

SAW MEN PERISHING AT SEA.

In the Gale the Motley Could Give No Help to a Hopeless Crew. Capt. Charles Augustus Droll of the brig Motley of Machias, Me., which arrived yesterday from Surinam, Dutch Guiana, told his agents here the story of a shipwrecked crew which had been on the voyage but had been unable to get help. The Motley sailed from Surinam on Sept. 18. She carried besides her cargo of sugar, four passengers, Mrs. Louisa Horst and her two daughters and son, who are bound for St. Louis. About 4 o'clock in the evening of Oct. 3, when the brig was twenty miles east of Cape Fear, N. C., her lookout sighted a dismasted wreck. Her Capt. Droll thinks was either a bark or schooner, probably the latter. Only the stump of one mast, either the main or the foremast, remained and it was attached to an American flag, union down. Capt. Droll said the crew of some six or eight men on the leaving of the vessel were all waterlogged and awash and the seas were breaking over her. It was growing dark, foggy and the sea was high. The Motley was unable to get near the wreck. He made out that the vessel was a bark or schooner, but was unable to get near it. He saw that the vessel was a bark or schooner, but was unable to get near it. He saw that the vessel was a bark or schooner, but was unable to get near it.

THE NATIONAL AUTOMOBILE CO.

Incorporated under the Laws of New Jersey, with a Capital of \$8,000,000, of which 35,000 Shares, or \$3,500,000, is 6% Cumulative Dividend Preferred Stock, and 45,000 Shares, or \$4,500,000, is Ordinary Stock.

This Company has acquired by purchase the business of these named corporations: THE WINTON MOTOR CARRIAGE CO., Cleveland, Ohio. THE MANHATTAN OIL MOTOR CO., Jersey City, N. J. THE NATIONAL MOTOR CARRIAGE CO., New York, N. Y.

All of the property, patents, manufactured stock, rights, good will, business contracts and the capital stock and bonded issues of the respective corporations in their entirety, being delivered free of all liabilities of any kind whatsoever.

The 35,000 shares of the Preferred Stock of this company are offered for subscription at PAR, payable at the offices of the CONTINENTAL TRUST CO., No. 30 Broad Street, New York.

Subscription books for same will be opened at the offices of the Continental Automobile Company in Jersey City, Monday, October 16, 1899, and will close on Wednesday, October 18, 1899. Twenty-five per cent of subscriptions are payable on application and the balance on or before October 31, 1899.

DIRECTORS. Hon. WILLIAM HIGGINS, Ex-United States Senator, Wilmington, Del. WILLIAM H. BULKELEY, Director United States Bank, Hartford, Conn. WILLIAM H. LAKE, Capitalist, Philadelphia, Pa. W. H. NIXON, Martin & W. H. Nixon Paper Co., Philadelphia, Pa. CHARLES T. WELLES, President City Bank of Hartford, Hartford, Conn. GEORGE H. BROWN, Secretary Winton Motor Carriage Co., Cleveland, Ohio. A. M. JORDAN, President Atlantic City Sausage Co., Atlantic City, N. J. W. C. HENDRICKSON, Belle Mead Stock Farms, Belle Mead, N. J.

SOLICITORS. MURRAY & HODGE, 30 Broad St., New York. SPERRY, McLEAN & BRAINARD, Hartford, Conn. ENGINEERS. ALEXANDER WINTON, Cleveland, Ohio. VIGGO V. TORBENSEN, Jersey City, N. J.

This Company owns and controls forty-two domestic and foreign patents covering the use of gasoline, kerosene and petroleum as applied to motors or engines for automobile, marine and stationary power uses, being the inventions of ALEXANDER WINTON, Cleveland, O., and also the United States and Canadian patents of CHARLES E. DURYEA, Peoria, Ill., and JAMES FRANK DURYEA, Springfield, Mass., and the exclusive rights under them to use their valuable inventions for the smaller passenger vehicles and for all stationary power uses.

This company has acquired two complete manufacturing establishments—one at Jersey City, N. J., the other at Cleveland, O.—giving it a present capacity of 500 automobiles and 1,500 marine and stationary motors per year, these plants being thoroughly equipped with modern machinery, all practically new and susceptible of such enlargements or extensions as will double the output of finished machines.

The company acquires a business in booked orders which will fully employ the present capacity of its two plants for twelve months, and is daily professed orders in increasing numbers.

The physical assets of the Company, together with its patents, have a value in excess of its Preferred Capital, and its earning power from orders in hand exceeds the 6 per cent, upon its issue of Preferred and 8 per cent upon its issue of Common Stock.

By the issue of the Preferred Shares the Company acquires the proportion enumerated and retains in its treasury over \$750,000 cash for working capital and extensions of its plants, and holds a reserve in Common Stock of \$1,000,000.

Subscribers to the Preferred Shares are offered receiving as a bonus on such subscription one share of Common Stock for each share of Preferred Stock subscribed for or allotted to them, the right, however, being reserved to allot the whole amount of the shares subscribed for or to reject any such allotment.

Additional information, details and data will be furnished at the offices of the Company's Engineers, No. 52 Broadway, New York City, where subscription blanks can also be obtained.

ONLY A FEW REMAINS. THE ACHIEVEMENTS OF ALBERT WEBER. SENIOR, IN THE REIGN OF TONE PRODUCTION. Like the violin masterpieces of Cremona, still stand unrivalled. Inspection Invited. Correspondence Solicited. WAREHOUSES: Fifth Avenue and 16th Street, N. Y.

THE HANDSOMEST CATALOGUE. STEWART H. CONGDON, Treasurer. 140 Nassau St., New York.

THE OPERA PIANO. BARGAINS—upright pianos, fine makes, perfect tone. WHITNEY & CO., 112 West 125th St.

THE LAUREL HOUSE. Lakewood's leading hotel for twenty years. At Lakewood, N. J. NOW OPEN. David B. Plumer.

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FINANCIAL AND COMMERCIAL. MONDAY, Oct. 16. Operators who are responsible for the creation of a large amount of stock, apparently constrained to modify their views somewhat to-day because of the absence of any fresh developments favorable to their ventures. Now that the money market has begun to return to a normal state and the Federal Government has given evidence of its adoption of a policy that will not permit the operations of the Treasury to unduly control the currency of the country, the bears are apparently driven to the extremity of relying upon the publication and circulation of their views and arguments in the aggregate, and that they may extricate themselves from the pit that they have dug.

There has been extensive liquidation of stocks held speculatively cannot be denied, but it is equally patent that the liquidation has been thorough and that many of the stocks thrown over during the last two months have been absorbed by those who are able and willing to hold them for substantial profits. They have not been purchased with the view of taking advantage of the fluctuations of a day or a week. In consequence the so-called floating supply of stocks has been materially reduced.

Another interesting circumstance is the return to the street of several Board Room traders of the first magnitude, traders who often turn over \$25,000 to \$50,000 shares of stock a day, from protracted summer vacations. These men made fortunes on the long side of the market during the first half of the year, and so far as they have declared themselves now they are disposed to range themselves upon that side again. Their return to the aggregate means a great deal to the market both in respect to activity and the direction they impart to the course of prices.

They are ready to bet upon the steadily increasing prosperity of the country against the pessimistic view of operators who have placed themselves in a position where they have to get by stocks, either to secure profits or to stop losses.

Regarding the promulgation of bearish and disturbing opinions by such operators at this time the question may pertinently be asked, why was not this seemingly philanthropic effort in behalf of the public made when the campaign against values was begun some weeks ago instead of at present when the influences that contributed to the success of the campaign have practically expired and are patent to every one. The intelligibility of the speculative community has been to a large extent relieved by the natural, hence familiar, manifestation following surfeit. It follows, therefore, that the patient is in a healthier condition than when he began to work a little weak. A tonic is at hand, however, in the decision of the Administration to prop up all of the Government interest maturing within the current fiscal year.

Having taken this step, it is plain that if necessary to prevent the circulation of legitimate money, the Administration will go farther and divert the payment of internal revenue taxes from the treasury into the banks. It may be stated without fear of contradiction that this policy has already been decided upon by the Administration. The monetary situation abroad appears to have been improved by the beginning of hostilities in the Transvaal. Moreover, London advices are that a disposition to buy American stocks is developing there, and it probably would be pronounced upon the state of the financial affairs here thoroughly understood there.

The first decided movement in the stock market to-day was against Brooklyn Rapid Transit and Southern Pacific, but it was only temporarily successful. The manifest demand for the first named to cover bonds soon attracted buying from other sources. Southern Pacific was attacked because delivery was begun to-day of the new securities issued in connection with the acquisition of the Central Pacific road by the first named company.

This caused some shifting of loans, but at the same time the managers of the Central Pacific refunding operation paid back to their underwriting associates \$7,000,000, which had been supplied to help carry out the plan.

As the market developed strength the friends of Bugas Banking raised some attention to that stock and evidently disturbed the large short interest in it.

It proved to be second only to Brooklyn Rapid Transit in respect to activity and scored the greatest net gain recorded. Other strong features were American Tobacco, Atchison Preferred, St. Paul, Metropolitan Street Railway, Consolidated Gas, and among the less active issues American Mailing stocks, Colorado Fuel, Pullman's Palace Car, Great Northern preferred, Baltimore and Ohio issues, Louisiana Gas, C. C. and St. Louis, and St. Louis Eastern preferred.

Of these Great Northern preferred advanced on reasonable expectations that a valuable privilege is about to be offered to the holders of the stock. Pullman's Palace Car was in demand because the time is being approached when the proceeds of the sale of the company's real estate and other property will be distributed among the stockholders.

The news that the Metropolitan Street Railway was forging ahead on the home was not without effect upon speculative sentiment in the late trading. The closing was strong at about the best prices.

United States and State Bonds (in \$1,000s). U. S. 4s, 107 1/2. U. S. 5s, 108 1/2. U. S. 6s, 109 1/2. U. S. 7s, 110 1/2. U. S. 8s, 111 1/2. U. S. 9s, 112 1/2. U. S. 10s, 113 1/2. U. S. 11s, 114 1/2. U. S. 12s, 115 1/2. U. S. 13s, 116 1/2. U. S. 14s, 117 1/2. U. S. 15s, 118 1/2. U. S. 16s, 119 1/2. U. S. 17s, 120 1/2. U. S. 18s, 121 1/2. U. S. 19s, 122 1/2. U. S. 20s, 123 1/2. U. S. 21s, 124 1/2. U. S. 22s, 125 1/2. U. S. 23s, 126 1/2. U. S. 24s, 127 1/2. U. S. 25s, 128 1/2. U. S. 26s, 129 1/2. U. S. 27s, 130 1/2. U. S. 28s, 131 1/2. U. S. 29s, 132 1/2. U. S. 30s, 133 1/2. U. S. 31s, 134 1/2. U. S. 32s, 135 1/2. U. S. 33s, 136 1/2. U. S. 34s, 137 1/2. U. S. 35s, 138 1/2. U. S. 36s, 139 1/2. U. S. 37s, 140 1/2. U. S. 38s, 141 1/2. U. S. 39s, 142 1/2. U. S. 40s, 143 1/2. U. S. 41s, 144 1/2. U. S. 42s, 145 1/2. U. S. 43s, 146 1/2. U. S. 44s, 147 1/2. U. S. 45s, 148 1/2. U. S. 46s, 149 1/2. U. S. 47s, 150 1/2. U. S. 48s, 151 1/2. U. S. 49s, 152 1/2. U. S. 50s, 153 1/2. U. S. 51s, 154 1/2. 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