WOKE POOR IN A MADHOUSE

FRIEND HAD BEEN THERE THREE YEARS AND THOUGHT HIS DEAD FATHER

Thought He Needed to Know in a Trance. He Is Perfectly Sane Now and Is Going to Get Back Half a Million or So. Also $20,000 Parent That His Wife Got the Money For.

[illegible]

Notes of Wall Street News

James R. Keene was laid up with a severe cold, was in the Wall street office of his brokers, James L. Lord, for a regular day for the first time last Tuesday week. He has called [illegible]

About four [illegible] of the organization of the Atlantic Trust Company were represented at a meeting held there yesterday at which the [illegible] members of the company, [illegible] A. Baker, John F. Hand, [illegible] Martin Joost, [illegible] Carpenter, Thomas D. Jones, [illegible] staff, Charles E. Hughes, [illegible] Lewis Cass Ledyard, Lucius [illegible] W. E. [illegible] John [illegible] William H. Isham, D. Crawford [illegible] Dodge, George W. Elder, William B. Ruggles, Walter M. Plimpton, William [illegible] Simpson [illegible] Southmayd. John [illegible] last eight named are directors [illegible] the absorbed Rangers Trust Company. The new board will meet for [illegible] on Jan. 22.

Presidents William A. Nash of the Corn Exchange Bank and Lyman J. Gage of the Chemical National Bank, [illegible] members of the clearing house committee are going to sail for Europe on Jan. 19. President Henry W. Cannon of the Chase National Bank, who is chairman of the committee, is already abroad. A committee of five, with Mr. Cannon as chairman, presided yesterday over the meeting at which Mr. Baker was chosen President to succeed Lyman J. Gage, resigned. The other members of the committee are Presidents Edward Simmons of the Fourth National Bank and Frederick D. Tappen of the Gallatin National Bank. Mr. Simmons said yesterday that of the absent members Mr. Baker could assume responsibilities for the absent members.

Louis L. Jackson, stockbroker of 30 Broadway, has filed a petition in bankruptcy with liabilities $13,850 and no available assets. He has some Sugar stock. Lake Wire Mining Gun stock.

Charles S. Lale, a salesman for typewriters at 327 Broadway, made an assignment yesterday to William A. Evans without preferences. Brigham A. Backus, his attorney, said that the liabilities are $[illegible] and the nominal assets about the same. Lale was formerly assistant treasurer of the Herring Hall Marvin Company.

Schedules of J. Fletcher Shera, stockbroker of 6 Wall street, against whom creditors filed a petition in bankruptcy on Nov. 20 last, show liabilities $[illegible] and assets $50,673, consisting of $[illegible] in Exchange, $6,000 in cash and $[illegible] in bills receivable. Among the creditors are E. F. Freeman, $[illegible], secured by a lien on the Stock Exchange seat, Ethelinda Morse Shera, $[illegible] for money loaned, James Schlecht, Philadelphia, $13,543, and H. Townsend, $5,[illegible]. Dowell & Bates $10,3[illegible], W. H. Gerdes $[illegible], Daniel F. Sickles $6,233, all for balance on speculative accounts.

Speyer & Co. were reported in Wall Street yesterday to have been bidders for some of the bonds making up a new $[illegible] Government loan of Saxony. Representatives of the firm were uncommunicative.

San Francisco advices reported yesterday the arrival there of the steamship Mariposa of $1,000,000 in gold from Sydney, N. S. W.

Texada Island Iron Mines Leased.

VANCOUVER, B. C., Jan. 14. The Pittsburg Iron Syndicate has secured possession under lease of the big iron mines owned by the Union Iron Works on Texada Island, B. C., situated between Victoria and Vancouver in the Gulf of Georgia. The deposit is a mountain of iron set in white limestone. It is two miles long and half a mile wide, and has not been worked since it was acquired by the Union Iron Works, seventeen years ago. The ore runs 50 per cent. iron. Eight hundred tons of ore are to be shipped to Washington State and California smelters for the next ten years.

Brooklyn City Railroad Directors.

At the annual meeting of the Brooklyn City Railroad Company, held yesterday, these directors were elected: E. H. K. Belcher, Eugene Button, E. T. Edwards, Henry Evans, S. L. Hosford, D. David G. Legget, Frank Lyman, Edward Merritt, Charles M. Pratt, George H. Prentiss, Alonzo Slote, James Tompson, Edward P. Wurz.

All served on the board last year, with the exception of Henry Evans, President of the Continental Insurance Company, who was chosen in place of the late Mr. Bergen.

B. & O. Gets Additional Freight Rights.

One result of recent conferences between officers of the Baltimore and Ohio Railroad and representatives of the Reading-Jersey Central combination is the concession of additional freighting rights to the Baltimore and Ohio over the Jersey Central's tracks. Within a short time, it is alleged, solid Baltimore and Ohio freight trains will be run between Jersey City and Chicago, Cincinnati and St. Louis.

No Stop-Over Tickets on Lackawanna.

On Feb. 1 the Delaware, Lackawanna and Western Railroad will put a new rule into effect. All one-way passenger tickets must be used within twenty-four hours of time of purchase, and no stopovers will be allowed on any Lackawanna tickets of any date. The only exception made to this rule will be the summer tourist tickets, which will have their special privileges enumerated on their face.

Federal Steel Up on Dividend Talk.

Federal Steel common stock was a strong feature of the stock market yesterday, advancing to 56¼, and closing at 56, or 1½ points higher than the closing price of Saturday. Action on the common stock dividend question at a meeting of the company's board of directors today is expected. The current report in Wall Street was that 5 per cent. in one payment will be declared at this meeting.

Big Four Not to Be Merged With N. Y. C.

President Callaway of the New York Central Railroad said yesterday that the report that the Cleveland, Cincinnati, Chicago and St. Louis Railroad (the Big Four, as it is called) was to be merged with the New York Central system, was without foundation.

Negotiations between the New York Central and the Buffalo, Rochester and Pittsburg are now off. The Buffalo, Rochester and Pittsburg road was offered to the New York Central at a certain price and the offer was declined.

CARNEGIE, ALSO, CARNEGIE

Nobody Trying to Use Him Out. Steel Business Uncertain. Either a Ring or a Pooler.

Andrew Carnegie denied again yesterday that any offer had been made by J. Pierpont Morgan, representing a syndicate, to buy the Carnegie Steel Company. When seen at his home, 5 West Fifty-first street, he made the statement:

"The story is absolutely false. It is nonsense and is entirely unworthy to be considered for a moment.

"Mr. Carnegie would not talk about the matter in the new plant which it has been announced he will build at Conneaut, Ohio. Another reason why he would not talk about the formation of a gigantic steel combination is that he is all for the company.

"The time is not far off, I am informed, when capital will be called in. What's the use of supposing that competition is going to be allowed to continue? Competition is not allowed in any other line. The government prevents it in the matter of postal rates, express rates, telegraph rates, telephone rates, etc. Why should it be allowed in the matter of steel? Why should not the government, or some other power, step in and say that there shall be no more competition? Why should not the government, or some other power, say what the profit shall be? Why should not the government say what the wages shall be? Why should not the government say what the hours of labor shall be? Why should not the government say what the prices of the products of labor shall be? Why should not the government say what the dividends shall be? Why should not the government say what the salaries shall be? Why should not the government say what the profits