

LEASE OF THIRD AVENUE.

STOCK DROPS ON THE NEWS OF THE TERMS MADE.

Metropolitan Agrees to Distribute as Dividends for the First Four Years Only the Net Profit—Then 5 Per Cent. for Two Years, 6 for Four Years, and Then 7.

The property of the Third Avenue Railroad Company was leased yesterday to the Metropolitan Street Railway Company for a term of 99 years, the lease, of course, being subject to the approval of the stockholders of both companies, who will meet early in May.

A joint meeting of the directors of both companies was held yesterday at 221 Broadway. At the close of the meeting Mr. Woodland made the following statement:

Both boards met jointly to-day and the Third Avenue directors formally accepted the guarantee of the Metropolitan Street Railway Company to get a compensation for such guarantee under the law for the term of 99 years. The Metropolitan directors agreed to lease the bonds of the Third Avenue Railroad Company for the term of 99 years, the lease to be for the term of 99 years, the lease to be for the term of 99 years, the lease to be for the term of 99 years.

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CARNEGIE AND PHIPPS HERE.

Reported Negotiations for Frick's Interest in the Carnegie Company.

Andrew Carnegie arrived in his home in New York from London yesterday morning. Charles M. Schwab, President of the Carnegie Company, arrived from Atlantic City yesterday morning and put up at the Holland House, where Henry Phipps, Jr., one of the directors of the Carnegie Company, is now staying.

Mr. Schwab is reported to be in New York at this time by saying that in April he would rather be in New York than in Florida. Mr. Schwab said he had just run down from Atlantic City to talk over a little business with Mr. Phipps, in which business the public interest is all interested even if they knew all about it. Mr. Phipps thought he had a right to come to New York without giving the reason for his coming. Mr. Schwab returned to Atlantic City last evening.

After leaving the three steel magnates also named a Swiss reporter went to a man usually informed as to what is going on in the Carnegie Company and asked him how it has fared since the meeting here. He answered that Messrs. Carnegie, Schwab and Phipps arrived in New York about the same time. He said that the Swiss reporter had asked him to get up the window for awhile and added:

There has been some talk about the Carnegie Company and the fact that Carnegie is one of the largest and the most powerful of the steel companies in the world. Carnegie is one of the largest and the most powerful of the steel companies in the world.

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MAY INSIST ON CUT RATES.

CANADIAN PACIFIC DEMAND FOR SPECIAL PRIVILEGES.

Went Stop Rate Cutting Between St. Paul and New York Unless the United States Railroads Allow It to Underwrite Them by \$3 in This Passenger Traffic.

Chicago, April 11.—At a conference to-day with general passenger agents of the Chicago St. Paul roads the representative of the "Sooner" line of the Canadian Pacific made a demand for differential rates to New York by way of Montreal. He refused to withdraw the present cut rates unless given the privilege of making a less rate by \$2 from St. Paul to New York than is made by any of the direct lines of the United States. The Western lines flatly refused to grant the "Sooner" road's request.

The demand made by the Canadian Pacific line for differential rates greatly surprised the officials of the other roads. Two years ago the Canadian Pacific and its competitors in this country agreed that the Interstate Commerce Commission should decide on any proposed differential passenger rates. The commission, however, has refused to do so.

For a time the Canadian Pacific made a pretense of being willing to accept the arrangement that its rates would not be less than any made over lines of the United States. But it soon began to negotiate rates based on impracticable rail and lake routes. Finally the second class rate from St. Paul to New York was reduced to \$2. The lines running East from Chicago entered into an agreement not to accept proposed rates from their Chicago St. Paul connections. The latter pointed out the fact that the Canadian Pacific's proposed rates would be \$25 from St. Paul to New York without the cooperation of the New York Central and the lines owned or controlled by it to discriminate against them in favor of the Canadian Pacific.

The Western roads made a strong effort to force the Canadian Pacific to accept the standard rate. They were not successful in this effort. The Canadian Pacific is now negotiating rates with the Western roads to accept the standard rate. The Canadian Pacific is now negotiating rates with the Western roads to accept the standard rate.

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The New Alaskan Gold Fields THE RHODES MINING CO., INCORPORATED AT SEATTLE, WASHINGTON.

ONLY 11,250 SHARES OF THE PAR VALUE OF \$10 EACH.

Offers the limited amount of 2,000 SHARES of its Treasury Stock for sale at \$7.50 per share. Proceeds to be expended the approaching season to work the most developed portion of its vast possessions.

The company is continually acquiring more properties, but at last accounts owned forty-four claims in the Nome and Golovin Districts, and a one-third interest in Twenty-five Claims near Nome City, and extending westward towards Cape York, also a one-third interest in two and two-thirds lots in Nome City.

The Capital is only \$112,500 Number of Shares only 11,250

THE PROCEEDS OF THE 2,000 SHARES OFFERED FOR SALE WILL BE AMPLE TO PUT THE PROPERTY ON A DIVIDEND BASIS.

The present stockholders are outside of the miners who made the disastrous all conservative business men, so that the property will be worked in economical and proper mining fashion, as a legitimate enterprise for the sole benefit of its stockholders.

The small number of shares and small capitalization based on the great and growing property should attract the fact.

The undersigned have been appointed the agents of the Rhodes Mining Co. to dispose of the stock now offered for sale.

For stock or information apply to

I. H. MAYER, A. SARTORIUS, 20 Broad Street.

\$12,000,000.

The New York & Harlem Railroad Co. 3 1/2% Gold Bonds,

DATED MAY 1ST, 1900. INTEREST PAYABLE MAY AND NOVEMBER.

Bonds issued in coupon or registered certificates. Deliverable May 1st, when the present mortgage (now bearing 7 per cent.) will be paid and cancelled, this issue then becoming the first and only mortgage on the property.

Having sold \$9,000,000 of the above bonds, we offer for sale the remaining \$3,000,000.

Price 115.82 and interest, yielding 3% upon the investment.

LEGAL INVESTMENT FOR SAVINGS INSTITUTIONS.

HARVEY FISK & SONS, NEW YORK, 20 NASSAU STREET. BOSTON, 15 CONGRESS STREET.

LIQUIDATE LAST CALL! TO-DAY IS THE LAST DAY TO BUY STOCK AT \$5 A SHARE.

WE GUARANTEE THAT this stock will be \$10 a share in a few weeks, or money refunded. It may climb to \$50 or \$100 eventually. Remember the Telephone stock, and don't be too conservative. Take a small block of this stock, anyway.

Par Value \$10 full paid and non-assessable.

NATIONAL LIQUID AIR CO., NEW YORK, 124 World Building.

Subscriptions received by mail or in person from one share to one thousand shares. Make checks of P. O. Money orders payable to.

Bankers and Brokers.

Western Union Telegraph Co. (NEW ISSUE) 50-Year Gold 4 1/2% Bonds FOR SALE BY Farson, Leach & Co., 35 NASSAU ST., NEW YORK.

ENNIS & STOPPANI TO THE HOLDERS OF Chicago & Alton PURCHASE MONEY CERTIFICATES, ISSUED BY THE UNITED STATES TRUST COMPANY OF NEW YORK UNDER STRUTZMANN AGREEMENT OF MARCH 2, 1899.

Notice is hereby given that interest to APRIL 15, 1900, at the rate of four per cent. per annum, will be paid on and after APRIL 16, 1900, to the holders of the above certificates, upon presentation thereof at the office of the United States Trust Company of New York, No. 45 Wall Street, New York City, for endorsement of such payment.

KUHN, LOEB & CO., 110 Broadway, New York, N. Y. We herewith beg to inform our customers that, for the convenience of Travelers, Messrs. Brown, Shipley & Co., London, have just opened a branch office at the West End. Address: 123 FALMALL, S. W. Cable Address: "SHIPRAH." Brown Brothers & Co., 59 WALL ST., N. Y.

Government and Municipal Bonds BOUGHT AND SOLD. Also FIRST MORTGAGE bonds of established Street and Water Railroads. APPROVALS MADE ON QUOTATIONS FURNISHED FOR THE PURCHASE, SALE, OR EXCHANGE OF GOVERNMENT BONDS. LISTS ON APPLICATION.

N. W. HARRIS & CO., BANKERS, 31 NASSAU ST. (Bank of Commerce Bldg.) Send for List of Investments. SOLICIT COMMISSION ORDERS for the purchase or sale of STOCKS, WHEAT, COTTON, for cash or on margin.

AMERICAN TIN PLATE COMPANY. A dividend of ONE AND THREE QUARTERS PER CENT. has been declared upon the Preferred stock of this company payable on April 15, 1900, to the stockholders of record at the close of business April 10th. Transfer books close at the Preferred stock office, 100 Broadway, New York, on April 10th and proper May 1st.

INTERNATIONAL BANKING & TRUST COMPANY. A dividend of ONE AND THREE QUARTERS PER CENT. has been declared upon the Preferred stock of this company payable on April 15, 1900, to the stockholders of record at the close of business April 10th. Transfer books close at the Preferred stock office, 100 Broadway, New York, on April 10th and proper May 1st.

AMERICAN STEEL HOOP COMPANY. A dividend of ONE AND THREE QUARTERS PER CENT. has been declared upon the Preferred stock of this company payable on April 15, 1900, to the stockholders of record at the close of business April 10th. Transfer books close at the Preferred stock office, 100 Broadway, New York, on April 10th and proper May 1st.

THE DELAWARE AND HUDSON COMPANY. The annual meeting of the stockholders of this company will be held at the office of the company, 200 Broadway, New York, on Tuesday, April 12, 1900, at 10 o'clock in the forenoon. The business to be transacted at the meeting is the election of Directors and the payment of dividends.

Chester B. Lawrence, Jr., Member Consolidated Stock Exchange. STOCKS, BONDS, GRAIN, COTTON. Branch Offices: 100 BROADWAY, CORNER 34TH ST. MAIN OFFICES 32 & 34 BROADWAY.

FINANCIAL AND COMMERCIAL.

WEDNESDAY, APRIL 11.

There was a further falling off to-day in the transactions in both departments of the Stock Exchange and the market was even more profligate than for several days past. Operations in European accounts were curtailed by the approach to the Easter holidays, in consequence of which the London Stock Exchange will be closed from to-morrow afternoon until next Tuesday morning. A similar suspension of business here from the close to-morrow until Monday morning also tended to restrict trading and induce speculators on the long side of the market to reduce their liabilities. Notwithstanding these circumstances foreign arbitrage houses bought about 25,000 shares on balance, chiefly Union Pacific and Northern Pacific common stocks. Both closed fractionally higher than yesterday, though the selling of the first-named was very heavy, particularly by brokerage houses having private wire connections with Chicago. They were also comparatively quiet. The Erie Wire common, which sustained a net loss of 1 1/2 per cent.

The bull power in several stocks, notably in Brooklyn Rapid Transit, in Baltimore and Ohio preferred, in Missouri Pacific and in Sugar Refining, were about the only selling movements in those stocks. Federal Steel, Louisville and Nashville and Southern Pacific also proved superior to the prevailing tendency. There was pronounced weakness in Continental Tobacco in the afternoon. The market for it rallied in the last hour so that the net fluctuation was unimportant. The statement of the operations of the company for the first year of its existence, which was submitted to the stockholders at their meeting to-day and which is printed in an adjoining column, explains recent selling of the common stock. It appears that the company paid only two quarterly dividends upon its preferred stock for the first year of its operations.

The Erie Wire common, which sustained a net loss of 1 1/2 per cent. more upon that stock. The Treasurer's report says that in considering these figures it should be borne in mind that they represent the efficient conduct of the business for a period of only a few months. It remains to be seen whether the holders of the company's shares will accept this plausible explanation of the non-fulfillment of the forecasts relative to earnings that were made when the company was organized. The Erie Wire common, which they exhibited when they acquired their stock.

The most important development to-day was the announcement of the terms upon which the Metropolitan Street Railroad Company has agreed to lease the Third Avenue property, of which it has acquired control. The terms seem to be fair to both parties to the contract and justify the recovery in the price of Third Avenue stock. That movement appears to have disturbed an over-optimistic short interest, and to-day's news is not likely to increase the amount of short interest. The market for it rallied in the last hour so that the net fluctuation was unimportant.

There was a further advance in the price of slight sterling that brings the rate to within 1/4 cent per pound of the figures at which gold will be a cheaper form of remittance than bills. The explanation of the movement is that Europe is again borrowing money in this market because of the lower rates for money prevailing here. For the same reason foreign speculators are carrying here the bulk of their recent purchases of securities. In the final dealings the market rallied, chiefly on the covering of shorts.

UNITED STATES AND STATE BONDS (IN \$10,000). U. S. 4s, 107 1/2; U. S. 5s, 114 1/2; U. S. 6s, 125 1/2; U. S. 7s, 135 1/2; U. S. 8s, 145 1/2; U. S. 9s, 155 1/2; U. S. 10s, 165 1/2; U. S. 11s, 175 1/2; U. S. 12s, 185 1/2; U. S. 13s, 195 1/2; U. S. 14s, 205 1/2; U. S. 15s, 215 1/2; U. S. 16s, 225 1/2; U. S. 17s, 235 1/2; U. S. 18s, 245 1/2; U. S. 19s, 255 1/2; U. S. 20s, 265 1/2; U. S. 21s, 275 1/2; U. S. 22s, 285 1/2; U. S. 23s, 295 1/2; U. S. 24s, 305 1/2; U. S. 25s, 315 1/2; U. S. 26s, 325 1/2; U. S. 27s, 335 1/2; U. S. 28s, 345 1/2; U. S. 29s, 355 1/2; U. S. 30s, 365 1/2; U. S. 31s, 375 1/2; U. S. 32s, 385 1/2; U. S. 33s, 395 1/2; U. S. 34s, 405 1/2; U. S. 35s, 415 1/2; U. S. 36s, 425 1/2; U. S. 37s, 435 1/2; U. S. 38s, 445 1/2; U. S. 39s, 455 1/2; U. S. 40s, 465 1/2; U. S. 41s, 475 1/2; U. S. 42s, 485 1/2; U. S. 43s, 495 1/2; U. S. 44s, 505 1/2; U. S. 45s, 515 1/2; U. S. 46s, 525 1/2; U. S. 47s, 535 1/2; U. S. 48s, 545 1/2; U. S. 49s, 555 1/2; U. S. 50s, 565 1/2; U. S. 51s, 575 1/2; U. S. 52s, 585 1/2; U. S. 53s, 595 1/2; U. S. 54s, 605 1/2; U. S. 55s, 615 1/2; U. S. 56s, 625 1/2; U. S. 57s, 635 1/2; U. S. 58s, 645 1/2; U. S. 59s, 655 1/2; U. S. 60s, 665 1/2; U. S. 61s, 675 1/2; U. S. 62s, 685 1/2; U. S. 63s, 695 1/2; U. S. 64s, 705 1/2; U. S. 65s, 715 1/2; U. S. 66s, 725 1/2; U. S. 67s, 735 1/2; U. S. 68s, 745 1/2; U. S. 69s, 755 1/2; U. S. 70s, 765 1/2; U. S. 71s, 775 1/2; U. S. 72s, 785 1/2; U. S. 73s, 795 1/2; U. S. 74s, 805 1/2; U. S. 75s, 815 1/2; U. S. 76s, 825 1/2; U. S. 77s, 835 1/2; U. S. 78s, 845 1/2; U. S. 79s, 855 1/2; U. S. 80s, 865 1/2; U. S. 81s, 875 1/2; U. S. 82s, 885 1/2; U. S. 83s, 895 1/2; U. S. 84s, 905 1/2; U. S. 85s, 915 1/2; U. S. 86s, 925 1/2; U. S. 87s, 935 1/2; U. S. 88s, 945 1/2; U. S. 89s, 955 1/2; U. S. 90s, 965 1/2; U. S. 91s, 975 1/2; U. S. 92s, 985 1/2; U. S. 93s, 995 1/2; U. S. 94s, 1005 1/2; U. S. 95s, 1015 1/2; U. S. 96s, 1025 1/2; U. S. 97s, 1035 1/2; U. S. 98s, 1045 1/2; U. S. 99s, 1055 1/2; U. S. 100s, 1065 1/2; U. S. 101s, 1075 1/2; U. S. 102s, 1