	15⅝	
Chesapeake & Ohio	16⅝	16⅝	Ontario & West	14⅝	
Erie com A & P	14⅝	14⅝	Pennsylvania	53⅝	
Erie 1st pf	36⅝	36⅝	Reading 1st A P	25⅝	
Illinois Central	95	95	St Paul	78⅝	
Kansas & Texas	11⅝	11⅝	South R'y	9⅝	
Lake Shore	158⅝	158⅝	South R'y pf	29⅝	
Lou & Nash	50⅝	50⅝	Union Pacific	14⅝	
N Y Central	99⅝	99⅝	Wabash pf	17⅝	

THURSDAY, May 28.

The catastrophe at St. Louis and the possibility of heavy exports of gold on Saturday had a decidedly depressing effect upon the speculative community to-day that found expression in moderate yet effective liquidation of speculative ventures. Lower prices for American securities in London, in the face of a fairly active and strong market at that centre for other issues, was also a depressing influence. In consequence the list, with only a few exceptions, closed lower than yesterday and the stocks most extensively dealt in sustained material net losses. Among these last were Sugar Refining, C., B. and Quincy, St. Paul, Louisville and Nashville, and Southern Railway preferred. The slack demand for refined sugars was advanced as a reason for the net loss of 1⅛ ⅌ cent. in Sugar Refining, which, as for some time past, led the list in point of activity, contributing nearly one-third of the comparatively small total transactions. The greatest net decline was that of 1⅛ ⅌ cent. in C., B. and Quincy, which appeared to be logical in view of the unsatisfactory statement of earnings for April and the fact that the company continues to pay dividends that it does not earn. A decline of similar magnitude in Laclede Gas on small transactions was a natural result of the serious destruction of property at St. Louis.

Estimates as to the amount of gold that will be exported on Saturday are less positive than usual, as the outward movement will be governed to a large extent by the decision of the Treasury Department as to a change in the price charged by it for gold bars. For several days the department has been considering the advisability of lowering its price for bars to protect its coin and save the expense of converting the bars into coin. Present indications are that even if no change is made in the price to-morrow about $1,500,000 in coin will be withdrawn from the Sub-Treasury for shipment to Germany. The most important event to-day was obviously the decision of the United States Circuit Court for this district sustaining the validity of the Joint Traffic Association's agreement. An adverse decision would unquestionably have been a serious blow to the efforts now well under way to place the transportation industry upon a stable and remunerative basis.

Final sales compare with those of yesterday as follows:

	May 27.	May 28.		May 27.	May 28.
A, T & S Fe	14⅝	14⅝	Missouri Pac	24⅝	24⅝
A, T & S Fe pf	22⅝	22	North Am	5⅝	5⅝
Am Cot Oil	18⅝	18⅝	Northw com	105⅝	105⅝
Am Sug Ref	122	121⅝	Nor Pac pf	15⅝	15⅝

	May 27.	May 28.		May 27.	May 28.
Am Tobacco	96⅝	95⅝	Omaha com	43	43⅝
Balt & Ohio	17⅝	17⅝	Rock Island	69⅝	69⅝
C, C & St L	84⅝	84⅝	Reading	10⅝	10
C B & Q	78⅝	77⅝	St Paul com	70⅝	70¼
Con Gas	156	156	South R'y	9	9
Den & R G pf	47⅝	47	South R'y pf	29⅝	28⅝
Erie	14⅝	14⅝	Tenn C, I & R	26	25⅝
Gen Elec	34⅝	33⅝	U S Cordage	5⅝	5⅝
Kan & Tex pf	25	24⅝	U S Leath pf	64⅝	64
Louis & Nash	49⅝	49⅝	Wab & P pf	17⅝	17⅝
Laclede Gas	24	23	West Un Tel	85⅝	84⅝
Man Con	105⅝	103	Wh & L E	9⅝	9⅝

Government bonds steady at unchanged quotations. Railway bonds weak. The features were Chicago and North Pacific 1sts, T. R., Kansas and Texas 2ds, Northern Pacific consol 5s, T. R. as., St. Louis and San Francisco consol 4s, Union Elevated 1sts, Wabash 2ds, Wisconsin Central 1sts, T. R., Atchison, and Brooklyn Elevated issues. The more important net declines were in Atchison general 4s, ¼ ⅌ cent., to 78¼; adj. 4s, ⅝ to 40¾; Brooklyn Elevated 1sts, 1, to 84, and 2ds, 5, to 50; Chicago and North Pacific 1sts, T. R., 1, to 44½; Kansas and Texas 2ds, ⅝, to 58⅝; Northern Pacific consol 5s, T. R. as., ⅝, to 40⅝; St. Louis and San Francisco consol 4s, 2, to 93; Union Elevated 1sts, 2, to 84; Wabash 2ds, ⅝, to 74¼, and Wisconsin Central 1sts, T. R., 3 ⅌ cent., to 36⅝.

In bank stocks, 18 shares of Western National sold at 110¼.

Commercial price of bar silver in New York, 68⅝c. Bar silver in London closed at 31¼d.

Money on call, 1½@2 ⅌ cent. Time money is quoted at 2½ ⅌ cent. for sixty days, 3 ⅌ cent. for ninety days, 3½ ⅌ cent. for four months, and 4 ⅌ cent. for seven months, on good mixed Stock Exchange collateral. In the commercial paper market prime endorsed bills receivable are quoted at 4@4½ ⅌ cent., four months acceptances and choice single names at 4½@4¾ ⅌ cent., and good single names at 5⅝@6 ⅌ cent. and upward.

There was a moderate demand for sterling exchange, and the gold bills were absorbed at the current previous rates. Continental exchange was quiet and steady. Posted asking rates for sterling, $4.88½ for long bills and $4.89½ for demand. Actual rates are: Long bills, $4.87½@$4.87¾; sight drafts, $4.88¾, and cable transfers, $4.89. France are quoted 5.16⅝@5.15¼ for long and 5.13 for short; reichsmarks,