

ROW OVER RUBBER GOODS SALE

HECKSCHER SAYS BRADY SYNDICATE PROFITED BY DEAL

And That Other Stockholders Failed to Get as Good Terms as They Deserve

That there has been friction in the Rubber Goods Manufacturing Company over the manner in which some two-thirds of the stock of that company passed into the possession of the United States Rubber Company became known yesterday.

At the annual stockholders' meeting of the company in New York City on Thursday August 10, the president of the company, August T. Heckscher, said that officers of the company had charged that officers of the Brady syndicate had secured better terms for its stock than did other stockholders.

The Brady syndicate, he said, got a share in first preference of the United States Rubber Company for every share of the Brady stock preferred and preferred to the amount of \$50 for every share of the Brady stock common.

Mr. Heckscher also wanted to know the terms upon which 2,300 shares of new preferred stock of the Rubber Goods company, issued out of the treasury during the year, had been obtained by the United States Rubber Company.

He declared that unless the matter be explained to stockholders could fairly to the courts to set aside the transfer of the stock.

The officers of the company had had an inkling that Mr. Heckscher intended to contest the transfer and Attorney Charles MacVeagh had been known to both Mr. Heckscher and to the other stockholders.

Mr. Heckscher was not in his office yesterday but friends explained that he was in a meeting with the directors of the company and might carry the matter into the courts.

Mr. Heckscher's first effort to contest the transfer of control of a company in which he was interested, as chairman of the stockholders' committee of the Rubber Goods Company, was in the time of the organization of the company into the Corn Products Refining Company.

SPOT COPPER IN DEMAND

Foreign Consumers Buying All Offered at Advanced Prices

Walker's copper letter to the Boston Commercial says to-day that while prices are nominally unchanged like remaining at 18 1/2 cents and electrolytic at 18 3/4 cents for advance deliveries, the real position of the market is reflected in the higher bids for copper for immediate delivery.

Foreign consumers are buying all the spot copper offered at prices slightly higher than those here quoted. This urgent demand for spot copper makes it very plain that consumption is exceeding production even at the current high prices.

The extension southward is the most important step the two systems have taken in several years. It means that they will not only share in the profits from the lumber lands of Texas and Louisiana, but that they will compete actively with the Southern Pacific, Illinois Central and other roads for the great carrying capacity of the Gulf ports.

The systems will reach the Gulf ports through the acquisition of short lines already built and other and longer lines in the course of construction. It is expected that all the lines will be completed by January 1, 1907.

In Texas the first link in the chain is the Trinity and Brazos Valley, in which the Rock Island has acquired a half interest. The company owns a line extending from Delmore to Mexico, in Texas, and to New Orleans, Louisiana, with a branch line from point in Freestone county through Corsica to Waxahachie.

The company has the right to use the Santa Fe tracks from Cleburne to Fort Worth, where it connects with both the Rock Island and the Frisco, and the M. K. & T. tracks to Dallas, where it connects with the Rock Island line.

Although the Trinity and Brazos Valley is being built only far south as Houston, it has the Santa Fe tracks from that place to Galveston, insuring the entrance of both the Rock Island and the Frisco into the Gulf ports.

The next chain in the link is the Colorado Southern, New Orleans and Pacific, all rights of which have been acquired by the Rock Island. This company is acquiring a line from Houston through Beaumont to Baton Rouge, Louisiana. It has the right to use the Illinois Central tracks from Baton Rouge to New Orleans.

Entrance to New Orleans will be effected from the north as well as from the west. The Rock Island has a line connecting with the Illinois Central at Alexandria, La. This line is a point of connection, at either Eunice or Opelousas, with the line of the Colorado Southern, New Orleans and Pacific.

ROCK ISLAND TO REACH GULF.

NEW LINES TO LET IT INTO NEW ORLEANS AND GALVESTON.

Has Acquired a Half Interest in the Trinity and Brazos Valley Railroad and Control of the Colorado Southern, New Orleans and Pacific—New Note Issue.

The Rock Island Company, which controls the Chicago, Rock Island and Pacific and the St. Louis and San Francisco systems, announced yesterday the completion of plans which will take the Rock Island and the Frisco to New Orleans and Galveston.

The extension southward is the most important step the two systems have taken in several years. It means that they will not only share in the profits from the lumber lands of Texas and Louisiana, but that they will compete actively with the Southern Pacific, Illinois Central and other roads for the great carrying capacity of the Gulf ports.

The systems will reach the Gulf ports through the acquisition of short lines already built and other and longer lines in the course of construction. It is expected that all the lines will be completed by January 1, 1907.

In Texas the first link in the chain is the Trinity and Brazos Valley, in which the Rock Island has acquired a half interest. The company owns a line extending from Delmore to Mexico, in Texas, and to New Orleans, Louisiana, with a branch line from point in Freestone county through Corsica to Waxahachie.

The company has the right to use the Santa Fe tracks from Cleburne to Fort Worth, where it connects with both the Rock Island and the Frisco, and the M. K. & T. tracks to Dallas, where it connects with the Rock Island line.

Although the Trinity and Brazos Valley is being built only far south as Houston, it has the Santa Fe tracks from that place to Galveston, insuring the entrance of both the Rock Island and the Frisco into the Gulf ports.

The next chain in the link is the Colorado Southern, New Orleans and Pacific, all rights of which have been acquired by the Rock Island. This company is acquiring a line from Houston through Beaumont to Baton Rouge, Louisiana. It has the right to use the Illinois Central tracks from Baton Rouge to New Orleans.

Entrance to New Orleans will be effected from the north as well as from the west. The Rock Island has a line connecting with the Illinois Central at Alexandria, La. This line is a point of connection, at either Eunice or Opelousas, with the line of the Colorado Southern, New Orleans and Pacific.

The Rock Island has a line connecting with the Illinois Central at Alexandria, La. This line is a point of connection, at either Eunice or Opelousas, with the line of the Colorado Southern, New Orleans and Pacific.

TRADE IN GOOD SHAPE.

Money Market Stagnant, Interests Interposed Progress Except in Speculative Lines

Dun's Review for the week says to-day that stringency in the money market has caused no interruption to the wholesome progress of trade and industry, although tending to develop conservatism in speculative lines.

Weather conditions accelerate the distribution of seasonable merchandise and retail business is of large volume outside the immediate vicinity of the coal mines and a few other places where local controversies have their influence.

Building operations are only limited by the supply of labor and materials, and the heavy consumption of all commodities is shown by the highest level of quotations since February, 1904.

Manufacture of pig iron is fully engaged, pig iron production is at the maximum, shipments of footwear from Boston exceed those of any previous year, and a stronger tone is reported at the textile mills in response to a well sustained market for raw materials.

The systems will reach the Gulf ports through the acquisition of short lines already built and other and longer lines in the course of construction. It is expected that all the lines will be completed by January 1, 1907.

In Texas the first link in the chain is the Trinity and Brazos Valley, in which the Rock Island has acquired a half interest. The company owns a line extending from Delmore to Mexico, in Texas, and to New Orleans, Louisiana, with a branch line from point in Freestone county through Corsica to Waxahachie.

The company has the right to use the Santa Fe tracks from Cleburne to Fort Worth, where it connects with both the Rock Island and the Frisco, and the M. K. & T. tracks to Dallas, where it connects with the Rock Island line.

Although the Trinity and Brazos Valley is being built only far south as Houston, it has the Santa Fe tracks from that place to Galveston, insuring the entrance of both the Rock Island and the Frisco into the Gulf ports.

The next chain in the link is the Colorado Southern, New Orleans and Pacific, all rights of which have been acquired by the Rock Island. This company is acquiring a line from Houston through Beaumont to Baton Rouge, Louisiana. It has the right to use the Illinois Central tracks from Baton Rouge to New Orleans.

THE BALTIMORE & OHIO RAILROAD COMPANY.

TREASURER'S OFFICE. Baltimore, Md., April 13th, 1906.

To the Stockholders of The Baltimore & Ohio Railroad Company:

At a meeting of the Board of Directors held this day the following resolution was adopted: WHEREAS, in a resolution passed at a meeting of the Board of Directors of this Company, inasmuch as the capital for which this company was incorporated.

RESOLVED, by the President and Directors of the Baltimore and Ohio Railroad Company, that the authorized stock of this company be and the same is hereby increased by the amount of Two Hundred and Seventy Seven Thousand Five Hundred and Twenty Seven Dollars (\$277,500) shares of One Hundred Dollars (\$100) each of preferred stock, so that with such increase the Capital Stock of the Company shall consist of Six Hundred Thousand (\$600,000) shares of One Hundred Dollars (\$100) each of preferred stock, and of One Hundred and Twenty Seven Thousand Five Hundred and Twenty Seven Dollars (\$277,500) shares of Common Capital Stock.

On May 25th any stockholder having paid the first installment may also pay the second and both remaining installments, which full paid notes will be returned to the stockholder.

On May 25th any stockholder having paid the first installment may also pay the second and both remaining installments, which full paid notes will be returned to the stockholder.

On May 25th any stockholder having paid the first installment may also pay the second and both remaining installments, which full paid notes will be returned to the stockholder.

On May 25th any stockholder having paid the first installment may also pay the second and both remaining installments, which full paid notes will be returned to the stockholder.

On May 25th any stockholder having paid the first installment may also pay the second and both remaining installments, which full paid notes will be returned to the stockholder.

On May 25th any stockholder having paid the first installment may also pay the second and both remaining installments, which full paid notes will be returned to the stockholder.

On May 25th any stockholder having paid the first installment may also pay the second and both remaining installments, which full paid notes will be returned to the stockholder.

ELECTIONS AND MEETINGS.

NOTICE OF ANNUAL MEETING OF PHILADELPHIA UPWRITING AND INVESTING COMPANY.

The annual meeting of stockholders of Philadelphia Upwriting and Investing Company will be held on the 24th day of April, 1906, at three o'clock in the afternoon, at the office of the company, 25 Nassau Street, New York City.

THE DELAWARE AND HUDSON COMPANY. The Annual Meeting of the Stockholders of the Delaware and Hudson Company will be held at the office of the company, in the MUTUAL LIFE BUILDING, 32 Nassau Street, New York City, on Thursday, the 8th day of May next, for the election of Managers and for such other business as may properly come before the meeting.

OFFICE OF THE LAKE SHORE AND MICHIGAN SOUTHERN RAILWAY COMPANY. Notice is hereby given that the Annual Meeting of the Stockholders of this company for the election of Directors and for the transaction of such other business as may be brought before the meeting will be held at the principal office of the company in Cleveland, Ohio, on the FIRST WEDNESDAY following the 2nd day of May, 1906, at 10 o'clock A. M.

OFFICE OF THE NEW YORK, CHICAGO AND ST. LOUIS RAILROAD COMPANY. NOTICE IS HEREBY GIVEN THAT THE ANNUAL MEETING of the Stockholders of this company for the election of Directors and for the transaction of such other business as may be brought before the meeting will be held at the principal office of the company in New York City, on the 22nd day of May, 1906, at 10 o'clock A. M.

NOTICE IS HEREBY GIVEN THAT A MEETING of the Stockholders of the Erie Railroad Company will be held at the principal office of the company in New York City, on the 22nd day of May, 1906, at 10 o'clock A. M.

A SPECIAL MEETING of the Sons of the Revolution of the State of New York will be held at the principal office of the company in New York City, on the 22nd day of May, 1906, at 10 o'clock A. M.

NOTICE IS HEREBY GIVEN THAT A MEETING of the Stockholders of the Erie Railroad Company will be held at the principal office of the company in New York City, on the 22nd day of May, 1906, at 10 o'clock A. M.

NOTICE IS HEREBY GIVEN THAT A MEETING of the Stockholders of the Erie Railroad Company will be held at the principal office of the company in New York City, on the 22nd day of May, 1906, at 10 o'clock A. M.

NOTICE IS HEREBY GIVEN THAT A MEETING of the Stockholders of the Erie Railroad Company will be held at the principal office of the company in New York City, on the 22nd day of May, 1906, at 10 o'clock A. M.

NOTICE IS HEREBY GIVEN THAT A MEETING of the Stockholders of the Erie Railroad Company will be held at the principal office of the company in New York City, on the 22nd day of May, 1906, at 10 o'clock A. M.

FORECLOSURE SALES.

NEW YORK. SUPREME COURT, COUNTY OF NEW YORK. American Mortgage Company, Plaintiff, against Martha H. Hixon and others, Defendants.

In pursuance of the order of foreclosure and sale, duly made and entered in the above-entitled case, in pursuance of the order of the Supreme Court, the undersigned, the Referee in said judgment, will sell at public auction, on the 24th day of April, 1906, at three o'clock in the afternoon, at the office of the company, 25 Nassau Street, New York City, for the purpose of electing a Board of Directors, two in number, to be elected on the 24th day of April, 1906, at three o'clock in the afternoon, at the office of the company, 25 Nassau Street, New York City.

THE APPROXIMATE AMOUNT OF THE lien or charge to be sold is \$400.00, together with costs and advances amounting to \$200.00, together with the expenses of the sale. The approximate amount of the taxes, assessments and water rates, or other liens to be added to the purchase price of the premises, or paid by the Referee, is \$98.88 and the total amount to be sold is \$698.88.

DEPARTMENT OF THE INTERIOR, United States Geological Survey, Washington, D. C., April 10, 1906. Sealed proposals, in quadruplicate, will be received by the Chief Clerk of the Department of the Interior, at the Department of the Interior, at Washington, D. C., until 10 o'clock A. M., on Thursday, April 20, 1906, and will be opened immediately thereafter, for producing during the fiscal year ending June 30, 1907, a certain amount of work, as follows: The Chief Clerk of the Department of the Interior, at Washington, D. C., will be the Referee in said judgment, and will sell at public auction, on the 24th day of April, 1906, at three o'clock in the afternoon, at the office of the company, 25 Nassau Street, New York City.

DEPARTMENT OF THE INTERIOR, United States Geological Survey, Washington, D. C., April 10, 1906. Sealed proposals, in quadruplicate, will be received by the Chief Clerk of the Department of the Interior, at the Department of the Interior, at Washington, D. C., until 10 o'clock A. M., on Thursday, April 20, 1906, and will be opened immediately thereafter, for producing during the fiscal year ending June 30, 1907, a certain amount of work, as follows: The Chief Clerk of the Department of the Interior, at Washington, D. C., will be the Referee in said judgment, and will sell at public auction, on the 24th day of April, 1906, at three o'clock in the afternoon, at the office of the company, 25 Nassau Street, New York City.

DEPARTMENT OF THE INTERIOR, United States Geological Survey, Washington, D. C., April 10, 1906. Sealed proposals, in quadruplicate, will be received by the Chief Clerk of the Department of the Interior, at the Department of the Interior, at Washington, D. C., until 10 o'clock A. M., on Thursday, April 20, 1906, and will be opened immediately thereafter, for producing during the fiscal year ending June 30, 1907, a certain amount of work, as follows: The Chief Clerk of the Department of the Interior, at Washington, D. C., will be the Referee in said judgment, and will sell at public auction, on the 24th day of April, 1906, at three o'clock in the afternoon, at the office of the company, 25 Nassau Street, New York City.

DEPARTMENT OF THE INTERIOR, United States Geological Survey, Washington, D. C., April 10, 1906. Sealed proposals, in quadruplicate, will be received by the Chief Clerk of the Department of the Interior, at the Department of the Interior, at Washington, D. C., until 10 o'clock A. M., on Thursday, April 20, 1906, and will be opened immediately thereafter, for producing during the fiscal year ending June 30, 1907, a certain amount of work, as follows: The Chief Clerk of the Department of the Interior, at Washington, D. C., will be the Referee in said judgment, and will sell at public auction, on the 24th day of April, 1906, at three o'clock in the afternoon, at the office of the company, 25 Nassau Street, New York City.

DEPARTMENT OF THE INTERIOR, United States Geological Survey, Washington, D. C., April 10, 1906. Sealed proposals, in quadruplicate, will be received by the Chief Clerk of the Department of the Interior, at the Department of the Interior, at Washington, D. C., until 10 o'clock A. M., on Thursday, April 20, 1906, and will be opened immediately thereafter, for producing during the fiscal year ending June 30, 1907, a certain amount of work, as follows: The Chief Clerk of the Department of the Interior, at Washington, D. C., will be the Referee in said judgment, and will sell at public auction, on the 24th day of April, 1906, at three o'clock in the afternoon, at the office of the company, 25 Nassau Street, New York City.

DEPARTMENT OF THE INTERIOR, United States Geological Survey, Washington, D. C., April 10, 1906. Sealed proposals, in quadruplicate, will be received by the Chief Clerk of the Department of the Interior, at the Department of the Interior, at Washington, D. C., until 10 o'clock A. M., on Thursday, April 20, 1906, and will be opened immediately thereafter, for producing during the fiscal year ending June 30, 1907, a certain amount of work, as follows: The Chief Clerk of the Department of the Interior, at Washington, D. C., will be the Referee in said judgment, and will sell at public auction, on the 24th day of April, 1906, at three o'clock in the afternoon, at the office of the company, 25 Nassau Street, New York City.

DEPARTMENT OF THE INTERIOR, United States Geological Survey, Washington, D. C., April 10, 1906. Sealed proposals, in quadruplicate, will be received by the Chief Clerk of the Department of the Interior, at the Department of the Interior, at Washington, D. C., until 10 o'clock A. M., on Thursday, April 20, 1906, and will be opened immediately thereafter, for producing during the fiscal year ending June 30, 1907, a certain amount of work, as follows: The Chief Clerk of the Department of the Interior, at Washington, D. C., will be the Referee in said judgment, and will sell at public auction, on the 24th day of April, 1906, at three o'clock in the afternoon, at the office of the company, 25 Nassau Street, New York City.

MRS. MOORE GETS BUSTER.

License Dated 5 Months Before Mentor Vanishes Settles Dog Case.

Mrs. Annabelle Moore of 254 West Thirty-second street, mother of the actress of the same name, who recently succeeded Blanche King in Frank Daniel's "Sergeant Brue" company, went out of the West Side court yesterday hugging her French bulldog terrier, Eugene Mauts, a butler of 248 West Thirty-fifth street, who took the dog to court, went away with a leash, and was later found by the witness, who had sworn that the dog was his.

Mrs. Moore told Magistrate Barlow the other day that her dog had followed a butler of the same name, who had taken the dog to court, went away with a leash, and was later found by the witness, who had sworn that the dog was his.

Mrs. Moore told Magistrate Barlow the other day that her dog had followed a butler of the same name, who had taken the dog to court, went away with a leash, and was later found by the witness, who had sworn that the dog was his.

Mrs. Moore told Magistrate Barlow the other day that her dog had followed a butler of the same name, who had taken the dog to court, went away with a leash, and was later found by the witness, who had sworn that the dog was his.

Mrs. Moore told Magistrate Barlow the other day that her dog had followed a butler of the same name, who had taken the dog to court, went away with a leash, and was later found by the witness, who had sworn that the dog was his.

Mrs. Moore told Magistrate Barlow the other day that her dog had followed a butler of the same name, who had taken the dog to court, went away with a leash, and was later found by the witness, who had sworn that the dog was his.

Mrs. Moore told Magistrate Barlow the other day that her dog had followed a butler of the same name, who had taken the dog to court, went away with a leash, and was later found by the witness, who had sworn that the dog was his.

Mrs. Moore told Magistrate Barlow the other day that her dog had followed a butler of the same name, who had taken the dog to court, went away with a leash, and was later found by the witness, who had sworn that the dog was his.

Mrs. Moore told Magistrate Barlow the other day that her dog had followed a butler of the same name, who had taken the dog to court, went away with a leash, and was later found by the witness, who had sworn that the dog was his.

UNDER A CAR: DIRECTED HIS RELEASE.

John Mulverhill, 11 years old, of 731 Bergen avenue, Jersey City, was knocked down and pinned under the forward truck of a trolley car at Bergen and Storm streets, Jersey City, on Saturday, April 7, 1906, when the car was passing over a hole in the pavement.

John Mulverhill, 11 years old, of 731 Bergen avenue, Jersey City, was knocked down and pinned under the forward truck of a trolley car at Bergen and Storm streets, Jersey City, on Saturday, April 7, 1906, when the car was passing over a hole in the pavement.

John Mulverhill, 11 years old, of 731 Bergen avenue, Jersey City, was knocked down and pinned under the forward truck of a trolley car at Bergen and Storm streets, Jersey City, on Saturday, April 7, 1906, when the car was passing over a hole in the pavement.

John Mulverhill, 11 years old, of 731 Bergen avenue, Jersey City, was knocked down and pinned under the forward truck of a trolley car at Bergen and Storm streets, Jersey City, on Saturday, April 7, 1906, when the car was passing over a hole in the pavement.

John Mulverhill, 11 years old, of 731 Bergen avenue, Jersey City, was knocked down and pinned under the forward truck of a trolley car at Bergen and Storm streets, Jersey City, on Saturday, April 7, 1906, when the car was passing over a hole in the pavement.

John Mulverhill, 11 years old, of 731 Bergen avenue, Jersey City, was knocked down and pinned under the forward truck of a trolley car at Bergen and Storm streets, Jersey City, on Saturday, April 7, 1906, when the car was passing over a hole in the pavement.

John Mulverhill, 11 years old, of 731 Bergen avenue, Jersey City, was knocked down and pinned under the forward truck of a trolley car at Bergen and Storm streets, Jersey City, on Saturday, April 7, 1906, when the car was passing over a hole in the pavement.

John Mulverhill, 11 years old, of 731 Bergen avenue, Jersey City, was knocked down and pinned under the forward truck of a trolley car at Bergen and Storm streets, Jersey City, on Saturday, April 7, 1906, when the car was passing over a hole in the pavement.

John Mulverhill, 11 years old, of 731 Bergen avenue, Jersey City, was knocked down and pinned under the forward truck of a trolley car at Bergen and Storm streets, Jersey City, on Saturday, April 7, 1906, when the car was passing over a hole in the pavement.

John Mulverhill, 11 years old, of 731 Bergen avenue, Jersey City, was knocked down and pinned under the forward truck of a trolley car at Bergen and Storm streets, Jersey City, on Saturday, April 7, 1906, when the car was passing over a hole in the pavement.

MINIATURE ALMANAC THIS DAY.

Sun rises 5:51 Sun sets 6:53 Moon rises 4:54 Moon sets 11:54

ARRIVED: April 13. St. Martin, from New York, at 10:30 A. M. St. Louis, from New York, at 10:30 A. M. St. Paul, from New York, at 10:30 A. M. St. Petersburg, from New York, at 10:30 A. M. St. Petersburg, from New York, at 10:30 A. M.

ARRIVED: April 13. St. Martin, from New York, at 10:30 A. M. St. Louis, from New York, at 10:30 A. M. St. Paul, from New York, at 10:30 A. M. St. Petersburg, from New York, at 10:30 A. M. St. Petersburg, from New York, at 10:30 A. M.

ARRIVED: April 13. St. Martin, from New York, at 10:30 A. M. St. Louis, from New York, at 10:30 A. M. St. Paul, from New York, at 10:30 A. M. St. Petersburg, from New York, at 10:30 A. M. St. Petersburg, from New York, at 10:30 A. M.

ARRIVED: April 13. St. Martin, from New York, at 10:30 A. M. St. Louis, from New York, at 10:30 A. M. St. Paul, from New York, at 10:30 A. M. St. Petersburg, from New York, at 10:30 A. M. St. Petersburg, from New York, at 10:30 A. M.

ARRIVED: April 13. St. Martin, from New York, at 10:30 A. M. St. Louis, from New York, at 10:30 A. M. St. Paul, from New York, at 10:30 A. M. St. Petersburg, from New York, at 10:30 A. M. St. Petersburg, from New York, at 10:30 A. M.

ARRIVED: April 13. St. Martin, from New York, at 10:30 A. M. St. Louis, from New York, at 10:30 A. M. St. Paul, from New York, at 10:30 A. M. St. Petersburg, from New York, at 10:30 A. M. St. Petersburg, from New York, at 10:30 A. M.

ARRIVED: April 13. St. Martin, from New York, at 10:30 A. M. St. Louis, from New York, at 10:30 A. M. St. Paul, from New York, at 10:30 A. M. St. Petersburg, from New York, at 10:30 A. M. St. Petersburg, from New York, at 10:30 A. M.

ARRIVED: April 13. St. Martin, from New York, at 10:30 A. M. St. Louis, from New York, at 10:30 A. M. St. Paul, from New York, at 10:30 A. M. St. Petersburg, from New York, at 10:30 A. M. St. Petersburg, from New York, at 10:30 A. M.

ARRIVED: April 13. St. Martin, from New York, at 10:30 A. M. St. Louis, from New York, at 10:30 A. M. St. Paul, from New York, at 10:30 A. M. St. Petersburg, from New York, at 10:30 A. M. St. Petersburg, from New York, at 10:30 A. M.

FINANCIAL.

Money Market Stagnant, Interests Interposed Progress Except in Speculative Lines

Dun's Review for the week says to-day that stringency in the money market has caused no interruption to the wholesome progress of trade and industry, although tending to develop conservatism in speculative lines.

Weather conditions accelerate the distribution of seasonable merchandise and retail business is of large volume outside the immediate vicinity of the coal mines and a few other places where local controversies have their influence.

Building operations are only limited by the supply of labor and materials, and the heavy consumption of all commodities is shown by the highest level of quotations since February, 1904.

Manufacture of pig iron is fully engaged, pig iron production is at the maximum, shipments of footwear from Boston exceed those of any previous year, and a stronger tone is reported at the textile mills in response to a well sustained market for raw materials.

The systems will reach the Gulf ports through the acquisition of short lines already built and other and longer lines in the course of construction. It is expected that all the lines will be completed by January 1, 1907.

In Texas the first link in the chain is the Trinity and Brazos Valley, in which the Rock Island has acquired a half interest. The company owns a line extending from Delmore to Mexico, in Texas, and to New Orleans, Louisiana, with a branch line from point in Freestone county through Corsica to Waxahachie.

The company has the right to use the Santa Fe tracks from Cleburne to Fort Worth, where it connects with both the Rock Island and the Frisco, and the M. K. & T. tracks to Dallas, where it connects with the Rock Island line.

Although the Trinity and Brazos Valley is being built only far south as Houston, it has the Santa Fe tracks from that place to Galveston, insuring the entrance of both the Rock Island and the Frisco into the Gulf ports.

The next chain in the link is the Colorado Southern, New Orleans and Pacific, all rights of which have been acquired by the Rock Island. This company is acquiring a line from Houston through Beaumont to Baton Rouge, Louisiana. It has the right to use the Illinois Central tracks from Baton Rouge to New Orleans.

FINANCIAL.

Money Market Stagnant, Interests Interposed Progress Except in Speculative Lines

Dun's Review for the week says to-day that stringency in the money market has caused no interruption to the wholesome progress of trade and industry, although tending to develop conservatism in speculative lines.

Weather conditions accelerate the distribution of seasonable merchandise and retail business is of large volume outside the immediate vicinity of the coal mines and a few other places where local controversies have their influence.

Building operations are only limited by the supply of labor and materials, and the heavy consumption of all commodities is shown by the highest level of quotations since February, 1904.

Manufacture of pig iron is fully engaged, pig iron production is at the maximum, shipments of footwear from Boston exceed those of any previous year, and a stronger tone is reported at the textile mills in response to a well sustained market for raw materials.

The systems will reach the Gulf ports through the acquisition of short lines already built and other and longer lines in the course of construction. It is expected that all the lines will be completed by January 1, 1907.

In Texas the first link in the chain is the Trinity and Brazos Valley, in which the Rock Island has acquired a half interest. The company owns a line extending from Delmore to Mexico, in Texas, and to New Orleans, Louisiana, with a branch line from point in Freestone county through Corsica to Waxahachie.

The company has the right to use the Santa Fe tracks from Cleburne to Fort Worth, where it connects with both the Rock Island and the Frisco, and the M. K. & T. tracks to Dallas, where it connects with the Rock Island line.

Although the Trinity and Brazos Valley is being built only far south as Houston, it has the Santa Fe tracks from that place to Galveston, insuring the entrance of both the Rock Island and the Frisco into the Gulf ports.

</