RAILROAD DEALS AT HAND.

STORY OF THE ABSORPTION OF READING AND JERSEY CENTRAL.

According to the Report the Baltimore and Ohio and the Pennsylvania Are to Divide Them Up—B. & O. to Get to New York—Pennsylvania to Get Coal Traffic.

BALTIMORE, April 12.—The next move of large importance in the railroad world is expected to be the absorption of the Philadelphia and Reading and the Central Railroads of New Jersey by the Baltimore and Ohio and the Pennsylvania systems. The plan is said to be for the Baltimore and Ohio and the Pennsylvania to acquire the properties and divide them among their systems, the Baltimore and Ohio taking the Philadelphia and Reading division, extending from Philadelphia to Bound Brook, N. J., and one or two other important branches, and the New Jersey Central division extending from Bound Brook to New York. The Pennsylvania would acquire the remaining divisions.

This scheme would give the Baltimore and Ohio an unbroken line of its own from the metropolis to St. Louis and Louisville by way of Cincinnati, and would secure to the Pennsylvania absolute control of the anthracite coal tonnage of the Scranton, Wilkes Barre and and Mauch Chunk districts of Pennsylvania, which are now dominated by the New Jersey Central.

It is said that the Pennsylvania heretofore has not looked with favor upon the Baltimore and Ohio entering Jersey City over its own tracks, but since it has acquired such a large interest in the property this opposition has disappeared, and now it is said that the Pennsylvania is not only willing for its one-time rival to secure these advantages, but will aid it in every way to bring about the deal, provided the Baltimore and Ohio will reciprocate by aiding the Pennsylvania in controlling the anthracite coal traffic.

This scheme is understood to have been considered in Philadelphia yesterday, when Chairman Salomon of the Baltimore and Ohio and President Cassatt of the Pennsylvania conferred on railroad matters. The management of both the Baltimore and Ohio and the Pennsylvania, for obvious reasons, have kept the matter a secret until their plans are fully matured.

The consummation of such a deal would not only enable the Baltimore and Ohio to reach New York over its own tracks, but would also give the company the Market street station of the Philadelphia and Reading and the latter's large terminal facilities at Philadelphia and New York.

Another matter which is said to be nearing a head is the formal transfer of the control of the Baltimore and Ohio Southwestern to the Baltimore and Ohio. The Baltimore and Ohio owns all of the stock of the Baltimore and Ohio Southwestern, and guarantees principal and interest on the latter's mortgage indebtedness. The operation of the Baltimore and Ohio Southwestern as the southwestern division of the Baltimore and Ohio was provided for in the plan of reorganization of the former, but the carrying out of the terms was delayed by President Bacon and Vice-President Greene of the Baltimore and Ohio Southwestern. This road extends from Parkersburg, W. Va., to St. Louis, and reaches Cincinnati, Louisville and Springfield, Ill.

Messrs. Bacon and Greene were in Baltimore yesterday in conference with Baltimore and Ohio officials. It was given out that they discussed only the improvements contemplated on the Baltimore and Ohio Southwestern, but it is believed that formal transfer of the control of the latter property was the chief topic under consideration.

PROSPECTS OF THE GOULD SYSTEM.

Missouri Pacific Stock Continues to Advance on Talk of Dividends.

Missouri Pacific Railroad shares advanced from 55¼ to 58¾ yesterday and the continued activity of this stock on 'Change kept alive the rumors of a prospective dividend. President George J. Gould said that the question of dividend had not yet been discussed by the directors. Russell Sage, who is second only to President Gould in the extent of his holdings of Missouri Pacific stock, made this statement late yesterday afternoon:

"Missouri Pacific shares have been too low in price for some time. This railroad is a very valuable property. It controls the Southwestern situation. In fact, it is bound to develop into one of the great controlling railroad properties in this country. I have been interested in Missouri Pacific for twenty years and at all times the Goulds and I have been in harmony. It was I who recommended to Jay Gould that he become interested in the property. As to the payment of a dividend on Missouri Pacific shares, that will come along in due time."

The financial statement of the Missouri Pacific for the last fiscal year shows a decrease in surplus earnings, although the gross and net earnings were much in excess of the earnings of the previous year. The surplus in 1898 was $1,179,899, while last year it was only $640,126. This decrease is due, it is said, to expenses attending the readjustment of the bonded indebtedness of the Iron Mountain road.

Reports submitted to the recent annual meeting of the St. Louis Southwestern Railroad, of which Edwin Gould is the head, show an uncommonly favorable outlook for the cotton crop. On or about May 1 a direct connection will be made between the St. Louis Southwestern and the Chicago and Eastern Illinois roads. Executive officers of the Gould roads say that this prospective arrangement will bring a great deal of business to that line. There is semi-official authority for the statement that the St. Louis Southwestern stock will be on a dividend-paying basis before the close of this year.

NEW YORK GAS WAR; OR A PEACE?

Speculators Have a Choice of Tips—The Stocks Weak Yesterday.

Wall Street heard yesterday that a conference of local gas interests had been held at 54 Wall street, at which address Anthony N. Brady has his office, and that important developments looking toward an early termination of the gas war might be expected. It was reported that there was a likelihood of the gas rate of 65 cents being raised to the legal rate of $1.05 on or before May 1. Representatives of the gas companies who were seen stated, however, that they were unaware of any change in the situation. So far as the action in the stock market of the stocks of companies was concerned, it did not indicate any change. The stock of the Consolidated Gas Company closed on the new York Stock Exchange at 150, a net loss of 1½ points for the day. In the curb market the securities of the New Amsterdam Gas Company were weak, the common stock declining at 27¾, and its preferred at 61.

In the face of Wall Street's rumors that gas prices are likely to be advanced, one of the officers of the Consolidated Gas Company was quoted yesterday as saying that the gas war had been extended into The Bronx, to which the Consolidated is extending its pipes, and that the built up parts of that borough will in three months or so have a 65-cent rate, offered by the Consolidated as against the present rate of $1.05 charged by the four companies now operating there.

The Central Union and Northern Union Gas companies, which are controlled by the New Amsterdam Company, the Standard Gas Light Company and the Yonkers Company are the gas companies now operating in The Bronx.

U. S. BONDS TOO DEAR TO HOLD.

Bowery Savings Bank Sells Five Millions of Them in a Block.

The Bowery Savings Bank presented at the United States Sub-Treasury yesterday $5,000,000 of Government bonds to be certified for transfer. These bonds, it was reported, had been sold to two large local National banks. In addition, another $1,000,000 of Government bonds were presented at the Sub-Treasury yesterday for certification of transfer. Since the enactment of the Currency law, which provides for the refunding of higher interest-bearing Government bonds into new bonds yielding but 2 per cent., a good many savings banks have sold blocks of their Government bonds at high prices and reinvested the money in some of the issues of bonds of corporations which were authorized as savings bank investments at the last session of the Legislature.

N. Y. Central Men Want New Pay Roll.

A committee appointed by a large proportion of the train employees of the New York Central is now in this city to confer with General Superintendent Van Etten regarding desired changes in the present rules governing their pay. This matter has already been passed upon by the division superintendents in a manner for the most part satisfactory to the employees. The chief thing desired is a uniform arrangement for the payment of conductors on a mileage basis.

Buffalo, Rochester and Pittsburg.

President Callaway of the New York Central was asked yesterday if his company intended to buy the Buffalo, Rochester and Pittsburg Railroad. He replied:

"Not at the price now asked for the property. Those people want to much money for their railroads."

The negotiations for the sale of the Rochester and Pittsburg line to the New York Central have practically been declared off.

CONSOLIDATION A PUBLIC GOOD.

Injunction Against the Wagner-Pullman Transfer Denied by the Court.

The motion of William H. N. Francis, as a stockholder of the Wagner Palace Car Company, to enjoin the transfer of the stock of that company to Pullman's Palace Car Company has been denied by Justice Beekman of the Supreme Court. Francis owns 100 shares of the Wagner Palace Car Company and was the only stockholder to fight the proposed arrangement. The owners of 187,188 shares out of 198,095 voted for it. By the agreement the stock of the Wagner Palace Car Company was put at $180 a share and was to be exchanged, share for share, for new stock to be issued by the Pullman company. Stockholders of the Wagner company who did not desire to go in are entitled to receive $180 a share for their stock. The Judge says that the plan of liquidation and the consideration to be paid for the property seem to be reasonable, fair and adequate. He continues:

"It is urged that the absorption of the Wagner company by the Pullman company will create a great monopoly of the business. I fail to see that this would be the result in any sense, which is obnoxious to the law, as the plan in question in no way involves any restraint upon others from freely engaging in the same kind of business. It is contended here on behalf of the defendants that the chief merit of the proposed absorption of the business of the Wagner company by the Pullman company is in the reduction of administrative expenses and greater effectiveness in management, and that there is a corresponding benefit not only to those immediately interested in the business, but to the public as well, as the tendency of such conditions is toward a reduction of charges for the service rendered. The contention is borne out by the observed results of similar aggregations of business enterprises under one control, which has become one of the economic features of the present day. There seems to be nothing, then, in the proposed transfer here which is injurious to the public interests."

The Court says that the contention that the agreement is not advisable is of no weight because the directors of the Wagner company were empowered by the articles of agreement on which the company was founded to dissolve it on giving sixty days' notice to the stockholders, which had been done.

FIGHT AGAINST THE NEW COAL ROAD

The Erie Company Scores a Point in the Pennsylvania Courts.

PORT JERVIS, N. Y., April 12.—The Erie Railroad Company to-day scored a point in its fight in Pennsylvania to prevent the Erie and Wyoming Valley and Pennsylvania Coal companies from building its proposed coal road from Hawley, over the abandoned Delaware and Hudson Canal, to tidewater at Kingston, N. Y. Last November the Erie Company dumped 100 carloads of coal ashes in the canal at Lackawaxen, where the Erie crosses it by a bridge. This was to prevent the new road from building on the bed of the canal, which is under the Erie tracks at this point. The matter was taken to the courts and Judge Purdy, the presiding Judge of Pike and Wayne counties, ordered the Erie Company to remove a wooden bridge it had built across the canal on a level with the bank while an injunction was pending, leaving the coal and other obstruction undisturbed.

To-day the Erie Company, through its counsel, sought to file a bond, which in effect would give it permanent possession of the land under its bridge No. 6 at Lackawaxen. A special term of Pike County Court was held at Milford to-day before Judge Purdy and Associate Judges Kiner and Houck, at which the Erie and Wyoming Company asked for an injunction to restrain the Erie from filing its bond. The injunction was denied and the Erie permitted to file its bond. This gives the latter company the canal bed where it is obstructed, and not only prevents the new road from passing under the Erie's bridge at that point, but will prevent filling the canal with water for boating coal, in case the Pennsylvania Coal Company and individual anthracite operators fail to secure a through route by rail from the coal fields to tidewater.

BOSTON AND ALBANY LEASE.

Boston Men Go to the Legislature With the Amendment They Demand.

Another obstacle to the ratification of the lease of the Boston and Albany Railroad to the New York Central has been interposed by representatives of the East Boston Company, a corporation which owns extensive wharf and terminal property in Boston. Nathan Matthews, as the representative of this company, has formally applied to the Massachusetts Legislature to amend the proposed lease by inserting a clause requiring the New York Central to spend $5,000,000 within five years in enlarging and perfecting the docks, wharves and other terminal facilities owned by the Boston and Albany company in East Boston.

Mr. Matthews says that the persons who control the New York Central are behind the proposed lease of the Fitchburg Railroad to the Boston and Maine, and he objects to giving the Vanderbilts unrestricted control of most of the important railroad interests in Massachusetts. The East Boston Company wants a definite understanding with the New York Central regarding its purpose in the extension and development of the Boston and Albany terminal facilities.

The Vanderbilts are apparently making no efforts to influence the action of the Massachusetts Legislature. The New York Central people take the ground that they have made a liberal offer for the Boston and Albany property, and if the State of Massachusetts does not care to have the offer accepted, the responsibility rests in that quarter. The Boston and Albany as an independent line would be in no position to hurt the interests of the New York Central, while the last-named company, by purchasing or making an alliance with the Fitchburg Railroad, could divert an immense amount of traffic from the Boston and Albany.

LONG ISLAND WATER COMPANY

Seeks Dissolution Now That the City Has Acquired the Plant.

As the city of New York has acquired the plant of the Long Island Water Supply Company the latter corporation desires to be dissolved, and yesterday application was made to Supreme Court Justice Maddox in Brooklyn for an order requiring the creditors and stockholders of the company to show cause on July 14 why the corporation should not be dissolved. The application was signed by these directors: J. McCoy Gray, Francis J. Freel, James J. Moran, Matthew V. O'Malley and Edward J. Freel. The bonded debt of the company is given at $500,000 and the other indebtedness is not over $10,000. These creditors are named: Albert Sibley, undrawn dividends, $350; estate of John S. Shepard, undrawn dividends, $250; estate of E. Homer Trecartin, undrawn dividends, $3,600. The directors aver that they have a claim of $27,000 against the city for improvements made to the plant which was not included in the judgment of condemnation.

The capital stock is given at $250,000, divided into 2,500 shares, as follows: Felix Campbell, 50 shares; estate of Edward Freel, 900 shares; Edward J. Freel, 5 shares; Robert B. Mitchell, 5 shares; James J. Moran, 5 shares; J. McCoy Gray, 5 shares; Francis J. Freel, 5 shares; Walter E. Duryea, 465 shares; A. D. Ferris, 930 shares; Walter Dinsmore, 5 shares; John H. Wiley, 5 shares; John J. White, 5 shares; Morris J. and William White, 25 shares; estate of John S. Shepard, 10 shares; estate of E. Homer Trecartin, 80 shares, and Albert Sibley, 5 shares.

PLANT OFFICES TO REMAIN HERE.

Lynde Harrison Says the Headquarters Will Not Be Moved to New Haven.

NEW HAVEN, April 12.—Lynde Harrison of this city, who is an executor of the estate of the late Henry B. Plant, the millionaire railroad and steamship man, announced to-night that the main offices of the Plant system will not be established in New Haven, as has been announced. These offices will remain where they are now, in New York city. Mr. Harrison said the story that the main offices would be soon removed from New York to New Haven was probably due to the fact that Mr. Plant just prior to his death had decided to have his private offices established in this city in a building on the New Haven Green. Ever since Mr. and Mrs. Plant spent their honeymoon in the old Tontine Hotel, opposite the Green, years ago, Mr. Plant had a great desire to come back to New Haven to spend his declining years.

Court Calendars This Day.

Appellate Division—Supreme Court—Recess. Supreme Court—Special Term—Parts I., III., IV., V., VI. and VII.—Adjourned until Monday, April 16, 1900. Part II.—Ex parte matters. Trial Term—Parts II., III., IV., V., VI., VII. and XI.—Adjourned until Monday, April 16, 1900. Parts VIII., IX., X. and XII.—Adjourned for the term.

Surrogate's Court—Chambers—Motion calendar called, at 10:30 A. M.—For probate.—Wills of Charles C. McFeely, John A. Zellner, Laura H. Roosevelt, Arthur D. Twight, at 10:30 A. M. Trial Term.—No day calendar.

City Court—Special Term.—Court opens at 11 A. M.—Ex parte matters. Trial Term.—Parts I., II., III. and IV.—Adjourned until Monday, April 16, 1900.

PROSPERITY IN THE SOUTH.

YARN SPINNERS MEET AND ADVANCE PRICES IN THEIR GOODS.

President Adamson of the Association Says That McKinley's Re-election Will Make Secure the South's Prosperity for Four Years More—The Trade Outlook.

CHARLOTTE, N. C., April 12.—The Southern Hosiery Yarn Spinners' Association met here this afternoon and adopted an advanced scale of prices for yarns. President Charles Adamson of the association, a large mill owner of Cedartown, Ga., told THE SUN correspondent that the reélection of McKinley would bring four more years of prosperity. He said that the industrial outlook in the South is very bright. He said: "As long as the present prosperous condition of the country continues there will be no decline in the prices of yarns. While there is an apparent lull in the demand, which might lead one to think that prices are softening, this is due to the fact that the mills are full of orders and sold ahead, and also to the fact that the knitters are hoping for a break in prices and are only buying what is immediately needed without placing any future orders.

"In addition to these facts, certain commission men in the East, working on a plan somewhat similar to what was done in connection with the cotton market, are trying to give the idea that the markets are declining in order to buy cheaply and speculate. Cotton will not come down any when the new crop comes in. An examination of cotton prices for fifty years back will show that the price of cotton, like that of iron, runs in cycles. It shows that this and next year cotton will be higher, until the weave mills cease doing the business they now do. The hosiery yarn men need have no apprehension about prices.

"Another factor opening up to the cotton manufacturer is the matter of export trade with the Philippines and the open door in China. Our country is on the eve of expansion in all lines of trade, and particularly in the cotton trade. It will only stop when the cotton trade of the world is in the hands of the American manufacturers, the same as the iron trade now is. It behooves the South to support the movement to extend this trade. Profits may not be large, but the demand is practically unlimited, and in my opinion we should pay more attention to export trade than to any other.

"It is possible that some depression for a short time may show itself about the time of the Presidential election, but that will be short.

"With the reélection of President McKinley the country has a certainty of four more years of prosperity. Our finances are now on a good basis and, taking a broad view of the situation, I can see no reason why the present prosperity should not continue and form the greatest period of success in manufactures that America has ever seen. I am in a position to judge with tolerable accuracy the feeling of Eastern capitalists with regard to our manufactures. I am in close touch with some of the leading men in the North and it is easier now to interest capital in any enterprises, especially in Southern enterprises."

Concerning the price of yarn Mr. Adamson said the association simply moved up prices to fit the advanced market quotations. He said the difference in price in favor of Eastern yarns had entirely disappeared. In some cases Southern mills received the highest prices.

THE "SOO" LINE WONT YIELD.

Prospects of a Rate War Against the Canadian Pacific.

CHICAGO, April 12.—Passenger officials of the Chicago-St. Paul lines met with those of the lines from Chicago to the East to-day and reported that they had been unable to effect an agreement with the "Soo" line of the Canadian Pacific system to restore rates to a normal basis. The Western lines urged the Eastern roads to join them in meeting the competition of the "Soo" line on through business, both prorating on per rate basis, using as factors the selling rate of $11.50 from St. Paul to Chicago and the regular first-class rate from Chicago to New York of $18 by the differential lines and $20 by the standard lines. The Central Passenger Association roads interested will recommend to the Joint Passenger Committee, which will meet in New York on April 18, that the Eastern roads coöperate with the Chicago-St. Paul roads in meeting the "Soo" line competition.

It has always been the rule of the Grand Trunk road to meet any rates made by the Canadian Pacific. The Grand Trunk is certain, therefore, to help the Western roads in their fight with the "Soo" line. The New York Central now coöperates with the "Soo" line in maintaining cut rates from St. Paul to New York, but the Central alone will not go to a share of the Chicago-St. Paul lines through its connections, the Lake Shore and Michigan Central. This complicates the situation, because the standard Vanderbilt lines want to make as low proportionate rates as the Eastern differential roads.

There is a possibility that a big rate war, affecting both the East and the West, will grow out of the strife.

BOGART ARRESTED IN MALONE.

The Broker Wanted for Conspiracy to Depress B. R. T. Stock Traced From Canada.

A despatch from Detective Sergeant Valiely, received at Police Headquarters yesterday, announced that he had just arrested at Malone, N. Y., Henry Bogart, the clerk in Alfred R. Goslin's employ, who was indicted by the Grand Jury last February for conspiracy to depress the value of the Brooklyn Rapid Transit stock by the circulation of false rumors. Valiely has been following Bogart for a week with a warrant issued by Justice Fursman. He traced Bogart from Brockville, Ontario, though Ogdensburg, N. Y., to Malone. Valiely said he was bringing Bogart here at once.

Public Notices.

PUBLIC NOTICE.

STATE OF NEW YORK.
BOARD OF RAILROAD COMMISSIONERS.

ALBANY, April 2, 1900.

Application having been made to the Board of Railroad Commissioners of the State of New York, by The New York and Brooklyn Union Transportation Company for a certificate under section 59 of the Railroad Law, that the provisions of said section have been complied with and that public convenience and a necessity require the construction of the applicant's railroad, NOTICE is hereby given that a public hearing on said application will be held by this Board at the Fifth Avenue Hotel (Parlor D R), New York city, on Wednesday, April 18, 1900, at 10 o'clock A. M.

The railroad proposed to be built by the applicant is to be "a railway of the ordinary gauge, operated by compressed air or electricity." It is proposed to build said railroad in a single tunnel, or two separate tunnels, under the following streets, avenues, highways, private property and the East River in the boroughs of Manhattan and Brooklyn, city of New York, to wit: Commencing at a point under Canal Street, Borough of Manhattan, at or near to the junction of Sullivan, Varick and Canal Streets, thence under Canal Watts, West and Vestry Streets back to Canal Street, thence under Canal Street to East Broadway, under it to Grand Street, under it to the East River, under it to Broadway, Brooklyn, under it, Wythe Avenue, South Eighth Street and Kent Avenue, Brooklyn, at or near to the junction of Canal, East Broadway and Rutgers Streets, Borough of Manhattan, branch tunnels go under Rutgers Street and Rutgers Slip to the East River, under it and Adams Street, Brooklyn, to High Street, under it, the Plaza and Sands Street, back to Adams Street.

By the Board, JOHN S. KENYON, Secretary.

PUBLIC NOTICE.

STATE OF NEW YORK.
BOARD OF RAILROAD COMMISSIONERS.

ALBANY, April 2, 1900.

Application having been made to the Board of Railroad Commissioners of the State of New York by the New York, Brooklyn and Jersey City Rapid Transit Company for a certificate under section 59 of the Railroad Law, that the provisions of said section have been complied with and that public convenience and a necessity require the construction of the applicant's railroad, NOTICE is hereby given that a public hearing on said application will be held by this Board at the Fifth Avenue Hotel (Parlor D R), New York city, on Wednesday, April 18, 1900, at 10 o'clock A. M.

The railroad proposed to be built by the applicant is to be "a railway of the ordinary gauge operated by compressed air or electricity." It is proposed that "such railroad shall be built, maintained and operated from the borough of Manhattan, in the city and county of New York, in the borough of Brooklyn, in said city of New York, county of Kings, in which boroughs will be its termini, and its length will be under six miles."

By the Board, JOHN S. KENYON, Secretary.

PUBLIC NOTICE.

STATE OF NEW YORK.
BOARD OF RAILROAD COMMISSIONERS.

Albany, April 3, 1900.

Application having been made to the Board of Railroad Commissioners of the State of New York by the Fort George, and Eleventh Avenue Railroad Company, of New York City, under section 100 of the Railroad Law, for approval of the use of an underground current of electricity in the operation of its railroad upon the following streets and avenues in New York city, to wit:

Commencing at the intersection of One Hundred and Thirtieth Street and the Boulevard, or Eleventh Avenue, now known as Broadway, running thence northerly along said Boulevard or Eleventh Avenue, now known as Broadway, to the intersection of One Hundred and Seventy-fifth Street and Eleventh Avenue, including that portion of the Boulevard, or Eleventh Avenue, now known as Broadway, which is situated between One Hundred and Fifty-fifth Street and One Hundred and Fifty-seventh Street, which was also known as the Boulevard Lafayette; and also from the junction of said Boulevard, or Eleventh Avenue, now known as Broadway, with One Hundred and Forty-fifth Street; running thence easterly through, upon and along One Hundred and Forty-fifth Street to the Harlem River, all in the Borough of Manhattan, City of New York, together with the necessary connections, switches, sidings and turnouts required for the accommodation and operation of said railroad.

NOTICE is hereby given that a public hearing on said application will be held by said Board at Parlor D. R., Fifth Avenue Hotel, New York City, on Wednesday, April 18, 1900, at 2 o'clock P. M.

By the Board, JOHN S. KENYON, Secretary.

Bankers and Brokers.

Western Union Telegraph Co.
(NEW ISSUE)
50-Year Gold 4½% Bonds
FOR SALE BY
Farson, Leach & Co.,
35 NASSAU ST., NEW YORK.

H. W. Poor & Co.,
18 Wall St., New York.
Members New York Stock Exchange.
Bankers AND Dealers IN Investment Securities.

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BANKERS,
Broadway & Cedar St. NEW YORK.
Investment Securities.
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Loans made against approved collateral.
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Members New York Stock Exchange.
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INVESTMENT SECURITIES, STOCKS AND BONDS BOUGHT AND SOLD ON COMMISSION.
BRANCH OFFICE, 67 GOLD ST.
PRIVATE WIRES TO BOSTON.

Asa P. Potter. S. E. Kirkham.
Potter & Kirkham,
BANKERS & BROKERS.
57 BROADWAY, NEW YORK.
Members N. Y. Cons. Stock Exchange.
BUY & SELL ALL STOCKS & BONDS FOR CASH OR ON MARGIN.

INVESTORS should write or call for DAILY MARKET LETTER giving information of especial value.
STOCKS, WHEAT, COTTON.
Orders solicited, purchase or sale, cash or margin.
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60 BROADWAY, N. Y.
Members New York Consolidated Stock Exchange.
Orders executed for investment or on margin.
STOCKS, BONDS, GRAIN, COTTON.
Telephone 3078 Cortlandt.

Dividends and Interest.

NEW YORK CENTRAL AND HUDSON RIVER RAILROAD COMPANY.
Office of the Treasurer,
Grand Central Station, New York,
April 2d, 1900.

NOTICE is hereby given that the principal of the CONSOLIDATED MORTGAGE SEVEN PER CENT. BONDS of the NEW YORK AND HARLEM RAILROAD COMPANY, maturing MAY 1st, 1900, will be paid on, and after that date, at the banking house of Messrs. J. P. Morgan & Company, New York City. All interest due on said bonds will be paid as usual through this office.

E. V. W. ROSSITER, Treasurer.

NEW YORK, April 3, 1900.
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 30th, 1900, to stockholders of record at the close of business April 16th. Transfer books close as to the Preferred stock April 16th, and reopen May 1st.
F. S. WHEELER, Treasurer.

NEW YORK, April 3, 1900.
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 30th, 1900, to stockholders of record at the close of business April 16th. Transfer books close as to the Preferred stock April 16th and reopen May 1st.
F. S. WHEELER, Treasurer.

Elections and Meetings.

THE DELAWARE AND HUDSON COMPANY.
NEW YORK, April 9, 1900.
The annual meeting of the stockholders of this company will be held at the office of the company, 21 Cortlandt Street, in this city, on Tuesday, the 8th day of May next, for the election of Managers and for other business.
The polls will open at 12 o'clock noon, and remain open for one hour. The transfer books will be closed from the close of business Saturday, April 28th, until the morning of Wednesday, May 9th.
By order of the Board of Managers.
F. M. OLYPHANT, Secretary.

Legal Notices.

CIRCUIT COURT OF THE UNITED STATES, SOUTHERN DISTRICT OF NEW YORK. OLD COLONY TRUST COMPANY vs. THIRD AVENUE RAILROAD COMPANY.—In pursuance of an interlocutory decree filed and entered in this suit on the 20th day of March, 1900, notice is hereby given that all claims and demands against the defendant Third Avenue Railroad Company must be presented to the subscriber on or before the 20th day of May, 1900, at his office, No. 67 Wall street, in the city and State of New York.
The first hearing before me will be had on the 22d day of May, 1900, at 11 o'clock A. M. at the said office, No. 67 Wall street, New York City.
Dated NEW YORK, March 21, 1900.
ARTHUR H. MASTEN,
Master in Chancery,
U. S. Circuit Court,
Southern District of New York.

For Sale.

PHONOGRAPH RECORD EXCHANGE. "The place you are looking for." 26 WEST BROADWAY. Send for free booklet.

Medical.

OLD DR. GRINDLE, GRADUATE UNIVERSITY OF THE CITY OF NEW YORK MEDICAL DEPARTMENT; 35 years a specialist in the diseases of men. Under OLD DR. GRINDLE'S scientific treatment blood and skin diseases, pains in bones, red spots, sore throat and mouth, ulcers, painful swellings, kidney and bladder complaints, scalding inflammation, gravel, undeveloped organs, weak back, lost vitality, are speedily, thoroughly, and permanently cured. Men about to marry should consult OLD DR. GRINDLE. Every impediment removed. Sufferers, do not waste time visiting less skilful physicians. Remember, OLD DR. GRINDLE never fails. Office over 15 years at 171 West 125th st., between 6th and 7th aves. Advice free. Medicine $1. Hours, 9 to 8. Sundays, 9 to 3.

OLD DR. GREY, 45 years a specialist in diseases of men only. Quickest permanent cure guaranteed in all the diseases peculiar to men, blood poison, skin diseases, kidney and bladder trouble, weakness, nervous debility, errors of youth, bad dreams, undeveloped organs, impediments to marriage, &c. Consult old Dr. Grey first; he is the oldest established and the longest in practice of any specialist in the city. Office over 55 years at 120 East 17th st., near Union Square. Hours, 9 to 9; Sundays, 9 to 3. Scientific treatment; advice free. Medicine only 50 cents. No charge unless cured.

DR. AND MRS. AMES—Oldest and most successful specialists in female irregularities; established 30 years; improved scientific treatment; immediate relief positively guaranteed in most obstinate cases; private sanitarium; regular graduated physician; consultation free; confidential. 144 West 23d, opposite Proctor's Theatre.

A.—QUICKEST PERMANENT CURE in diseases of men; dangerous cases solicited; relief at once; those desiring only first-class scientific treatment should call. The leading specialists, Doctor Bonachur, 141 WEST 21ST ST., 9 to 3, 6 to 9.

A.—A.—DR. CONRAD'S SANITARIUM (Estab. 1860)—Diseases of women; newly and completely equipped, 127 W. 47th st. (late 117). Consultation free. Hours 9—9. Send for booklet. Tel. 3320 38th.

DR. AND MRS. SCHROEDER, female specialists; careful, skilful, confidential treatment; private sanitarium. 240 East 58th st.

40TH ST., 228 WEST—Dr. Crowe cures irregularities at once, without pain or medicine; fee, $10.

FINANCIAL AND COMMERCIAL.

THURSDAY, April 12.

Considering the unusually long suspension of business on the Stock Exchange, namely, from the close this afternoon until Monday morning, the stock market made an extraordinary showing. As a rule the day before a double or triple holiday is devoted almost entirely to the evening up of contracts for both accounts; and as the bulk of recent speculative commitments appear to have been on the long side, it was generally expected that to-day would see a good deal of conservative liquidation. On the contrary, there was aggressive buying in the railway list and equally vigorous selling of the industrials, particularly of the steel and iron stocks and of Sugar Refining. Boston appeared to be the principal seller of the last named, while Chicago sold the first without much regard as to prices. In consequence, all of them, excepting Steel and Wire common, which rallied fractionally, closed materially lower than yesterday. People's Gas was also heavy throughout and sustained a net loss of more than a point. The market for it acts as if the capture by the company of its only competitors had been fully discounted by insiders.

In the railway list Missouri Pacific and Union Pacific common were the prominent features, at net advances of 2¾ and 1¾ per cent. respectively. London was again a heavy buyer of the last named. The pool in Missouri Pacific made effective use of the suddenly developed dividend prospects of the company. Other strong features were Baltimore and Ohio issues, Atchison preferred, Rock Island, Northern Pacific common, Norfolk and Western common, St. Louis Southwestern preferred, and Missouri, Kansas and Texas preferred. Special issues that advanced sharply were General Electric, Hocking Coal and Iron, and Continental Tobacco preferred. The market as a whole was irregular and reflected an unusual degree of manipulation in both directions.

As compared with the final prices of last Saturday, the majority of stocks are lower. The more important net declines are in American Steel and Wire common and preferred 5¾ each, American Sugar Refining 5⅝, People's Gas 2¾, Burlington and Quincy 2½, Continental Tobacco and Pennsylvania Railroad 2 each, Federal Steel 1¾, New York Central 1⅝, St. Paul 1½, Southern Pacific ¾ and Northern Pacific preferred ½ per cent. The noteworthy advances are in Missouri Pacific 6¼ per cent., Baltimore and Ohio preferred 4⅞ and common 3¾, Norfolk and Western 2½, St. Louis Southwestern preferred 1⅞, Metropolitan Street Railway 1¾, Brooklyn Rapid Transit and Louisville and Nashville ⅞ each, Union Pacific ⅝, Chesapeake and Ohio and Atchison preferred ½ per cent. each.

New York Stock Exchange—Sales April 12.

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

24 U S 3s, c 110

CLOSING PRICES OF UNITED STATES BONDS.

	Bid.	Asked.		Bid.	Asked.
U S 2s (new), a			U S 4s r		
at pl of 1903	104		1925	132	*133
U S 2s (old), r			U S 4s, c		
at pl of 1930	99½	101	1925	133	134
U S 5s, r, 1908			U S 5s, r		
1918	109⅝	109½	1904	112⅝	*113½
U S 5s, c, 1908			U S 5s, c		
1918	110	110½	1904	114	114⅜
U S 4s, r			U S 3-65s, r		
1907	114⅜	115½	1924	DC121	—
U S 4s, c					
1907	114⅜	115½			

Ex-interest.

RAILROAD AND OTHER BONDS.

Adams Express 4s		Colo & South 4s		North Pacific 3s	
15000	104	10000	84½	27000	68½
500	104½	1000	84¾	1000	68¾
Am Spirits 1st 6s		9000	84½	1000	68¾
5000	71½	Ft Worth & D 1st		2000	68⅝
4000	72	5000	72	12000	68½
Atch T & S F 4s		9000	72½	Or Short Line 5s	
1000	100¾	Ft W & Rio G 1st		1500	114
500	100⅞	2000	59¾	5000	114½
5000	100¾	Gal H & San Ant		Peo & Eastern 1s	
39000	100¾	Mex & Pac 1st		6000	31
8500	100⅝	10000	101¾	Pitts Cin Chi &	
5000	100⅝	Hock V & T 4½s		St L 4s deb	
22000	100½	1000	102⅜	100	109
1000	100⅝	Hous & Tex gm 4s		Reading gen 4s	
42000	100½	8000	89⅝	1000	89⅝
At T & S F al 4s		Ill Cent 4s 1951		12000	89
22000	84¾	10000	115½	3000	89½
5000	84¾	Kan City So 3s wl		6000	89¼
24000	84¾	4000	69⅝	Rio Grande W 4s	
3000	84¾	K C P & G 1st ct		5000	99½
Atlan & Danville		1000	72	San A & A P 4s	
10000	101½	Kentucky Cen 4s		10000	79¼
Balt & Ohio 4s		20000	98	Shor Shrev 4s 1st	
5000	96¾	Lou & Nash 4s		6000	97¾
2000	96⅞	5000	101	Scioto V & N E 1st	
Balto & Ohio 4s		Manhattan Ry 4s		3000	102½
2000	100¾	2000	102	So Pac of Ariz 1st	
500	101	Met Cent Ist inc		10000	114
9000	100¾	10000	28	South Pacific 4s	
2500	100¾	M & O Mon div 5s		10000	85
2000	100⅞	8000	108¾	South Railway 5s	
11000	101	Mob & O new 6s		1000	113¼
B & O S W 3½s		12000	128	18000	113
2000	90¼	Mobile & Ohio 4s		2000	113¼
500	91	2000	87	10000	113
5000	90¼	2000	87¼	St Jo & G I 1st	
Bergen Gas 5s		2000	80¾	1000	83
5000	103½	McKan & Tex 2d		St L & Iron M 4s	
8000	104	7000	69	11000	82¾
4000	104½	17000	69¼	25000	82¾
6000	104¾	McKan & Tex 4s		25000	81
Bkn Rap Transit		11000	93¼	2000	82¾
5000	106½	M K & T of T 5s		65000	83
Bkn Union El 1st		3000	93	10000	82¾
2000	96	Mo Kan & T of T		2000	83
30000	96½	ex 5s		22000	83¼
Bkn Un Gas 1st		5000	94¼