

DEVILISHNESS OF THE MINERS

CITED BY EX-PREST OLYPHANT AS A CASE OF HIGH COAL PRICES.

Never Anything in the History of Coal Mining So Stupidly Managed as the Coal Business He Tells Over \$3 a Ton.

The Interstate Commerce Commission continued yesterday its investigation into the question whether or not the coal-carrying railroads are violating provisions of the Sherman Anti-Trust act.

The irrelevant strength of Amalgamated Copper was attributed to a long covering, principally, content was one of the largest buyers and did more bidding than anybody else.

It was reported just before the close that the bear crowd contemplated further operations in Baltimore and Ohio.

Western selling was conspicuous yesterday. Harris, Gates & Co. and Chapin & Co. were the highest buyers of leading in the forenoon.

"I would say that a \$5 a ton was a moderate price," was the answer.

"But your company is making a profit in selling at \$4 for it, is not it?"

"All things considered, I should say not," said Mr. Olyphant.

"Was that the only reason that you raised the price?"

"That and the devilishness of the miners," a wholesale coal dealer, and the New York, Susquehanna and Western Coal Company limited.

SPRINGFIELD, Ohio, June 8.—George Goodrich, prosecuting attorney of Wrentham county, filed a petition in the Circuit Court to-day against the Harvesting Machine combine, the International Harvester Company, the International Harvester Company, the International Harvester Company.

AKRON, Ohio, June 8.—At a meeting of the creditors of the Utah Consolidated Gold Mines, Limited, of London.

At the office of J. P. Moran & Co. it was said that Mr. Moran, who is now in Europe, will not start home before July 1, and that he may remain absent for some time.

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GOSSIP OF WALL STREET.

There was a notable scarcity of disturbing rumors yesterday. The price recessions would ordinarily fill the market with ominous talk and conjecture.

The Butlers appeared to be supporting Missouri Pacific, but some thought they were selling through the market quite as much as they thought in their own name.

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THE 20-HOUR TRAIN

Between New York and Chicago.

Suits the banker, broker, professional man, and man of general business. It saves a day.

This train is appropriately named the 20th Century Limited, and is the fastest train for the distance the world has ever seen.

To get the best accommodations it is well to apply two or three days in advance.

In addition to the 20-hour train, we have seven other trains, New York to Chicago, every day.

We also have a fine service to St. Louis and Cincinnati, with the best equipment the Pullman Company can furnish.

For a copy of a picture of the 20th Century Limited send a 2-cent stamp to George H. Daniels, G. P. A., Grand Central Station, New York.

“America’s Summer Resorts.” This is one of the most complete publications of its kind, and will assist those who are wondering where they will go to spend their vacation this summer.

It contains a valuable map, in addition to much interesting information regarding resorts on or reached by the

NEW YORK CENTRAL LINES.

A copy will be sent free, postpaid, to any address on receipt of a two-cent stamp, by George H. Daniels, General Passenger Agent, New York Central & Hudson River Railroad, Grand Central Station, New York.

NATIONAL RAILROAD CO. OF MEXICO.

To the Holders of Common Stock (Voting Trust Certificates) of the National Railroad Company of Mexico:

After prolonged negotiations we have entered into an Agreement with the Government of the United States of Mexico by which the latter will, on certain terms and conditions, acquire by purchase from us a very large amount of the several classes of the capital stock of your Company.

The Government will also procure, in the event of said purchase, in favor of the National Railroad Company of Mexico, a concession from the Executive of the United States of Mexico, subject to legislative ratification, to the effect in substance, that for a period of twenty years, from October 31, 1903, to right, privilege or benefit shall be granted to the National Railroad Company, to construct, maintain, or operate any railroad of any kind, except branch or local lines connecting only with the trunk lines of the National Railroad, in a zone extending along the Northeastern boundary of Mexico bounded on the Northeast by the Rio Grande River and on the Southwest by a line drawn 50 kilometers southward therefrom and parallel therewith, and a line between the Gulf of Mexico and the northern limit of the zone.

The Government will also provide for the termination of the concession in the event of non-compliance with the terms of the concession, and in the event of non-compliance with the terms of the concession, and in the event of non-compliance with the terms of the concession.

The Agreement with the Government contemplates the conversion of the \$30,000,000 common stock of your Company into two classes of stock, to-wit: \$22,500,000 1st class, to be known as second preferred stock and \$7,500,000 2nd class, to be known as deferred stock.

The holders of common stock voting trust certificates who may desire to avail themselves of the benefit of this arrangement must deposit their voting trust certificates, accompanied by proper assignments thereof, executed in blank, in New York with MESSRS. SPEYER & CO., or in LONDON with MESSRS. SPEYER BROTHERS, or in AMSTERDAM with MESSRS. TELPIRA DE MATOS BROTHERS, on or before the 10th day of June, 1903.

Under provision of the Mortgage securing the issue of \$2,000,000 4% Gold Bonds of the Company dated March 17, 1902, \$700,000 of said bonds have been redeemed by the Company on the 10th day of June, 1903.

The Cotton Exchange was stirred up yesterday by reports of impending inundations in the rich cotton districts of the Yazoo Delta and the Red River Valley and by heavy buying orders from New Orleans, where the bull clique appeared to have started another aggressive campaign against the shorts.

June and July cotton advanced rapidly until the former touched 11.80, or 60 points over Saturday's closing. The advance in June is the highest in the history of the market.

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Union Trust Company of New York

NEW YORK, March 24, 1903.

The undersigned, the Trustees under the mortgage secured by the LEONARD LLOYD & SONS RAILROAD COMPANY, BRANCH, being the branch railroad of the LEONARD LLOYD & SONS RAILROAD COMPANY, extending from Cecilia Station to Louisville, in the State of Kentucky, hereby give notice that the said LEONARD LLOYD & SONS RAILROAD COMPANY, and the said LEONARD LLOYD & SONS RAILROAD COMPANY, have agreed to sell the mortgage and the interest thereon to the Union Trust Company of New York, for the sum of \$100,000.

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