

H. B. HOLLINS & CO. BUY C. H. & D.

ERIE, IT IS UNDERSTOOD, WILL BECOME THE OWNER.

Price for Controlling Interest in the Stock Held by About 118-System Will Be Operated in Harmony with Erie, Whether Transferred at Once or Not.

H. B. Hollins & Co. announced yesterday that they had anticipated an option which they had on a majority of the stock of the Cincinnati, Hamilton and Dayton-Pere Marquette system and had taken over this stock from its holders, thus securing control of the property. While it is generally understood in Wall Street that the plan is to transfer this control to the Erie Railroad, the which Hollins & Co. are understood to have been acting, no announcement of this second step was made yesterday.

The principal stock of the Cincinnati, Hamilton and Dayton amounts to \$16,000,000, of which \$5,000,000 is common, \$1,074,500 4 per cent. preferred and \$9,925,500 5 per cent. preferred, and its mileage, including that of the Pere Marquette, control of which was recently secured, is about 4,000 miles. Control is understood to have been secured by Hollins & Co. from Eugene Zimmerman, Frederick Prince, George W. Young, Newman Erb and others of Cincinnati and this city.

A member of the firm of H. B. Hollins & Co. refused yesterday to discuss the transfer of the property to the Erie; but it is understood that such a transfer will be made eventually, although it may be thought better for the present to effect the merger of the two roads and to operate them meantime in harmony. The interests represented by Hollins & Co. are understood to be operated to their common advantage, whether merged or not at present.

The bankers refused to say what price was paid for the controlling stock of the Dayton, but it is understood that this is in the neighborhood of \$11,500,000.

DEALER IN PUTS SLENDERS.

Schumacher Stock Privileges All to Be Taken Care Of.

The suspension of Charles Schumacher, Jr., a member of the New York Stock Exchange, with offices at 25 Broad street, was announced on the exchange yesterday, officers of the exchange explaining the suspension by the statement that Mr. Schumacher had failed to meet certain obligations outside of the Stock Exchange, on which he had no outstanding contracts. Mr. Schumacher was one of the brokers whose telephones were removed some months ago by the Stock Exchange.

In Wall Street it was a matter of common report that Mr. Schumacher's suspension resulted from the fact that he had been recently a heavy dealer in privileges, which he was unable to meet when put to him within the last two days of a declining market. Mr. Schumacher was found at his office, and when asked regarding his suspension said:

"All I can say now is that I have had to meet every obligation that I have and that nobody is going to lose any money through me."

At this point Mr. Schumacher was advised by a young woman who was in the office and said nothing more about the matter, and was by her induced to leave the room.

Representatives of the exchange, who were practically all the privileges of putting stock to Mr. Schumacher had been bought up and that every one of these which he had put out would be returned to him.

The puts given by Mr. Schumacher substituted for the usual form making them presentable within sixty days "the words at sixty days, and the words at ninety days, although customarily they are accepted by the seller at any time within that period.

Mr. Schumacher is a son of the late Charles Schumacher, head of the Stock Exchange firm of C. Schumacher & Co., but he had no connection whatever with that firm. Mr. Schumacher was a member of the Stock Exchange since June, 1898, and was a partner in the firm of Hunter & Schumacher until some months ago. At the Stock Exchange he was a member of the floor, and had been posted for transfer following a sale of it was denied, but it was said that it was understood that Mr. Schumacher had intended to carry through a sale of his seat, as the present suspension would not affect his power to do so.

CUBAN SYNDICATE PREFERRED.

Nearly 5 Per Cent. With No Call at All Upon the Underwriters.

The Speyer syndicate, which underwrote the \$5,000,000 Cuban bond issue, has been worked up and the final distribution to the syndicate members has been made. The participants, who were not at any time called upon to put any part of the amount which they were responsible for, received in all \$4,845 for each \$100,000 guaranteed. The bonds offered at about 99 1/2 per cent. and are now quoted around 102 1/2.

COMMERCIAL.

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It is understood that brokers acting for the leading Wall Street bear also bought to some extent, as they appear to have done for several days, to take the long side of the market, but were distributed partly to a decline in the Stock Exchange and some realizing.

There were indications of further short covering and sentiment around the market which was not, however, confirmed, although there were no signs of bull support, the market showed a fairly steady movement, and it is estimated that a number of traders who for several months have been against the market, are now beginning to take the long side of the market, and that the recent decline of nearly 300 points has more than made up the loss of the previous year. The market was practically eliminated. There were no indications of the Southern holders, and the other hand buyers appeared more willing to purchase cotton at the present prices, than they were a few weeks ago. The assistance that the Southern new-crop cotton had had, this plan has been attempted several times, although it has not been successful heretofore.

Mr. W. H. C. Dillard, of A. T. & S. F. Ry., at 377 Broadway, New York City.

It is understood that the Erie will give its own equipment in several of the biggest Ohio cities, which it at present reaches over the tracks of the Dayton, and will afford a more direct route to Chicago from Buffalo, which will probably solve, without the construction of additional tracks, the question of handling the traffic which has been increasing in the route within the last two years. The acquisition of the property by the Erie is fully expected in Wall Street, and is looked upon as a step toward the rounding out of the Erie system.

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To see how the world was made

Visit Grand Canyon of Arizona On your way to California Deep down in the earth you go for more than a mile A most thrilling experience

New \$250,000 Grand Canyon Hotel "El Tovar," open January 1, 1905

All the Way Santa Fe

Ask G. C. DILLARD, of A. T. & S. F. Ry., at 377 Broadway, New York City

ON HOLIDAY AND OTHER TRIPS

Travel via the ERIE RAILROAD. Buffalo - \$8.00 Cleveland - 12.00 Chicago - 18.00 Cincinnati - \$16.00

Proportionate Rates to Other Points. Secure sleeping and parlor car reservations early, and general information at Erie ticket offices:

112 Broadway, N. Y.; 27 Broadway, N. Y.; 261 Broadway, N. Y.; 299 Broadway, N. Y.; 112 Broadway, N. Y.; 1400 Broadway, N. Y.; 25 Union Square, N. Y.

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OCEAN STEAMERS.

AMERICAN LINE. PLYMOUTH-HERNIMOUTH-SOUTHAMPTON. Sailing Saturdays, 8:30 A. M., Pier 11, N. Y. N. Y. Dec. 17, 1904. Dec. 24, 1904. Dec. 31, 1904. Dec. 7, 1905. Dec. 14, 1905. Dec. 21, 1905. Dec. 28, 1905. Dec. 4, 1906. Dec. 11, 1906. Dec. 18, 1906. Dec. 25, 1906. Dec. 1, 1907. Dec. 8, 1907. Dec. 15, 1907. Dec. 22, 1907. Dec. 29, 1907. Dec. 5, 1908. Dec. 12, 1908. Dec. 19, 1908. Dec. 26, 1908. Dec. 2, 1909. Dec. 9, 1909. Dec. 16, 1909. Dec. 23, 1909. Dec. 30, 1909. Dec. 6, 1910. Dec. 13, 1910. Dec. 20, 1910. Dec. 27, 1910. Dec. 3, 1911. Dec. 10, 1911. Dec. 17, 1911. Dec. 24, 1911. Dec. 31, 1911. Dec. 7, 1912. Dec. 14, 1912. Dec. 21, 1912. Dec. 28, 1912. Dec. 4, 1913. Dec. 11, 1913. Dec. 18, 1913. Dec. 25, 1913. Dec. 1, 1914. Dec. 8, 1914. Dec. 15, 1914. Dec. 22, 1914. Dec. 29, 1914. Dec. 5, 1915. Dec. 12, 1915. Dec. 19, 1915. Dec. 26, 1915. Dec. 2, 1916. Dec. 9, 1916. Dec. 16, 1916. Dec. 23, 1916. Dec. 30, 1916. Dec. 6, 1917. Dec. 13, 1917. Dec. 20, 1917. Dec. 27, 1917. Dec. 3, 1918. 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