

WESTERN MARYLAND TO GOULD

THE WABASH TO HAVE AN OUTLET AT BALTIMORE.

Fuller Syndicate Offer Accepted by Both Branches of Baltimore's Councils—Ordinance to be Passed and Signed—New Trunk Railroad for the City.

BALTIMORE, April 28.—By a unanimous vote the first branch of the City Council tonight decided to accept the bid of the Fuller or Wabash syndicate for the Western Maryland Railroad.

The ordinance adopted provides that the bidder shall pay the city \$50,000 within ninety days and compel the company acquiring the road to connect with the coal fields of West Virginia, Pennsylvania and Maryland.

The ordinance to-night passed its second reading in both branches and will pass the next. The Mayor, who has been an ardent advocate of the sale to the Fuller people, will promptly sign it.

The new Wabash line from Cleveland to Baltimore, Mr. Krens said, will be about 800 miles long and will be the shortest route from any of the Lake points to the Potomac point on the coast.

The route of the new Wabash line will be from Cleveland to Zanesville, to connect there with the West Virginia & Pittsburgh Railway, and thence by way of the West Virginia Central to Cumberland, Md.

Within the next few months the Pennsylvania and the Jersey Central roads will have finished the elevation of their tracks, and when the Lackawanna improvement is accomplished there will be no grade crossings to speak of in Newark.

The length of the Lackawanna road within Newark is one mile, but the elevation of the tracks will begin some distance outside of the city.

At present the principal Newark station of the Lackawanna road is at Broad street. Here the railroad company owns an entire block, all of which is to be inclosed for new tracks.

Newark is now the only city on the line of the Delaware, Lackawanna and Western in which this company's tracks are not elevated.

NEW COPPER COMBINE.

Trading in Shares "When Issued" Begun in the Curb Market.

TRISTON, N. J., April 28.—The charter of the United Copper Company of Montana was received and filed in the Secretary of State's office to-day, the authorized capital stock, as already announced, being \$50,000,000.

The investigators appearing in the charter are Horatio Whitridge Turnbull and John French of New York and Arthur A. Brownlee of Princeton, N. J.

In some Wall Street quarters yesterday there was comment over the fact that the new combination was brought out at a time when the copper trade situation appeared so demoralized.

F. H. HARRISON IN ROCK ISLAND.

The current Wall Street report that F. H. Harrison had purchased a large amount of Rock Island stock to obtain control of the management and prevent proposed reorganization, late Saturday afternoon was not substantiated.

At a meeting of the board of directors held at the office of the company yesterday afternoon, the board decided to issue \$1,000,000 of 4 per cent. gold bonds.

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GATES HAD 206,000 L. & N.

More Than Half Entire Capital Now Deposited With J. P. Morgan & Co. Much more than a majority of the \$60,000,000 of stock of the Louisville and Nashville Railroad has been deposited with J. P. Morgan & Co., and the control of the road by that firm is absolute.

A Kentucky shareholder wrote to August Belmont, chairman of the board, a few days ago, saying that he was very sorry that there was to be a change in the management. Mr. Belmont dictated a reply to the effect that there was to be no change in the management.

Under specific instructions from the Interstate Commerce Commission the traffic managers of all the transcontinental railroad lines and several roads in the middle West have sent out notices to heavy shippers that no more concessions on contracts will be allowed and that no more rebates will be paid.

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FINANCIAL.

\$24,000,000 Chicago, Rock Island & Pacific Railway Company 4 Per Cent. Gold Bonds of 1922. (SERIES A TO P INCLUSIVE.)

CENTRAL TRUST COMPANY OF NEW YORK, Trustee. DATED MAY 1ST, 1922. INTEREST PAYABLE SEMI-ANNUALLY ON MAY 1ST AND NOVEMBER 1ST IN THE CITY OF NEW YORK.

Principal payable, \$1,500,000 May 1st, 1923, and \$1,500,000 annually thereafter until and including May 1st, 1928.

Entire issue outstanding, but not any part of such issue, is redeemable at the option of the Company, at 101 1/2 per cent. and accrued interest, on any interest date, upon 60 days' previous notice.

Principal and interest payable in Gold Coin, free of any tax which the Railway Company may be required to retain thereon or deduct therefrom under any present or future law of the United States, or any State, County or Municipality therein.

Coupon Bonds of \$1,000 each, with Provision for Registration as to Principal.

WE OFFER THE ABOVE BONDS, SUBJECT TO ISSUE AND SALE, AT THE FOLLOWING PRICES, AT WHICH THE NET RETURN WILL EQUAL 4 1/2% ON THE INVESTMENT:

Table with columns: REF. AMOUNT, MATURING, PRICE, SER. TRK., AMOUNT, MATURING, PRICE. Lists various bond series and their prices.

Applications must be made to the Chicago, Rock Island & Pacific Railway Company, under date of April 28th, 1922, at its office, 100 Broadway, New York City.

These Bonds are issued to provide the cost to the Chicago, Rock Island & Pacific Railway Company of the purchase of at least a majority of the Preferred and Common Stock of the Chicago, Rock Island & Pacific Railway Company.

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FINANCIAL AND COMMERCIAL.

MONDAY, April 28. The week opened with a fairly active market on the Stock Exchange, the transactions being in excess of a million shares.

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SPEYER & CO., 30 Broad St.

TO INVESTORS. Proposals for \$4,993,000 or 3 1/2% CORPORATE STOCK OF THE CITY OF NEW YORK.

Principal and Interest Payable in Gold.

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STOPPANI & HOTCHKIN.

Members New York Consolidated Stock Exchange, 59 BROADWAY, N. Y. CITY.

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VERMILY & CO.

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THE COLORADO FUEL COMPANY.

HOLDERS OF General Mortgage Sinking Fund Gold Bonds are hereby notified that bonds Nos. 1 to 100,000,000, inclusive, are due for redemption on May 1st, 1922.

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