A TOWNFUL OF WITCHERY.

BABYLON SEEKING WITH A CHARM TO FIND A MISSING MAN.

It's a Form of the Old Game Played With Bible and Key—Book Said Jesse Muncy Was Buried Under a Manure Heap and Men Spent a Holiday Trying to Prove It.

BABYLON, L. I., Feb. 12.—There was great commotion here to-day over the report that the body of Jesse Muncy, who mysteriously disappeared while on his way home shortly after sundown on the evening of Dec. 22, was buried under a manure heap on a place at West Babylon occupied by Harry Remsen, a horse trader and small farmer. The supposed clue to the mystery, which proved to be a false one, was obtained from a shoemaker named Woolner, living at Bay Shore. Woolner, like many others, had been studying over the affair and in some way he got an idea that the body of Muncy was at the bottom of the manure heap. In order to test his theory he tried an ancient device, which one of the persons interested in the case describes as follows:

"He opened a Bible and after reading the first three verses he saw placed an ordinary key in the book and tied the covers together. He and his wife then each took hold of the exposed part of the key, allowing it to rest on the tips of their fingers. Woolner repeated the verses and then said: 'Is the body of Jesse Muncy under the manure heap on the Harry Remsen place?' The Bible, which had been motionless, then swayed and turned half way round. Woolner and his wife tried the plan over and over again and each time the Bible moved as before. They regarded the test as absolute proof and finally imparted their belief to some of Muncy's friends. As there is a reward of $600 offered by the County Prosecutor for the finding of the body, many have been searching the woods and highways for weeks. The new theory took well. All day yesterday half of the population spent their time in testing the new theory, and in every household the key and Bible were much in evidence and in each instance the Bible turned when the question as to the body being on the Remsen place was asked. When asked regarding other locations it remained stationary. Some asked: 'Was the body taken up the road.' To this the Bible answered in the negative by remaining still. Then the question was put: 'Was the body carried through the woods?' The Bible swayed rapidly. Finally the question was put: 'Is the body buried more than two feet?' The Bible swayed again. 'Is it six feet?' The Bible remained quiet.

"A posse was then organized, headed by former City Marshal William Southard and Commodore Augustus Smalling. The party dug for a time and finally excavated the skeleton of a horse. The party then gave up the task, but after again consulting the Bible and the key found that the body was under the horse. The searching party then began again and turned over nearly half the Remsen place. Remsen in person aided in the work, declaring his conscience was clear. After working for several hours the party gave up the search, finding absolutely no clue. They will consult the Bible and key again, as all have great faith in the charm. Woolner and his wife say that it has never failed to give correct information. A few days ago Mrs. Woolner by working the key and Bible found a missing brother for a Babylon man."

CASE OF THE STAR BOARDER.

Testimony That He Invited the Husband He Accuses of Shooting to Get Out.

Walter E. Fischer, who on Sunday night caused the arrest of Frank Rohder, a broker of 798 Lexington avenue, on the charge of attempting to shoot him, was in the Yorkville police court yesterday to press the complaint. He was accompanied by Mrs. Rohder, a lawyer and half a dozen of Mrs. Rohder's boarders. Mrs. Rohder, the lawyer and the boarders sat in the rear of the court while Fischer was at the clerk's desk making the complaint. The prisoner was in the courtroom "pen" and once in a while the complainant would look in his direction and scowl. After he had made the complaint Fischer was kept within the railing and he asked a policeman to take a note to the prisoner's wife. The policeman said the note read: "Situation gut fur Rohder." The woman read it and smiled toward the writer.

When the case was called Fischer declared that the prisoner was unreasonably jealous of him, and had been causing trouble in the house for some time. He had boarded with the Rohders for several months, Fischer said, but two weeks ago went to live at Rockaway.

"I went to the house last night to visit Mr. and Mrs. Meyer, who are boarders there," he continued. "I was in the front parlor with Mrs. Rohder when her husband went into the back parlor. The folding doors between the two happened to be locked, and Rohder very foolishly got jealous and said he would shoot me. I did not see the pistol, but I know he must have had one, for I found a loaded blank cartridge and an empty shell in the hallway."

He heard what seemed to be two pistol shots, Fischer said. Samuel Bluchs and Jacob Ermann, two of the boarders, testified that they had seen the prisoner hold out his arm toward the complainant as though he was about to shoot, but they did not see any pistol or hear any threats.

Policeman Sullivan told Magistrate Zeller that Rohder had frequently complained to him while he was on post in the neighborhood that Fischer was the "star boarder" and was bossing things in the house as though he was the master and that he was backed by Mrs. Rohder. The husband had asked the policeman to put the boarder out of the house, but Sullivan had explained that he had no authority to do so. "This seems to be a fight between the star boarder and the husband. I do not think the shooting was anything more than a bluff," the policeman concluded.

Mrs. Rohder was called to tell her tale next. She said that the lease of the boarding house was in her name. Her husband had no occupation, but had recklessly spent a large amount of money he once had. "My husband is against Mr. Fisher, who did him no harm, but gave me good advice as to how to run the boarding house. Mr. Fischer is a good man. He's better than my husband," said the woman.

"That's the way the wind blows, eh? I've heard enough from you," remarked the Magistrate.

"I made no attempt to shoot this man. He gets frightened at his own shadow," said Rohder. "He is one of the checkiest men I ever met. He used to live in my house. He had been there only a short time when one night when I returned home he called me into his room and told me I had better get out, as his wife did not want me around there any more. He told me I had better go quietly and not make a fuss, and I had better go right away, as they wanted to rent my room. He said he intended to get a separation for my wife from me, and, sure enough, he did take her to a lawyer for that purpose."

"I've heard enough of this case," interrupted the Magistrate. "The whole trouble is caused by the star boarder and an audacious one he is, too. You are discharged, Rohder."

"This is not justice and we want justice," said Moses J. Falk, the complainant's lawyer. "This is the second time we have come here and have been unable to get justice."

"How dare you sir, use such language in court? If you do not withdraw it I will consider committing you for contempt," responded the Magistrate.

The lawyer apologized, but as he left court he said he intended to take the case to the Grand Jury.

RAN OVER A NEWSBOY.

Then Tried to Escape and Struck at a Policeman—Newsboy Badly Hurt.

James Dixson, a newsboy, 16 years old, of 183 Maujer street, Williamsburg, while selling papers last night at Graham avenue and Grand street, was run over by a grocery wagon driven by Henry Schock of 164 Graham avenue. Dixson's skull was fractured and his right leg broken. After the accident Schock lashed the horse he was driving in order to effect his escape. He drove along Graham avenue and at Maujer street the wagon just grazed a crowded trolley car. A block further it collided with a wagon. At Meserole street and Graham avenue a trolley car blocked its way and Schock jumped from his seat. Policeman Leonard, who had been in pursuit, caught him before he could run away. Then Schock, who is only 16 years old, turned on the policeman and attempted to strike him. The boy was taken to the Herbert street police station and held on a charge of reckless driving. He is employed by Abraham Raplan, a grocer, of 164 Graham avenue. Dixson was taken to St. Catherine's Hospital, where his condition was said to be serious.

New Ferry to Williamsburg.

Work on the new ferry line of the New York and Brooklyn Ferry Company, which is to run from Broadway, Brooklyn, to the foot of East Forty-second street, Manhattan, has been advancing rapidly for several weeks, and it is expected that the line will be ready for use in a few months. Laborers are blasting away the rocks at the Forty-second street end to make room for the building of the new ferry slip. The new service is anxiously awaited by a large number of persons who live in Williamsburg and who for years have travelled on the Twenty-third Street Ferry. The boats for the new ferry are now in the course of construction. They will be double-deckers.

WHO CAUGHT TRUNK STORE THIEF?

He Has Earned $100 Reward and There Are Two Claimants for It.

Edward Procher smashed one of the show cases in front of a trunk store under the Astor House on the night of Jan. 9, grabbed a satchel from it and ran across Broadway to Park Row. Near the corner of Ann street, he was seized by Policeman Schmidt of the Oak street station and locked up. Later he was convicted and sent to the Elmira Reformatory. It was a small theft, but it has stirred up a big to-do in the Police Department and the facts connected with the arrest will be reviewed by Inspectors Brooks and Cross this morning at Police Headquarters.

The arrest involves the honor of two precincts, and incidentally $100 reward. The showcases in front of the store had been robbed three times before Procher was caught at them, and the proprietor had offered the reward for the arrest and conviction of the thief and the return of some or all of the property. Policeman Schmidt was walking to the station with his prisoner when Policeman Thayer of the Church street station, in whose precinct the robbery had been committed, came up on a run and demanded Procher, asserting that he was chasing him when Schmidt made the arrest and, in fact, had been watching him for half an hour before he actually committed the robbery. A Third avenue car, going around the loop at the Post Office, had prevented him from catching the man, Thayer said.

Schmidt refused to give up his prisoner and reported to his station that it was fully ten minutes before Thayer came up after the man was in custody. He intimated, also, that, if Thayer had been where he said he was, Procher should not have been able to run twenty feet. Capt. Westervelt, in command of the Church street station, took up the cudgels for Thayer, and Capt. Vredenburg of the Oak street station insisted that Procher was Schmidt's prisoner and agreed with Schmidt that, if anybody had earned the reward, he had. The discussion waxed warm and it has been referred for settlement to Inspectors Brooks and Cross, in whose jurisdiction the two stations respectively are. A lot of witnesses have been summoned, including Third Avenue Railroad men, three or four policemen and several citizens.

LOCAL OPTION BY WARDS.

Plan Advocated at a Prohibition Rally in Brooklyn.

A rally of Prohibitionists in advocacy of local option by wards for the city of New York was held last night at Historical Hall, Pierrepont and Clinton streets, Brooklyn. The Rev. Dr. I. K. Funk, who presided, said that the time had come for renewed effort in the cause of temperance. The work should be done on a big scale and the little pieces with which they have been playing discarded. Above all he urged the enemies of the liquor traffic never to despair or surrender.

Anthony Comstock said that although the saloon continued to fill the penitentiaries, State prisons, hospitals, houses of prostitution and poor men's graves, it still maintained its place as a powerful factor in politics. On the day he said dedicated to Lincoln's memory, while most of the other places of business were closed, the saloons were wide open because they pay. When he pictured the saloonkeepers and barkeepers resplendent in diamonds, "paid for by bread money belonging to starving women and children," and denounced their traffic as ruinous to the individual and the family, there was an outburst of applause. Mr. Comstock described the slot machines as gambling devices and snares for young men. He characterized the licensing of the saloon as the most monstrous proposition of the day.

Resolutions were adopted demanding local option for the wards of the city and denouncing the Raines law as "infamous in many of its provisions."

CONTEST OF THE FAIR WILL.

Mrs. Craven's Statement of the Alleged Courtship and Wedding.

SAN FRANCISCO, Feb. 12.—The attempt of Mrs. Nettie R. Craven to establish her claim to a share of the estate of the late Senator Fair came up to-day in a new form. Mrs. Craven recently applied for a $50,000 monthly allowance as the widow of the millionaire. To-day her counsel made a long statement of her case.

It is declared that Senator Fair first proposed marriage in 1889 but she refused him. In 1892, however, after the death of her mother, she accepted Fair. On May 20, 1892, the marriage contract was prepared under his dictation and was witnessed by a notary, Lee D. Craig. In July of that year Fair proposed for her better protection that the marriage be solemnized and this was done before "properly constituted legal authority." This important feature is not mentioned more definitely.

The Fair children deny that their father ever married Mrs. Craven and they say that the marriage contract is a forgery. The Fair estate is valued at fifteen millions and the principal heirs are Charles Fair and his sisters, Mrs. Herman Oelrichs and Mrs. W. K. Vanderbilt, Jr. Mrs. Craven was in court to-day attended by her daughter, Mrs. Rohler, of St. Louis.

AMERICAN MULETEERS COMPLAIN.

Say They Were Ill-Treated When They Went to South Africa in the British Service.

NEW ORLEANS, Feb. 12.—On instructions from the Department of Justice at Washington, United States District Attorney Gurley has begun an investigation of the complaints of the Americans who shipped as muleteers on the British vessels which left this port with mules for the British army in South Africa. The muleteers were employed by the British officers stationed here. They went to Cape Town, most of them, with the idea of seeking their fortunes there, but their contracts specified that they should be brought back to America if they desired to return. They found the condition of affairs at the Cape very unpromising, and almost without exception they returned. They complained that they were badly treated on the voyage and underfed. A number of complaints were lodged with the United States Consul at Cape Town, Mr. Stone, and were forwarded by him to the Secretary of State.

CANADIAN PACIFIC EARNINGS.

Dividend Increased Because of the Good Report for the Past Year.

MONTREAL, Que., Feb. 12.—At a meeting of the directors of the Canadian Pacific Railway Company this afternoon a statement was presented showing that the gross earnings for the year were $29,230,038; working expenses, $16,909,872; total net earnings, $13,380,364; fixed charges, $6,816,676; net revenue available for dividends, $6,408,687; surplus for the year carried forward, $2,203,847. This is the best annual statement since the establishment of the road, the gross earnings having increased from $10,081,803 in 1895.

In view of the statement the directors increased the semi-annual dividend on the common stock 1 per cent., making the dividend 3 per cent. for the half year and 5 per cent. for the year. A dividend of 2 per cent. was declared on the preferred stock.

HAYS TO LEAVE THE GRAND TRUNK?

Rumor That the General Manager Has Decided to Resign.

TORONTO, Ont., Feb. 12.—A rumor was current in railway circles here to-day that General Manager Hays of the Grand Trunk Railway was about to resign or had actually sent in his resignation. Hays came to the Grand Trunk from the Wabash Railroad about four years ago, and then there was a good deal of dissatisfaction because he filled many offices in the Canadian Railway service with Americans. It is said that there is still dissatisfaction over the relations between the management and employees. It is reported that General Superintendent Merrigan, brought by Hays from the Wabash to the Grand Trunk, will resign with Hays. The rumor says that Hays is to be succeeded by an official now on the Boston and Maine Railway.

Contractors Figuring on East River Tunnel.

The Long Island Railroad officials are expecting that the Municipal Assembly will take favorable action upon its scheme for an East River tunnel from Atlantic and Flatbush avenues in Brooklyn to Cortlandt street in this borough when that body meets to-day. Yesterday plans and specifications for the tunnel were submitted to would-be contractors by President Baldwin. Seven firms are expected to make bids for the work, and if all goes well it is thought that the bids will be opened next Monday. John B. McDonald, whose execution of the contract for building the Rapid Transit railroad is awaiting the action of the Appellate Division, will probably be one of the bidders.

Jersey City Sugar Refinery Still Shut Down.

The American Sugar Refining Company's plant in Jersey City, which was shut down on Feb. 3, did not resume operations yesterday as had been expected. Henry E. Niese, the manager, said that it was never intended to start up yesterday. There are some matters to be settled, he said, before resuming, but he expects that the refinery will be in full operation the latter part of this week or the beginning of next week. Mr. Niese expects to know definitely to-day when operations will be resumed.

COPPER INJUNCTION TOO LATE.

United Verde Property Already Sold to Reorganization Committee.

Henry G. Atwater, counsel for United States Senator William A. Clark of Montana and for the United Verde Copper Company, said yesterday that the decision which was handed down last Friday by the Appellate Division of the Supreme Court, enjoining the sale of the company's mines and property under the reorganization plan, had come too late, as the property had been sold on Jan. 9. The suit for the injunction was brought by Prof. George A. Treadwell, a minority stockholder, who obtained an injunction from Justice Beach that was subsequently vacated by Justice Gildersleeve on the application of Mr. Atwater. The decision of the Appellate Division reversed Justice Gildersleeve, but the property had already been sold, after the original injunction 10, and been vacated. It was bought in by the Reorganization Committee.

Mr. Atwater stated that the company had now been fully reorganized, having been reincorporated under the laws of West Virginia. It has been doing business as a West Virginia corporation since Jan. 10, and since then has declared two dividends. Prof. Treadwell, when he began his action, held 673 shares of the company's stock, but, after the company became a West Virginia corporation, he surrendered 600 of his shares, taking in exchange 600 shares of stock in the new company, though still retaining seventy-three shares of the old company's stock. In Mr. Atwater's opinion this surrender of the 600 shares seemed to indicate that he was satisfied with the reorganization plan. All but seventy-eight shares, including Prof. Treadwell's seventy-three, out of the total of 300,000 shares of stock in the old company have been surrendered for new stock.

Walter S. Logan, counsel for Prof. Treadwell, asserts that the decision of the Appellate Division makes the sale entirely void, but Mr. Atwater disputed this, stating that he considered the surrender of Prof. Treadwell's 600 shares a tacit agreement in the reorganization. The United Verde is one of the richest copper properties in the world. It has been reported that the reason for the surrender of the company's New York charter and its reincorporation in West Virginia was to escape the taxes imposed by New York State upon corporations.

FINANCIAL NEWS.

American railway shares were firm in the London stock market yesterday, fractional improvements being general compared with Saturday's final prices. British consols were slightly lower. The following table shows the closing quotations, together with the closing prices on Saturday, New York equivalents and Saturday's New York closings:

	Saturd's Closing.	Yesterd's Closing.	N. Y. Equiv.	Saturd's N. Y. Closing.
Consols, money	101 3-16	101	....	....
Consols, account	101⅜	101	....	....
Atchison	21	21¼	20⅝	20⅝
Canadian Pacific	98⅞	100	97⅝	98⅛
Erie	18⅛	13	12⅝	12⅝
Erie pf	37⅝	37¾	36⅝	36⅝
Illinois Central	116	116	113¾	112¾
Louis. & Nashv	82¾	83¼	81⅛	80⅞
N. Y. Central	138⅜	138	134½	134½
Nor. Pacific, pf	76¾	76¾	74⅞	74⅞
Pennsylvania	68	68	162⅝	162⅝
Reading	19⅝	19½	18⅛	18
St. Paul	126¾	126¾	128	122⅝
Union Pacific pf	78⅝	78¾	76⅝	76⅝

Grand Trunk was quoted at 8¾; Anaconda at 9⅛. Bar silver in the London market was dull at 27 7-16d. an ounce. Money on call ruled at 2½ per cent. The rate of discount in the open market for short bills was 3⅛ per cent. and for three months' bills 3⅛ to 3¼ per cent.

The receipts of the Government to-day were: Customs, $762,079; internal revenue, $1,471,290, and miscellaneous, $42,163, a total of $2,275,532. The disbursements were $1,683,000, an excess of receipts over expenditures of $612,535. The receipts of the fiscal year have been $351,747,678 and the disbursements $318,235,139, an excess of receipts over expenditures of $3,512,538.

The official count of cash in the Treasury to-day compared with that of Saturday shows:

	Feb. 10.	Feb. 12.
Gold coin and bullion	$220,242,479	$220,879,098
Silver coin and bullion	11,315,254	11,048,450
United States notes	14,286,247	14,407,580
Other assets less demand liabilities	50,916,074	49,518,049
Available cash balance, including gold reserve	$296,760,054	$295,848,181

Live Stock Market.

MONDAY, Feb. 12.

Receipts of beeves for two days were 4,137 head, including 81 cars for export alive, 157 for slaughterers and 42 for the market. Trade was slow for steers and fat cows at barely steady prices; bulls and common cows were firm, and the yards were well cleared. Inferior to good native steers sold at $4.30@$5.40 per 100 ℔; tops at 5.90; stockers at $4.00; oxen and stags at $3@$4.85; bulls at $3@$4.80; cows at $2.10@$4.20. Dressed beef quiet and weak at 7@8c. for native sides. To-day's Liverpool and London cables quoted American cattle slow at 12¾@13c. per ℔, tops 13¼c., dressed weight; sheep selling at 11¾c.@12¼c., and yearlings at 12¾c.@13¼c. per ℔, dressed weight, refrigerator beef at 10¾c. per ℔. Exports to-day 50 sheep; to-morrow 330 beeves.

Receipts of calves for two days were 1,815 head, including 56 direct and 1,759 for the market; making, with the state stock, 1,821 on sale. Trade ranged slow and prices weak to 25c. lower. The pens were about cleared. Common to choice veals sold at $5.00@$6.50 per 100 ℔; little calves and culls at $4.00@4.60; barnyard stock at $3.00@3.75; fed calves at $4.00; southern calves at $3.50@3.75. City dressed veals quiet at 9@12½c. per ℔.

Receipts of sheep and lambs for two days were 12,619 head, including 7 cars for export alive, 17⅝ for slaughterers and 40 for the market; making, with the state stock, 49 cars on sale. Sheep were steady to a shade lower; lambs fell off 15@20c. and several cars were to sell at the close. Common to choice sheep sold at $3.50@$5.75 per 100 ℔; a bunch of extra export wethers at $6.50; common to choice lambs at $6.25@$7.50; Canadian lambs at $6.75@$7.50; culls at $5@$6. Dressed mutton easier at 6½@8½c. per ℔; dressed lambs at 8½@10c.

Receipts of hogs for two days were 12,781 head, including about 20 for sale. Easier for live hogs at $5.20@$5.30 per 100 ℔; State pigs sold at $5.25@$5.40.

Dividends and Interest.

PEOPLES GAS LIGHT AND COKE CO.
(of Chicago).

Notice is hereby given that a dividend of ONE AND ONE-HALF PER CENT. has been declared on the Capital Stock of this Company, payable to the Stockholders on February 26th, 1900.

The transfer books will close in New York on February 16th, 1900, at 3 P. M., and will reopen February 27th, 1900, at 10 A. M.

L. A. WILEY, Secretary.

Bankers and Brokers.

ENNIS & STOPPANI,
34 New St. and 38 Broad St., N. Y.
Members | Consolidated Stock Exchange / New York Produce Exchange | Est. 1885.
INVESTMENT SECURITIES.
Orders Solicited for Purchase or Sale
STOCKS, WHEAT, COTTON,
For Cash or on Margin.
Write or call for DAILY MARKET LETTER giving INFORMATION of ESPECIAL value. FREE upon application; also monthly table showing prices Stocks, Cotton, Produce. Telephone "560 Broad."
BRANCH OFFICES: TELEPHONES.
Astor Court, 20 W. 34th st., N. Y. "3643—38th."
(adjoining the Waldorf-Astoria).
22 & 24 Court st., BROOKLYN. "1842 Main."
80 Kilby st., BOSTON, Mass. "2540."
106 Market st., NEWARK, N. J. "1278."
102 Market st., PATERSON, N. J. "665."

Financial.

Branch Offices of "THE SUN."

Advertisements and Subscriptions may be left at these offices, where the rates will be the same as those charged at the main office.

NEW YORK CITY,
1295 Broadway.
119 West 125th St.

LONG ISLAND CITY, N. Y.,
21 Borden Av., E. N. Dodson.

BOSTON, MASS.,
235 Washington St., T. P. Harrison.

NEWARK, N. J.,
794 Broad St., F. N. Sommer.

CHICAGO, ILL.,
308 Stock Exchange Building, C. J. Billson.

COLORADO SPRINGS, COLO.,
Hagerman Block, T. A. Thorne.

AUCTION SALE.

In pursuance of the terms of the Trust Indenture made November 1, 1890, between the Railroad Equipment Company and the Atlantic Trust Company, Trustee, the undersigned Atlantic Trust Company, as Trustee, having declared all Certificates of Interest of series Z-5, Iron Car Equipment Company, issued under the aforesaid Trust Indenture due and payable, and the said Certificates of Interest, having not been paid, will sell at public auction by Richard V. Harnett & Company, Auctioneers, on the 20th day of February, 1900, at 12:30 o'clock P. M., at the New York Real Estate Salesroom, at No. 111 Broadway, in the Borough of Manhattan, City and State of New York, the following securities held by it as security for said Indenture as security for said Z-5 Certificates of Interest.

Z-5 SECURITIES.

Iron Car Equipment Company Lease Warrants, Nos. 31 to 136, Series Z-5, aggregating $548,083.96, and agreement dated November 1, 1890, under which same were issued.

Atlantic Trust Company, Trustee,
JOHN ALVIN YOUNG, Secretary.

Financial.

ISSUE OF
$23,000,000

UNITED RAILWAYS COMPANY OF ST. LOUIS

First General Mortgage 4% Gold Bonds,

Dated September 20th, 1899. Due July 1st, 1934.

Interest payable January 1st and July 1st, in the City of New York.

GUARANTEED AS TO INTEREST BY THE ST. LOUIS TRANSIT COMPANY, Lessee.

TOTAL AMOUNT OF MORTGAGE, $45,000,000

Reserved for underlying divisional liens	$14,000,000	
Reserved for acquisitions, betterments, and improvements	8,000,000	
Present Issue	23,000,000	$45,000,000

TOTAL AMOUNT OF CAPITAL STOCK, $45,000,000.

Preferred Stock.		Common Stock.	
Reserved	$8,435,000	Reserved	$7,652,500
Issued	11,565,000	Issued	17,347,500
	$20,000,000		$25,000,000

ST. LOUIS TRUST COMPANY, ST. LOUIS, Trustee

These bonds are Coupon Bonds of $1,000 each to bearer, with privilege of registration of principal.

Principal and interest are payable in United States gold coin of, or equal to, the present standard of weight and fineness, without deduction for any tax or taxes which, under any present or future laws of the United States of America, or of the laws of the State of Missouri, the Company may be required to pay or retain therefrom for national, state, or municipal purposes.

These bonds cannot be redeemed before maturity, and are secured by a mortgage on all the real estate franchises, stocks, bonds, leaseholds and property of every kind or description in the City and County of St. Louis, now belonging to, or which may hereafter be constructed or acquired by, the said Railways Company.

The **United Railways Company of St. Louis** is a corporation chartered by the State of Missouri, with an authorized capital of $20,000,000 5 per cent. cumulative Preferred Stock, and $25,000,000 Common Stock. Of the former, $11,565,000 has been issued, and $8,435,000 is reserved for future acquisitions, betterments, and improvements; of the latter $17,347,500 has been issued and $7,652,500 is reserved for future acquisitions, betterments, and improvements. The Company was authorized under an ordinance from the City of St. Louis to construct about 80 miles of street railway in that City and to acquire by lease or purchase other street railroads. The franchise runs for fifty years from April 12th, 1898. This Company has acquired by deed all of the railroad lines, properties and franchises, and substantially all of the shares of stock of the following Companies: except the St. Louis Traction Company and the St. Louis Railroad Company (one of the roads included in the National System). Of the former it owns all the stock, and of the latter more than two-thirds.

SECURITY OF MORTGAGE.

The United Railways Company acquired the following shares of stocks of street railways included in its system, all of which shares have been deposited with the St. Louis Trust Company, Trustee:

Shares Acquired.		Total Shares.	Shares Outstanding.
50	Delmar Avenue and Clayton Railway Company	50	None
1,000	St. Louis Cross County Railway Company	1,000	"
2,000	Midland Street Railway Company	2,000	"
120	St. Louis, Clayton & Creve Coeur Railway Company	120	"
467	St. Louis County Street Railway Company	467	"
684	Clayton & Forest Park Railway Company	661	27
80,000	Union Depot Railroad Company	80,000	None
22,986	Missouri Railroad Company	22,986	"
99,994	Lindell Railway Company	100,000	6
24,950	National Railway Company (of Ill.)	25,000	50
9,953	Southern Electric Railway Company, Preferred	10,000	47
5,000	Southern Electric Railway Company, Common	5,000	None
20	St. Louis Traction Company	20	"

SINCE THE ACQUISITION OF SUCH SHARES THE COMPANY HAS, UNDER THE LAWS OF THE STATE OF MISSOURI, ACQUIRED BY PURCHASE ALL THE PROPERTY, RIGHTS, FRANCHISES, AND PRIVILEGES OF THE FOLLOWING COMPANIES:

Union Depot Railroad Company, together with the Grand Avenue Railway Company.
Lindell Railway Company, together with the Missouri Railroad Company, the Forest Park, Laclede and Fourth Street Railway Company, the Compton Heights, Union Depot and Merchants' Terminal Railroad Company, the Taylor Avenue Railway Company, the Vandeventer Avenue Railroad Company and the Delmar Avenue and Clayton Railway Company.
Southern Electric Railroad Company.
Cass Avenue and Fair Grounds Railway Company.
Citizens' Railway Company.
St. Louis, Clayton and Creve Coeur Lake Railroad Company.
St. Louis County Street Railway Company.
St. Louis Cross County Railroad Company.
Midland Street Railway Company.
Jefferson Avenue Railroad Company.
Also the properties operated under the name of Clayton and Forest Park Railway.

This mortgage is directly secured by these properties, subject to divisional liens bearing from 5 to 7 per cent. interest, amounting to a total of $13,980,100, of which $5,003,100 can be retired within the next two years, with an annual saving in interest of $54,623 when replaced by 4% bonds.

MILEAGE.

Total mileage in operation, under construction and authorized, aggregates 436.65 miles, embracing the mileage of all the street-railway systems of St. Louis, save the St. Louis and Suburban system. If the future acquisition of the last-named system be deemed desirable, there has been a reservation and provision therefor. Under the terms of the mortgage, $3,000,000 of the $8,000,000 reserved bonds can be used for no other purpose than for taking up $3,000,000 of the bonds of this system.

EARNINGS.

Statements issued by Messrs. Haskins & Sells, Certified Public Accountants, for the year ended June 30, 1899, show that the Companies now united earned, in the aggregate, while independently operated, $266,882.21 in excess of all fixed charges, including the interest on $23,000,000 of 4 per cent. bonds; and also that the St. Louis Transit Company for the six months ended December 31, 1899, showed a surplus of $188,346.21 over fixed charges, including the interest on this issue of bonds.

A large amount of work in the consolidation of power, and the transformation of cable to electric traction, is now under way, but until its completion the full benefit of the economies resulting therefrom will not appear in the net earnings. In this connection reference is made to the estimate of Mr. Jilson J. Coleman, a street-railway expert of experience, now General Manager of the Company, made before he became connected therewith, and to his letter of recent date, as to the future net earnings of the United Railways Company, after making allowance for the economies following consolidation and the concentration of management. Prospectus containing the above can be had on application.

LEASE.

The St. Louis Transit Company, lessee of the United Railways Company of St. Louis and guarantor of the interest upon its Bonds and Preferred Stock, is a Corporation of the State of Missouri with power to acquire, lease, and operate until the 18th March, 1939, the lines acquired by the United Railways Company of St. Louis. An exchange of its stock (to the extent of 172,502 shares) for the Common Stock of the United Railways Company of St. Louis has been made, share for share, in consideration of a payment to the St. Louis Transit Company of $11 per share on each share of stock so exchanged. Through this payment it will have a cash capital of $1,897,522, and no other obligations save those under its lease of the United Railways Company of St. Louis.

The St. Louis Transit Company has assumed the operation of the property, under the provisions of the leases.

$9,375,000 Bonds having been sold, we offer the balance, $13,625,000, for sale at 92½ and accrued interest, payable on Monday, February 19th, 1900, at which time the bonds will be ready for delivery.

APPLICATION WILL BE MADE TO HAVE THESE BONDS LISTED ON THE NEW YORK STOCK EXCHANGE.

Subscription books will be opened at our offices on Wednesday, February 14, 1900, at 10 A. M. and closed at 3 P. M. the same day. Allotments will be made as promptly as possible thereafter. The right is reserved to reject applications, to close the subscription earlier than said time, and to allot smaller amounts than those applied for.

FEBRUARY 10TH, 1900.

BROWN BROTHERS & CO.,
New York, Philadelphia, and Boston.

LIQUID AIR
The marvel of the age.
Our inventor has made it.
We desire to erect large plant in New York city.
Stock now offered at $4 a share.
(Par value $10). Subscriptions received by mail or in person. Make checks to
NATIONAL LIQUID AIR CO.,
Fiscal office, 124 World Bldg., New York.
Send for new circular.

GILT EDGE INVESTMENT.
10 per cent. on money required to purchase 12½ story building just completed. Finest construction. Fully rented to responsible tenants on long leases. Inquire F. W. SEARS, Agent, 65-69 Bleecker St.

RICHARD V. HARNETT & CO.,
AUCTIONEERS,
Will Sell at Auction, Tuesday, Feb. 13,
at 12:30 o'clock P. M., at the New York Real Estate Salesroom, 111 Broadway,
40 Shares Trust Co. of America, $100 Each.

Property Offices, Lofts, or Stores,
of all descriptions, whether you seek them or have them to dispose of, make use of THE SUN'S advertising columns. A SUN reader will always be found a desirable tenant or customer.—ADV.

Financial.

International Zinc Co., Ltd.

Certified Net Earnings 22% Per Annum.

The tremendous profits realized by investors in this company are best shown by the certified reports of the Public Accountants, who have examined the books of the mines, and certified to the net earnings as set forth in the company's prospectus.

The earnings thus certified to as correct by BARROW, WADE, GUTHRIE & CO., the well-known Chartered Accountants of New York, Chicago and San Francisco, were from but three of the company's mills, and those running on single shift only, yet showed actual net profits of $1,542 per week. Including the new mill on the Mayne Mine property, which was started December 1, 1899 (subsequent to the examination by the Accountants), the net profits at present, running on double shift, are over **22 per cent.** per annum on the entire capital stock of $1,000,000.

With the completion of the four new mills now in course of construction, these present earnings will be nearly doubled, increasing the net profits to over **42 per cent.** per annum.

The company thus offers investors an unequalled opportunity of large returns on a very small investment at the present low price of shares, and with the practical certainty of a rapid increase in the value of their holdings.

The actual earnings of these properties will be certified quarterly to stockholders by **Barrow, Wade, Guthrie & Co.,** who supervise the **company's** accounts. This is a unique feature among zinc companies, enabling shareholders to verify regularly the enormous earnings of their company, which would otherwise seem almost incredible.

No investor can afford to let pass the opportunity thus offered for a secure investment, with probably the greatest profits possible from any zinc mining company in the United States.

100,000 SHARES
are now offered for public subscription at
85c. PER SHARE,
to complete the balance of the purchase price and pay for the new mills now being built.

The shares are of the par value of **$1.00 each,** and are fully paid and non-assessable.

SEND FOR PROSPECTUS.

Applications for stock, accompanied by remittance, received at either of the following offices of the fiscal agents.

JOSHUA BROWN & CO., Bankers,
45 & 47 WALL ST., NEW YORK.
89 State St., Boston. 421 Chestnut St., Philadelphia. 409 The Rookery, Chicago.

AUCTION SALE.

In pursuance of the terms of the Trust Indenture, made April 2, 1894, between the Railroad Equipment Company and the Atlantic Trust Company, Trustee, the undersigned, the Atlantic Trust Company, as Trustee, having declared all bonds of the Railroad Equipment Company of the Series D-4, issued under the aforesaid Trust Indenture, due and payable, and the said bonds having not been paid, will sell at public auction, by Richard V. Harnett & Company, Auctioneers, on the 13th day of February, 1900, at 12:30 o'clock P. M., at the New York Real Estate Salesroom at 111 Broadway, in the Borough of Manhattan, City and State of New York, the following securities held by it as Trustee under said Indenture as security for said D-4 bonds.

D-4 SECURITIES.

124 Iron Car Equipment Company, Series B 6 per cent. bonds at $1,000 each.

Atlantic Trust Company, Trustee,
JOHN ALVIN YOUNG, Secretary.

AUCTION SALE.

In pursuance of the terms of the Trust Indenture made January 27, 1891, between The Ohio Falls Car Company and the Atlantic Trust Company, Trustee, the undersigned Atlantic Trust Company, as Trustee, having declared all Certificates of Interest of Series Z-7, Iron Car Equipment Company, issued under the aforesaid Trust Indenture due and payable, and the said Certificates of Interest, having not been paid, will sell at public auction by Richard V. Harnett & Company, Auctioneers, on the 20th day of February, 1900, at 12:30 o'clock P. M., at the New York Real Estate Salesroom, at No. 111 Broadway, in the Borough of Manhattan, City and State of New York, the following securities held by it as Trustee under said Indenture as security for said Z-7 Certificates of Interest.

Z-7 SECURITIES.

Iron Car Equipment Company Lease Warrants, Nos. 12 to 45, Series Z-7, aggregating $162,964.89, and agreement dated January 27, 1891, under which same were issued.

Atlantic Trust Company, Trustee,
JOHN ALVIN YOUNG, Secretary.

AUCTION SALE.

In pursuance of the terms of the Trust Indenture made November 1, 1890, between the Railroad Equipment Company and the Atlantic Trust Company, Trustee, the undersigned Atlantic Trust Company, as Trustee, having declared all Certificates of Interest of Series Z-3, Iron Car Equipment Company, issued under the aforesaid Trust Indenture due and payable, and the said Certificates of Interest, having not been paid, will sell at public auction by Richard V. Harnett & Company, Auctioneers, on the 20th day of February, 1900, at 12:30 o'clock P. M., at the New York Real Estate Salesroom, at No. 111 Broadway, in the Borough of Manhattan, City and State of New York, the following securities held by it as Trustee under said Indenture as security for said Z-3 Certificates of Interest.

Z-3 SECURITIES.

Iron Car Equipment Company Lease Warrants, Nos. 82 to 124, Series Z-3, aggregating $18,008.76, and agreement dated November 1, 1890, under which same were issued.

Atlantic Trust Company, Trustee,
JOHN ALVIN YOUNG, Secretary.

AUCTION SALE.

In pursuance of the terms of the Trust Indenture made January 1, 1891, between the Railroad Equipment Company and the Atlantic Trust