THE BAILEY A FAST BOAT.

UNOFFICIAL TEST OF THE NEW TORPEDO BOAT DESTROYER.

Shows Her Heels to a Number of Fast Yachts Which Chased Her Up the Hudson—Burst of Speed Between Tarrytown and Yonkers—Contract Calls for Thirty Knots an Hour.

YONKERS, N. Y., Sept. 17.—The first trial of the torpedo boat destroyer Bailey was made in the Hudson River to-day by her builders, the Seabury Company of Morris Heights. The vessel was pursued by several fast launches and pleasure yachts, some of which were capable of twenty-two knots an hour, but none was able to overhaul her. A reporter of THE SUN boarded a fast steam launch at Glenwood in company with several Yonkers' citizens who were greatly interested in the destroyer. For a time the Bailey outfooted the pursuing launch. At Sing Sing she slackened speed considerably and steamed along under a greatly reduced pressure. When the launch went abeam of the black craft at Stony Point, twenty-five miles from Yonkers, the Bailey suddenly went about. She then headed down the river at a moderate rate. Passing Tarrytown through the Tappan Zee, she darted away under a tremendous burst of speed, which she maintained as far as Yonkers, a distance of ten miles. At Sputyten Duyvil she was put through a series of manœuvres and turns in which she appeared to be at home. The destroyer then steamed back to the Seabury yards.

One of the men on the launch and the destroyer said to a reporter: "This was the first trip that the Bailey made. Yes, we did hit a pretty lively clip at times, but the destroyer was never more than two-third's pushed. Her contract speed must be thirty knots an hour. To-day's trial proved conclusively that she can easily accomplish this and go it about two better, if necessary. We used but six pounds of steam pressure in her boilers both of which were in use. Her engines are capable of 6,000 horse power. They worked first rate to their utmost capacity to-day." Mr. Charles Seabury was in command of the boat on to-day's trip, which was in reality in the nature of a general test. For a maiden trial the Bailey showed to her advantage than is usually the rule. She is the sister vessel to the Stringham, now in course of completion at Baltimore. Both vessels are the first torpedo boat destroyers to be built by the United States Government.

"The run of the Bailey showed her machinery to be already in thorough working order, which is a remarkable achievement for a first test in marine craft. There was absolutely no hitch and her manœuvres at Sputyten Duyvil were highly satisfactory. We did not have the complement of fifty men which is necessary to man the vessel, yet she worked like a charm. It is impossible to say when the Bailey will be ready for the Government test. She carries six guns, all 1-pounders, and two torpedo tubes which are situated beneath the coming tower. The vessel's length is 250 feet with about twenty-two feet beam. She draws between eight and nine feet of water."

WESTERN RAILROAD MEN HERE.

Uncommon Interest in the Presidents' Conference To-day.

An unusual interest in the quarterly conference of Western railroad Presidents, which begins here to-day, has brought to New York representatives of every important railroad west of the Mississippi River and between the Gulf of Mexico and the Canadian border. Traffic conditions in the Western railroad territory have reached a point which, according to some of the railroad executives, requires radical treatment. Nearly all of the big Western lines will be represented in this conference by their Presidents or First Vice-Presidents.

E. T. Jeffery, President of the Denver and Rio Grande Railroad and chairman of the Presidents' conference, got here yesterday morning. He said that the meeting would consider reports from the four special committees appointed three months ago to strengthen the rate situation in certain territorial divisions. Mr. Jeffery was personally of the opinion that freight and passenger rates in the West were in much better shape now than a year ago. He attributed the fact to the effect of the Presidents' quarterly conferences. There was absolutely no pooling of business involved in the prescribed work of the respective committees. Mr. Jeffery declared, but the main idea of these Presidents' meetings was to ascertain and enforce the best methods of regulating rates and traffic in conformity with the Interstate Commerce law.

President C. S. Mellen will represent the Northern Pacific. Other prominent Western railroad men now in New York are President Burt of the Union Pacific, President Marvin Hughitt of the Chicago and Northwestern, President Roswell Miller of the St. Paul, President S. M. Felton, Jr., of the Chicago and Alton, President Stuyvesant Fish of the Illinois Central, President E. P. Ripley of the Atchison, First Vice-President H. E. Huntington of the Southern Pacific, First Vice-President Warner of the Missouri Pacific, Vice-President Miller of the Great Northern and President Henry C. Rouse of the Missouri, Kansas and Texas.

Passenger and freight matters in the Southeastern railroad territory have been subject to differences of opinion lately, and representatives of all the lines interested are expected to meet at the Waldorf-Astoria in this city to-day to compare notes.

LOST IN LAKE ONTARIO.

R. M. Gordon of Hamilton Swept Overboard From a Yacht in a Gale.

LOCKPORT, N. Y., Sept. 17.—Mr. Gordon of Hamilton, Ont., reached Wilson this morning to continue the search for his brother, R. M. Gordon, who was lost from the yacht Clytie of Hamilton on Saturday afternoon. According to word from Wilson, at 4 P. M. Weir and brother, George Weir, ran into Wilson harbor on Saturday afternoon, reporting that about five miles out and two miles east of Olcott R. M. Gordon was swept overboard. It was blowing a gale and the captain threw the man a life preserver, but could not see whether he caught it or not. He searched for him in vain. Reenforced by a crew of life savers from Wilson, the search was continued yesterday. The Clytie was badly damaged and Capt. Weir barely saved the craft. The lost man is a prominent citizen of Hamilton.

MOB CHASED THIEVES' VICTIM.

He Couldn't Explain in English and a Crowd Took Him for a Lunatic.

Antonio Sardina, a Spanish fireman on the steamship Cienfuegos, was chased for more than two hours by an East Side crowd on Sunday evening. He had been robbed and could not make himself understood. The crowd interpreted his frantic waving as he ran along to catch the men who had robbed him as evidences of insanity. His experiences at their hands had nearly made him crazy when Policeman Ried finally rescued him at Third avenue and Thirty-first street. The two men who are accused of robbing him were captured and the Spaniard's watch and chain were found in the possession of one of them. Magistrate Olmsted yesterday held them for examination.

Verdict in the Barefooted Burglar's Suicide.

WHITE PLAINS, N. Y., Sept. 17.—Coroner Birch has filed his verdict in the case of the barefooted burglar, John Hammond, also known as Frank Sturgis, who committed suicide in the Westchester County Jail. He tried to secure the presence at the inquest of Grace Lester, also known as Grace Hammond, in the hope that the real name of the burglar might be ascertained, but she could not be found. Coroner Birch decides that "John Hammond, also known as Frank Sturgis, came to his death from morphine poisoning administered by his own hands."

Person Unknown Killed Mrs. G. A. Cantor.

The inquest in the case of Mrs. Geraldine Adelaide Cantor of 159 West Forty-fourth street, who died in St. Mark's Hospital on Aug. 26 of septic peritonitis, after declaring that Dr. Herman C. Hoefling of 70 Rivington street had operated on her, resulted yesterday in a verdict that the operation of which she died was performed by a person unknown to the jury and the exoneration of Dr. Hoefling from blame. He went on the stand and denied the woman's statement. He has been under arrest, but the Coroner discharged him.

Business Troubles.

A petition in involuntary bankruptcy was filed yesterday by creditors against Charles Heck, Charles Wahlig and Herman G. Wahlig (Heck & Wahlig), manufacturers of steam heating apparatus at 462 East 136th street. A petition in involuntary bankruptcy was filed yesterday against Margaret A. McMonagle, wholesale and retail dealer in coal and wood, trading under the style of the Youmans Coal Company at the foot of Canal street, 477 and 479 Washington street, 131 to 135 Barrow street and 1 to 5 Clinton Market.

$350,000 in Gold to Move the Crops.

WASHINGTON, Sept. 17.—The Treasury to-day transferred $350,000 in gold to New Orleans for use in the movement of crops.

GREAT SMASHING OF STRAW HATS.

Lightweight Coats Also Rent in the Stock Exchange Farewell to Summer.

Straw hats and lightweight coats were retired from the floor of the New York Stock Exchange with violence yesterday, it having been decided that summer was over. The massacre of the hats began about noon in the Sugar crowd, where smashes often start. For awhile the air was full of flying "straws" from the 10 cent push cart article to $15 Panamas. One of the last named sort was lost by J. A. Blair. A. B. Graves was chased clear across the Exchange but the crowd of destroyers caught him and wrecked his hat. C. Schumacher, Jr., was left with only a halo of straw. C. E. Knoblauch, who was one of Roosevelt's Rough Riders, rushed over to the chairman's rostrum and hid his Panama beneath it. When the crowd of smashers left the neighborhood he brought it forth, remarking as he proudly passed out one of the doors on New street: "Oh, goody good." A fellow member heard the remark and grabbed the hat from behind. He could have thrown it back onto the floor, but relented on seeing Mr. Knoblauch's anxious countenance. McPherson Kennedy, the chairman of the Exchange, while walking across the floor, nearly lost the straw hat he was wearing, but he managed to reach the rostrum with it in safety. C. M. Dodge's light office coat was split up the back, ripped off and torn to bits near the sugar post, and F. B. Tilghman's black alpaca met the same fate the next instant. Hartwig N. Barth, who was once an actor, lost a handsome light gray coat, and soon there were half a dozen brokers on the floor in their shirt sleeves, while the coats they had worn were being distributed as souvenirs. R. P. Dore, one of the governors of the Exchange, tried to stand off a big crowd, and bracing his back against a telephone booth, succeeded for several minutes in keeping his light black coat on his back, but it finally went the way of the rest.

BARBERS MADE THE SCAPEGOATS.

They Are Arrested for Breaking the Sunday Law When Other Violators Go Scot Free.

Two barbers were arraigned in the Centre street police court yesterday morning charged by Detective Burke of the Mulberry street station with having kept their shops open after 1 o'clock on Sunday afternoon. They were fined $1 each.

"I don't like this sort of business," remarked Magistrate Cornell. "These poor Italian barbers are arrested for doing something which is perhaps an accommodation to the public while hundreds of merchants down here run their stores on Sunday without even a warning. Every Sunday that I sit in the Essex Market court or here I have to fairly climb over the 'pullers-in' who throng the sidewalks. It is all wrong. Why did you arrest these barbers?"

"The Chief gave orders," replied Burke.

"A complaint had been made to him by a barbers' association."

"Well, I want this matter looked up," said Magistrate Cornell. "If these barbers can be arrested so can the merchants. See that something is done about it. It is not the complaint of affairs uptown and should not be down here."

MISSING, WITH HIS SAVINGS.

Mark Davidson's Wife, Grief-Crazed, Believes He Has Been Killed for His Money.

Mark Davidson, a young married man of 251 West Eighteenth street, left his house on an errand on the evening of Sept. 2, and has not been seen or heard of by his wife and friends since. The day before his disappearance, Davidson drew $400 from the New York Savings Bank, $200 on his own account and $200 on his wife's. Part of this money he gave to his wife, but he had most of it with him when he left the house on the following night. He also wore a large solitaire diamond ring. His wife, to whom he seemed devoted, is about to become a mother. In view of all this his friends fear that he has met with foul play. The hospitals and the Morgue have been searched without results. Mrs. Davidson, nearly prostrated with grief, is at the home of her mother, 259 West Eighteenth street.

Davidson, according to his friends, was a man with no bad habits and seldom drank. He is 30 years old, tall, and of slender build. His hair and mustache are black and his eyes dark brown.

HARMONY IN CARNEGIE COMPANY.

President Schwab Surprised at Reports of Contemplated Changes in Officers.

PITTSBURG, Pa., Sept. 17.—President Charles M. Schwab of the Carnegie company returned to-day from Europe after a visit to Andrew Carnegie. Mr. Schwab said there never was a time in the history of the company when its officers were working more harmoniously. He said:

"In a company as large as the Carnegie company, representing twenty-nine different concerns, changes in officers can be expected every now and then. If any are made they will not be important. I have been away for some time and don't know everything that has taken place at home, but I was much surprised with the reports I read in the English papers of changes that were to take place in the Carnegie company. I will give out a statement in a day or two. Harmony prevails in the company and all our interests are working successfully. Mr. Carnegie will come to Pittsburg about Nov. 1."

MARINE INTELLIGENCE.

MINIATURE ALMANAC—THIS DAY.

Sun rises.....5:42 | Sun sets..6:06 | Moon rises.12:43

HIGH WATER—THIS DAY.

Sandy Hook..3:31 | Gov Isl'd 4:03 | Hell Gate....5:56

Arrived—MONDAY, Sept. 17.

Ss Minnehaha, Robinson, London, Sept. 7.
Ss Astoria, Wilson, Glasgow, Sept. 6.
Ss La Flandre, Gerigiese, Antwerp, Sept. 1.
Ss Pleiade, Brown, Trieste, Aug. 25.
Ss Almwick, Sanpher, Calcutta, July 12.
Ss Philadelphia, Chambers, Porto Cabello, Sept. 5.
Ss Tiller, Larsen, Demerara, Sept. 5.
Ss Prescot, Wills, Jamaica, Sept. 10.
Ss Havald, Cornelissen, Jamaica, Sept. 10.
Ss Vera, Glover, Huelva, Aug. 31.
Ss Cherokee, Garwin, Turk's Island, Sept. 13.
Ss Athos, Lund, Port Limon, Sept. 10.
Ss Adirondack, Owen, Kingston, Sept. 12.
Ss Proteus, Gager, New Orleans, Sept. 12.
Ss Guyandotte, Hiller, Norfolk, Sept. 16.
Ss Saginaw, Hale, Wilmington, N. C., Sept. 15.
Ss Colorado, Avery, Brunswick, Sept. 14.
Ss Manna Hata, Charles, Baltimore, Sept. 15.
Ship Wm. H. Conner, Erskine, Singapore, April 24.

ARRIVED OUT.

Ss City of Rome, from New York, at Glasgow.

SAILED FROM FOREIGN PORTS.

Ss Furnessia, from Manville for New York.
Ss Deutschland, from Cherbourg for New York.
Ss Minowera, from Brisbane for Vancouver.

REPORTED.

Ss Maasdam, from New York for Rotterdam, off the Lizard.

OUTGOING STEAMSHIPS.

Sail To-day.

	Mails Close.	Vessels Sail.
K Maria Theresia, Bremen	7 30 A M	10 00 A M
Finance, Colon	9 30 A M	1 00 P M
Comanche, Charleston	.....	3 00 P M
El Cid, New Orleans	.....	3 00 P M
Europa, Inagua	10 00 A M	12 00 M
Servia, Liverpool	9 30 A M	12 00 M

Sail To-morrow.

New York, Southampton	7 00 A M	10 00 A M
Germanic, Liverpool	9 00 A M	12 00 M
Kensington, Antwerp	10 30 A M	12 00 M
Matanzas, Tampico	1 00 P M	3 00 P M
Prins Willem III., Hayti	10 30 A M	1 00 P M
Arabistan, La Plata	1 00 P M	3 00 P M

Sail Thursday, Sept. 20.

La Lorraine, Havre	10 A M	10 00 A M
Fuerst Bismarck, Hamb'g	6 00 A M	10 00 A M
Barbarossa, Bremen	.....	2 00 P M
Cienfuegos, Santiago	1 00 P M	3 00 P M
Coleridge, Brazil	10 00 A M	12 00 M
Prinza, Yucatan	1 00 P M	3 00 P M
Segurance, Havana	1 00 P M	3 00 P M
El Rio, New Orleans	.....	3 00 P M
Iroquois, Charleston	.....	3 00 P M

INCOMING STEAMSHIPS.

Due To-day.

Firby	Gibraltar	Aug. 28
Pocasset	Gibraltar	Sept. 2
Star of England	London	Sept. 5
Mosart	St. Lucia	Sept. 10
Noordland	Antwerp	Sept. 8
Laurentian	Glasgow	Sept. 6
Panama	Aux Cayes	Sept. 4
Thingvalla	Rotterdam	Sept. 7
Kentucky	Hamburg	Sept. 7
Parana	St. Lucia	Sept. 4
El Monte	New Orleans	Sept. 13

Due To-morrow.

Majestic	Liverpool	Sept. 12
Kaiser Wilhelm II.	Gibraltar	Sept. 10
Princess Irene	Bremen	Sept. 9
Biela	St. Lucia	Sept. 12
Hudson	Colon	Sept. 11

Due Thursday, Sept. 20.

St. Cuthbert	Antwerp	Sept. 8
Brooklyn City	Swansea	Sept. 6
Colorado	Hull	Sept. 8
Bulgaria	Hamburg	Sept. 9

Due Friday, Sept. 21.

Island	Christiansand	Sept. 8
Hispania	Stettin	Sept. 4

Due Saturday, Sept. 22.

Deutschland	Hamburg	Sept. 15
St. Paul	Southampton	Sept. 15
La Gascogne	Havre	Sept. 15
Umbria	Liverpool	Sept. 15
Chesapeake	Avonmouth	Sept. 9
Paraense	Para	Sept. 10

Financial.

Consolidated Gas Company OF NEW YORK.

Notice to Holders of Debentures, Issued for Stock of the New Amsterdam Gas Company.

Pursuant to the right reserved by this Company in its Debentures, dated May 15th, 1900, issued as aforesaid, notice is hereby given that on and after September 20, 1900, this Company will redeem the said Debentures at par, without interest, at its office, 4 Irving Place, New York, by issuing in exchange therefor its full-paid Capital Stock at the rate of One hundred and ninety dollars ($190) per share.

Scrip will be issued for fractional shares.

As no interest is payable on the Debentures, it is to the advantage of the Debenture holders to make the exchange without delay.

New York, September 12, 1900.

H. E. GAWTRY, President.

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Dividends and Interest.

NATIONAL TUBE COMPANY.

PREFERRED STOCK DIVIDEND NO. 5.

At a meeting of the Board of Directors held August 21st, 1900, a quarter yearly dividend of one and three quarters per centum upon the Preferred Capital Stock of the National Tube Company was declared out of the net profits of the Company, payable October 1st, 1900, at the office of the Company, No. 26 Cortlandt st., New York city.

The Preferred Stock Transfer Books will be closed on September 15th, 1900, at 3 o'clock P. M., and will remain closed until October 2d, 1900, at 10 o'clock A. M. A. F. LUKE, Treasurer.

Elections and Meetings.

THE PACIFIC COAST COMPANY.

The annual meeting of the stockholders of The Pacific Coast Company will be held at the office of the Company, 83 Montgomery Street, Jersey City, New Jersey, on Wednesday, the 10th day of October, 1900, at 12 o'clock noon, for the election of three Directors, to be elected for a term of three years, and for the transaction of such other business as may properly come before the meeting.

Stock transfer books will be closed at 3 o'clock P. M. on Monday, the 17th day of September, 1900, and reopened at 10 o'clock A. M. on October 11th, 1900.

September 4th, 1900.

HAMILTON H. DURAND, Secretary.

TERMS OF GERMAN LOAN.

Public Subscription Begins To-day—Promises to Be Oversubscribed.

Kuhn, Loeb & Co. and the National City Bank will this morning formally begin receiving subscriptions from the public for the $20,000,000 German war loan. That the loan will be oversubscribed largely is already predicted.

Besides the application from the New York Life Insurance Company for $5,000,000 worth, and at least one other large application, there have been a flood of small bids. Yesterday's applications amounted to more than $1,000,000. A great number of applications came from small investors bearing German names.

The German treasury notes will be offered in denominations of 5,000, 10,000, 25,000, 50,000 and 100,000 marks in four series of 20,000,000 marks each: one series payable April 1, 1904; one July 1, 1904; one April 1, 1905, and one July 1, 1905, and they carry interest at the rate of 4 per cent. per annum from July 1 and Oct. 1, 1900, respectively, with half yearly coupons attached.

The subscription price has been fixed at par and the accrued interest to date of payment. The rate of exchange upon which payments will have to be made is 95½ cents per four marks, payment upon allotted subscriptions to be made one-half on Oct. 1 and one-half on Oct. 15. Allotments upon applications will be made in the order they are received, the right being reserved of rejecting any applications or reducing any amount applied for. A check equal to 2 per cent. of the amount applied for should accompany every application, and will be returned upon payment for the amount allotted.

MAY BUY THE CAMP BIRD.

Experts Examining the Rich Mine for a New York and London Syndicate.

COLORADO SPRINGS, Col., Sept. 17.—John Hays Hammond and Henry Jennings, English mining experts, began to-day an examination of the famous Camp Bird mine at Ouray. The examination is in the interests of a London and New York syndicate, which includes J. Pierpont Morgan, John Harjes, J. C. Robinson, the South African mining king, and Werner Beit & Co., of London, and J. Pierpont Morgan & Co., New York. These capitalists hold an option on a controlling interest in the mine for $6,500,000. Thomas F. Walsh, the owner, will retain a large interest. The mine has yielded millions of dollars to Mr. Walsh, who is now in Paris as a United States Commissioner. Only a small part of the property has been explored.

Court Calendars This Day.

Appellate Division—Supreme Court—Recess.

Supreme Court—Appellate Term—Court opens at 10:30 A. M. Appeal from judgment of City Court—No. 23. Appeals from Municipal Court—Nos. 28, 32, 33, 41, 45, 46, 48, 50, 60, 68, 7 A., 75, 78. Supreme Court—Special Term—Part I.—Motion calendar called at 10:30 A. M. Part II.—Ex parte matters.

Surrogate's Court—Chambers—Motion calendar called at 10:30 A. M. For Probate—Wills of Fritz Tellkampf, Samuel Sondheim, John H. Flower, Katherine L. Vigel Lustenj, Elizabeth Metz, David Frost, Carlos B. Seabury, Jr., Mary Ann Ryan.

City Court—Special Term—Court opens at 10 A. M.—Motions.

FINANCIAL AND COMMERCIAL.

MONDAY, Sept. 17.

Part of the short interest in stocks that was created in the selling movement on Friday and Saturday last was covered to-day, and in addition there was buying for the long account. The result was an improvement in prices which extended pretty generally through the list. The change in the attitude of the speculative fraternity was induced by the fact that an advance in money rates did not follow the disclosure in the bank statement of a large loss in cash by the banks, and by the probability that the anthracite coal miners' strike would not be of long duration. Furthermore, the published utterances of an operator who led the bear campaign of last fall and winter were calculated to have weight with the trading element.

This operator, who has been abroad for months, and has at intervals emitted doleful views on the financial situation in America, sailed for New York on Saturday. As he was sailing he furnished an interview, which was cabled to this side, in which he declared that he foresaw increased prosperity for this country, and therefore was, by implication at least, a bull instead of a bear on the stock market. If he is to be as active in efforts to advance stocks on his return as he was formerly in efforts to put them down, he may have much to do with shaping the future course of the market. If his remarks are correctly reported, his change of sentiment was accomplished by leading American financiers whom he met in Europe and who convinced him of the error of his ways. Presumably, he will be asked, as he leaves the ship on which he is crossing the ocean again to express himself so as to remove any lingering doubt as to his present position.

There are indications that the outflow of money to the South and West will not be as large this week as last. Still, this is a matter about which definite knowledge is not obtainable. Anyway, the position of the banks is so strong that it is believed the crop-moving period will be passed without actual stringency in funds. Higher rates are not unlikely, but so long as there is no extensive calling of loans there will be no particular objection to somewhat increased charges to borrowers. Most of the anthracite miners who are on strike seem to have stopped work reluctantly, which is one reason for thinking the strike will collapse. It may be that the strike will be terminated soon by negotiation. The financial community has not appeared to regard it as a serious affair. There are large accumulations of coal at storage points and no difficulty in meeting the consumptive demand is looked for in any circumstances.

There were liberal dealings in Union Pacific but this was one of the stocks which did not finally show a gain in price. There was plainly marketing of long holdings, presumably to secure profits represented by the appreciation in the stock since it was placed on a 4 per cent. basis. There were also realizing sales of Northern Pacific, Southern Pacific and the Atchison issues. The net losses in these stocks, however, were slight. The Granger stocks were strong and there was an especially good demand for St. Paul. The regular dividend declaration was made on Rock Island. There was a fair business in Missouri Pacific, Southern Railway and Louisville and Nashville, all of which moved up. The transactions in the anthracite coal stocks were light, but nearly all advanced. The only issue in which there was any approach to activity was Reading first preferred. Brooklyn Rapid Transit, Manhattan Railway and Metropolitan Street Railway were in request. People's Gas rallied on moderate purchases. Weakness developed in Tennessee Coal and Iron, but the other steel and iron stocks were firm. Sugar Refining was freely bought and sold, but closed with merely a fractional appreciation in price.

New York Stock Exchange—Sales, Sept. 17.

UNITED STATES AND STATE BONDS (IN $1000s).

5 U S 5s, r 114

CLOSING PRICES OF UNITED STATES BONDS.

	Bid.	Asked.		Bid.	Asked.
U S 2s r.			U S 4s, r.		
1930	104¼	105¾	1925	134⅝	135⅝
U S 2s, c.			U S 4s, c.		
1930	104¼	105¾	1925	134⅝	135⅝
U S 3s, r. 1908			U S 5s, r.		
1918	110	111	1904	113¾	114¾
U S 3s, c. 1908			U S 5s, c.		
1918	110	111	1904	113¾	114¾
U S 4s, r.			U S 3-65s, r.		
1907	115	116	1924	DO192	—
U S 4s, c.					
1907	116	117			

RAILROAD AND OTHER BONDS.

AdamsExpress4s		Ft W & Rio G 1st		Pitts & West	
$000	103	$000	57	$000	100⅝
Atch T & S F 4s		5000	58	Reading gen 4s	
14000	101¼	El Cent 4s 1953		14000	57
6000	101⅜	2000	102¼	1000	86⅛
23000	101¼	Internat Paper 6s		1000	87⅛
1000	101	$500	105	Rio Grande W 4s	
8000	101⅜	Kans City So 3s		1000	99
2000	101¼	2000	64	South Pacific 4s	
At T & S F adj 4s		Long Isl un 4s		2000	78⅝
25000	85¾	5000	92	500	78⅝
3000	85½	5000	92⅛	5000	78⅝
Balt & Ohio 3½s		Lou & N col tr 4s		20000	78⅝
2000	94⅜	3000	99	3000	78⅝
10000	94	Met Elevated 1st		$1000	78⅝
Balto & Ohio 4s		5000	115	SouthRailway 5s	
7000	100⅛	Mex Cent 1st inc		1000	108¼
14000	100⅛	10000	20⅝	Stand R & T inc	
18000	100¼	Mobile & Ohio 4s		5000	15
B & O Pitts Junc		6000	84¼	1000	9½
& Mid Div 3½s		Mob & O new 6s		St Jo & G I 1st	
20000	85¼	1000	125¼	3000	65
B & O S W 3½s		Mo Kan & Tex 2d		St L & Iron M 4s	
25000	87¼	1000	66¼	14000	79
Brunswick & W 1st		19000	66	1000	78⅝
10000	5¼	5000	66⅛	St L & Iron M 5s	
CanadaSouthern 1st		4000	66	8000	112¾
1000	108	Mo Kan & Tex 4s		6000	112
Cent Pacific 3½s		13000	91	12000	112½
4000	82½	1000	91½	St L & San Fran	
Cen Ry Ga con 5s		M K & T of T 5s		gen 6s	
1000	93¾	1000	89	10000	123⅛
47000	93½	Mo Kan & T of T		5000	123½
Cen R R N J 5s		ex 5s		St L & S West 1st	
5000	123	2000	90	4000	90⅛
Ches & Ohio 4½s		Mo Pac 5s 1917		St L & S West 2d	
1000	98¼	2000	94¾	11000	59¾
2000	98¼	1000	95	10000	60
5000	98⅜	Mo Pacific con		Tex & Pac 2d	
1000	98¾	20000	118	3000	60
Chi B & Q Ill 4½s		5000	118⅛	Texas & N O 5s	
20000	103¾	10000	118	6000	102¼
1000	103¼	N Y Cen L S 3½s		7000	102⅛
2000	103	2000	97	Union Pacific 4s	
Chi Ind & Lou 6s		registered		12000	105
5000	116	5000	95	8000	104¾
Chi Mil & St P 1st		N Y Cen M C 3½s		U S 5s reg	
1000	113½	2000	96¼	5000	114
Chi Mil & St P con		N Y Gas El Lgt		Wabash 2d	
1000	160¼	H & P 4s		6000	102
Chicago Term 4s		4000	92	Wabash deb serB	
6000	93¾	1000	92½	11000	31
Civ C C & StL 4s		N Y Ont & W 4s		20000	30½
3000	102¾	29000	104	1000	30⅛
Denv & Rio G 4s		Norfolk & West 4s		15000	31
8000	98⅝	6000	98	20000	31¼
Erie prior lien 4s		North Pacific 3s		West N Y & Pgm	
5000	87¾	15000	65¼	5000	93¾
Gal H & San Ant		North Pacific 4s		Wheel & L E Wh	
Mex & Pac 1st		7000	104¼	div 1st	
5000	96⅝	5000	104¼	10000	110
5000	96½	10000	104⅛	Wheel East 1st	
Hock V & T 4½s		1500	104¾	3000	105
1000	99	Peo & Eastern in		Wisconsin Cen 4s	
Hous & Tex 1st		10000	26⅝	3000	87½
1000	110¾				

Total sale of bonds (par value) $540,000.

RAILROAD AND OTHER SHARES.

Sales.		High-est.	Low-est.	Clos-ing.	Net Ch'ge.
148	Am C & F pf	63	63	63	+ ⅝
225	Am Cot Oil	32½	32½	32½	—
150	Am Lin Oil	9¾	9¾	9¾	—
125	Am Lin Oil pf	51¾	51¾	51¾	— ¼
100	Am Malt	4⅝	4⅝	4⅝	— ⅝
100	Am Malt pf	23½	23½	23½	—
1100	Am Smelt	36⅝	36	36⅝	+ ¼
425	Am Smelt p	89⅝	89⅛	89¾	+ ⅝
225	Am St Hoop	18¼	18¼	18¼	—
24550	Am Sugar	117¾	116¾	117	+ ¾
3025	Am S & W	*33½	32⅝	33⅛	—
535	Am S & W p	*73½	72⅝	73	+ ⅛
780	Am Tin Pl	26¼	26	26¼	— ¾
160	Am Tin Pl p	80⅛	80⅛	80⅛	— ⅝
14410	Am Tob Co.	91	89	90	—
1410	Anaconda	43⅝	43⅛	43⅝	— ⅝
9305	A T & S F	27	26½	26¾	— ¼
13172	A T & S F p	69⅝	68⅞	69⅛	— ⅝
14050	Balt & Ohio	70½	69½	70	+ ¼
872	Balt & O p	78	77	77⅝	+ ⅝
13537	Brk'nRapT	53½	52	53⅛	+ ⅝
100	Brunswick	7¼	7¼	7¼	+ ¼
216	Can Pacific	87¼	87¼	87¼	— 1¼
100	Can South	48½	48½	48½	—
920	Ches & Ohio	27⅝	26⅞	27⅝	+ ⅝
100	Chi & N W	160	160	160	—
200	Chi & NW p	203½	203	203	—4
8325	Chi Bur & Q	123¼	122½	123	+ ½
170	Chi Gt West	10⅝	10⅝	10⅝	— ⅛
10715	Chi M&St P	112⅞	112	112⅝	+ ¼
210	Chi M&StPp	174¼	173½	174¼	— ¼
2800	Chi R I & P	105¾	104⅞	105⅝	+ ⅝
100	Chi Term p.	28⅛	28⅛	28⅛	— ⅞
300	CCC&StL	58	58	58	—
520	Col Fuel & L	34⅛	34	34	+ ⅛
200	Col South'n.	5⅞	5⅞	5⅞	— ⅛
575	Con Gas	170¾	169½	170	+ ¾
1495	Con Tobac	26	25¼	25⅝	+ ⅝
762	Con Tob pf.	77	76⅞	77	— ¼
400	Del & Hud.	108½	107¼	*108½	+ ¾
200	DelLac&W.	172½	172½	172½	+ ⅛
200	Den & R G.	18½	18⅛	18⅛	— ¾
265	Den&RG pf	66