

Wall Street Market Lacks Support Throughout and Soon Becomes Dull

SECURITIES IN NEW YORK TURN DULL AFTER A BRIGHT OPENING SPURT.

NEW YORK, Sept. 21.—The stock market today is again dull, and up to the first hour of the afternoon was without special feature. At the opening stocks were fractionally higher, but the market seemed to lack buying support, and prices fell away to fractions below the closing of yesterday. A slight rally livedly occurred about the turn of the second hour, which brought prices back to the opening levels. From that time on the market was heavy, with prices inclined to drop.

The Illinois Central is satisfied to rest its case in the rate hearing. Shippers admit it made a better case than they expected, though some damaging admissions were extracted from witnesses. St. Paul begins an elaborate presentation of its case today, after which the important part of the hearings will be completed and the commissioner will rush proceedings to an end.

The Interstate Northern Railroad Company has placed an order for fifteen locomotives with the American Locomotive Company. The order brings the total of locomotives ordered by the company this year up to 300. The road is contemplating the placing of additional orders for locomotives of the switching type.

Two large Western insurance companies in Milwaukee and the others in Cincinnati, and the Eastern companies have begun to absorb farm mortgages. The order brings the total of mortgages ordered by the company this year up to 300. The road is contemplating the placing of additional orders for locomotives of the switching type.

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Today's New York Stock Exchange Prices

Quotations furnished by W. B. Hibbs & Co., members New York Stock Exchange, Washington Stock Exchange, and Chicago Board of Trade, Hibbs Building.

INDUSTRIALS.		RAILROADS.	
High.	Low.	High.	Low.
Amal. Copper.....	63 1/2	A. T. & S. Fe. com.....	98 1/2
Am. Beet Sugar, com. 39	37 1/2	A. T. & S. Fe. pref.....	100 1/4
Am. Can, com.....	8 1/2	Atlantic Coast Lme.....	106 1/2
Am. Can. pref.....	66 1/2	Balto. & Ohio com.....	104 1/4
Am. Car & Fdy, com.....	46 1/2	Balto. & Ohio pref.....	108 1/2
Am. Car Fdy, pf.....	110 1/4	Brooklyn Rapid Trans.....	74 1/2
Am. Cotton Oil, com.....	61 1/2	Canadian Pacific.....	190 1/2
Am. Cotton Oil, pf.....	102 1/2	C. C. & St. L., com.....	73
Am. Ice Securities.....	18	C. C. & St. L., pref.....	74 1/4
Am. Loco, com.....	37 1/2	C. & G. W., new.....	21
Am. Loco, pref.....	44 1/2	C. M. & St. P., com.....	123 1/2
Am. Sm. & Re., com.....	65 1/2	C. M. & St. P., pref.....	124 1/2
Am. Sm. & Re., pf.....	101	C. N. W., com.....	144 1/2
Am. Sugar & Ref., com.....	116	Col. & South, com.....	103
Am. Sugar & Ref., pf.....	116	Del. & Hudson.....	162
Am. Tel. & Tel., com.....	134 1/2	Del. & Hudson, pref.....	162 1/2
Am. Tobacco, pf.....	92 1/2	Del. Lack. Western.....	145 1/2
Am. Woolen, com.....	94 1/2	Gen. & R. G., com.....	29 1/2
Am. Woolen, pf.....	94 1/2	Gen. & R. G., pref.....	29 1/2
Cent. Leather, com.....	33	Gen. & R. G., pf.....	71 1/2
Cent. Leather, pf.....	33	Gen. & R. G., pf.....	71 1/2
Col. F. & L., com.....	29 1/2	Gen. & R. G., pf.....	71 1/2
Col. F. & L., pf.....	29 1/2	Gen. & R. G., pf.....	71 1/2
Col. Gas N. Y., com.....	13 1/2	Gen. & R. G., pf.....	71 1/2
Col. Gas N. Y., pf.....	13 1/2	Gen. & R. G., pf.....	71 1/2
C. P. R., com.....	18 1/2	Gen. & R. G., pf.....	71 1/2
C. P. R., pf.....	18 1/2	Gen. & R. G., pf.....	71 1/2
Dist. Securities.....	27 1/2	Gen. & R. G., pf.....	71 1/2
General Electric.....	142 1/2	Gen. & R. G., pf.....	71 1/2
Goldfield, com.....	4 1/2	Gen. & R. G., pf.....	71 1/2
Goldfield, pf.....	4 1/2	Gen. & R. G., pf.....	71 1/2
Great Northern Ore.....	54 1/2	Gen. & R. G., pf.....	71 1/2
Great Northern Ore, pf.....	54 1/2	Gen. & R. G., pf.....	71 1/2
Inter. Paper.....	10 1/2	Gen. & R. G., pf.....	71 1/2
Inter. Steam P.....	29 1/2	Gen. & R. G., pf.....	71 1/2
Mackay Co., com.....	92	Gen. & R. G., pf.....	71 1/2
Mackay Co., pf.....	92	Gen. & R. G., pf.....	71 1/2
National Biscuit, com.....	114	Gen. & R. G., pf.....	71 1/2
National Biscuit, pf.....	114	Gen. & R. G., pf.....	71 1/2
Nat. Lead, com.....	6 1/2	Gen. & R. G., pf.....	71 1/2
Nat. Lead, pf.....	6 1/2	Gen. & R. G., pf.....	71 1/2
N. Y. A. B., com.....	25	Gen. & R. G., pf.....	71 1/2
N. Y. A. B., pf.....	25	Gen. & R. G., pf.....	71 1/2
Pac. Mail Steam.....	28 1/2	Gen. & R. G., pf.....	71 1/2
Peo. Gas of Chi., com.....	107 1/2	Gen. & R. G., pf.....	71 1/2
Peo. Gas of Chi., pf.....	107 1/2	Gen. & R. G., pf.....	71 1/2
Pres. Steel Car, com.....	33 1/2	Gen. & R. G., pf.....	71 1/2
Pres. Steel Car, pf.....	33 1/2	Gen. & R. G., pf.....	71 1/2
Pullman Company.....	16 1/2	Gen. & R. G., pf.....	71 1/2
Rep. Steel Sps., pf.....	8 1/2	Gen. & R. G., pf.....	71 1/2
Rep. Steel Sps., pf.....	8 1/2	Gen. & R. G., pf.....	71 1/2
Rep. L. & S., pf.....	9 1/2	Gen. & R. G., pf.....	71 1/2
Rep. L. & S., pf.....	9 1/2	Gen. & R. G., pf.....	71 1/2
Sloss-S. & L., com.....	55 1/2	Gen. & R. G., pf.....	71 1/2
Sloss-S. & L., pf.....	55 1/2	Gen. & R. G., pf.....	71 1/2
Tenn. Copper.....	32 1/2	Gen. & R. G., pf.....	71 1/2
Tenn. Copper, pf.....	32 1/2	Gen. & R. G., pf.....	71 1/2
U. S. R. & Im.....	70	Gen. & R. G., pf.....	71 1/2
U. S. R. & Im, pf.....	70	Gen. & R. G., pf.....	71 1/2
U. S. Rubber, com.....	34	Gen. & R. G., pf.....	71 1/2
U. S. Rubber, pf.....	34	Gen. & R. G., pf.....	71 1/2
U. S. Steel, com.....	67 1/2	Gen. & R. G., pf.....	71 1/2
U. S. Steel, pf.....	67 1/2	Gen. & R. G., pf.....	71 1/2
Utah Copper.....	45 1/2	Gen. & R. G., pf.....	71 1/2
Utah Copper, pf.....	45 1/2	Gen. & R. G., pf.....	71 1/2
Va. Car. Chem., com.....	68 1/2	Gen. & R. G., pf.....	71 1/2
Va. Car. Chem., pf.....	68 1/2	Gen. & R. G., pf.....	71 1/2
Va. Iron Coal & Coke.....	24	Gen. & R. G., pf.....	71 1/2
Va. Iron Coal & Coke, pf.....	24	Gen. & R. G., pf.....	71 1/2
West Union Tel.....	64 1/2	Gen. & R. G., pf.....	71 1/2
West Union Tel, pf.....	64 1/2	Gen. & R. G., pf.....	71 1/2
West. Elec. Man.....	62 1/2	Gen. & R. G., pf.....	71 1/2
West. Elec. Man, pf.....	62 1/2	Gen. & R. G., pf.....	71 1/2

BOND MARKET

Bond	High	Low	Close
Amer. Tobacco 4's.....	81 1/2	81 1/4	81 1/4
Amer. Tobacco 5's.....	105 1/2	105 1/4	105 1/4
B. & O. Gen. 4's.....	99 1/2	99 1/4	99 1/4
B. R. T. Com. 4's.....	83	83	83
C. B. & Q. J. 4's.....	96 1/2	96 1/4	96 1/4
C. R. I. & P. 4's.....	74 1/2	74 1/4	74 1/4
Chl. St. L. & Pac. 5's.....	97 1/2	97 1/4	97 1/4
Chl. St. L. & Pac. 4's.....	81 1/2	81 1/4	81 1/4
Nor. Pac. P. L. 4's.....	100 1/2	100 1/4	100 1/4
Pa. Con. 3 1/2's, 1915.....	96 1/2	96 1/4	96 1/4
Southern Ry. 7's.....	106 1/2	106 1/4	106 1/4
U. S. Pac. Con. 7's.....	102 1/2	102 1/4	102 1/4
U. S. Steel 2 1/2's.....	103 1/2	103 1/4	103 1/4
U. S. Steel 3's.....	107 1/2	107 1/4	107 1/4
U. S. Steel 4's.....	111 1/2	111 1/4	111 1/4
U. S. Steel 5's.....	115 1/2	115 1/4	115 1/4
U. S. Steel 6's.....	119 1/2	119 1/4	119 1/4
U. S. Steel 7's.....	123 1/2	123 1/4	123 1/4
U. S. Steel 8's.....	127 1/2	127 1/4	127 1/4
U. S. Steel 9's.....	131 1/2	131 1/4	131 1/4
U. S. Steel 10's.....	135 1/2	135 1/4	135 1/4
U. S. Steel 11's.....	139 1/2	139 1/4	139 1/4
U. S. Steel 12's.....	143 1/2	143 1/4	143 1/4
U. S. Steel 13's.....	147 1/2	147 1/4	147 1/4
U. S. Steel 14's.....	151 1/2	151 1/4	151 1/4
U. S. Steel 15's.....	155 1/2	155 1/4	155 1/4
U. S. Steel 16's.....	159 1/2	159 1/4	159 1/4
U. S. Steel 17's.....	163 1/2	163 1/4	163 1/4
U. S. Steel 18's.....	167 1/2	167 1/4	167 1/4
U. S. Steel 19's.....	171 1/2	171 1/4	171 1/4
U. S. Steel 20's.....	175 1/2	175 1/4	175 1/4

NEW YORK COTTON MARKET

Cotton	Open	High	Low	Close
September.....	32 1/2	33 1/4	32 3/4	32 3/4
October.....	31 1/2	32 1/4	31 3/4	31 3/4
November.....	30 1/2	31 1/4	30 3/4	30 3/4
December.....	29 1/2	30 1/4	29 3/4	29 3/4
January.....	28 1/2	29 1/4	28 3/4	28 3/4
February.....	27 1/2	28 1/4	27 3/4	27 3/4
March.....	26 1/2	27 1/4	26 3/4	26 3/4
April.....	25 1/2	26 1/4	25 3/4	25 3/4
May.....	24 1/2	25 1/4	24 3/4	24 3/4
June.....	23 1/2	24 1/4	23 3/4	23 3/4
July.....	22 1/2	23 1/4	22 3/4	22 3/4
August.....	21 1/2	22 1/4	21 3/4	21 3/4

WICKERSHAM IN CHAIR AT PRISON CONGRESS

Also Accepts Invitation to Hold Same Post At Banquet.

The announcement is made today that Attorney General Wickersham will preside at the opening meeting of the International Prison Congress to be held in Washington on Sunday, October 2.

He has also accepted the invitation to preside at the banquet of the congress on October 6.

LODGE JEWEL GONE CANNOT BE FOUND

When Samuel F. Compton, who resides at 114 U street northwest, returned home after his vacation, he found that a Masonic Past Master's jewel, which he valued at \$40, was missing from its accustomed place of safety in a desk drawer.

The police were notified and made inquiries, but as yet they have heard nothing of the missing jewel.

MOVEMENTS OF VESSELS

ARRIVED—Ajax, at Hampton Roads; Tacoma, at Great Horn Island; Mayflower and Dixie, at Boston; Viper at Annapolis; Macdonough, Bailey, and Stringham, at New York Yard; Pompey, Rainbow, and Nashan, at Hongkong, and Abrenda, at Cavite.

SAILED—Wheeling and Petrel from Adea for Port Said; Iowa and Vesuvius from Tompkinsville for Lynnhaven Bay; and Lebanon from Portsmouth, N. H., for Iona Island, N. Y.

PROPERTIESUGHT BY HOMES BAKERY

SECURITIES IN NEW YORK TURN DULL AFTER A BRIGHT OPENING SPURT.

Plan Making Improvement In Plant—Deal Involves \$12,000.

The Holmes Modern Bakery today purchased today from Everett P. Rider a plot of ground at the northwest corner of P and First streets northwest, facing fifty-nine feet on F street and fifty-six feet on First street northwest. The property is surrounded on both sides by the three-story buildings in which are the shops and bakery. Another piece of property in the alley between First and Second and E and F streets northwest measuring 50x150 feet was also purchased.

The corner property is improved with three two-story dwellings, 100, 102, and 106 F street northwest, while that in the alley is unimproved. The deal involves a consideration of about \$12,000.

Both purchases were made with a view to increasing the facilities of the bakery, whose business has increased rapidly in the past year. Need for expansion in the near future is the reason for the large purchase of additional ground. The sale was made through the office of J. Leo Kolb, 107 F street northwest.

Mr. Kolb has also sold 23,252 square feet of unimproved ground, running from Sherman avenue through to Ninth street extended, between Barry place and Euclid street northwest. E. W. Charlton, trustee, sold 36 cent of a lot from Mrs. Agnes V. O'Connor and Mrs. Mary J. Stafford. The property fronts fifty-six feet on Sherman avenue and 115 feet on Ninth street extended.

AVIATORS PREPARE FOR OCEAN FLIGHT

Vanaman and Wellman Take All Precautions In Fitting Giant Airship.

ATLANTIC CITY, N. J., Sept. 21.—Engineer Melvin Vanaman, with Walter A. Wellman, is supervising the work of preparing the airship America for her voyage across the Atlantic Ocean, has devised a new scheme for his ship which will act in the double capacity of storage tanks for an extra supply of gasoline and an equilibrator. He has built thirty tanks, each three feet long which when filled with gasoline will weigh about ninety pounds each.

The tanks are concave at one end and convex at the other. In the concave end of each there is a recess, into which will be fitted the clamp that will fasten the tanks to a cable, which will pass longitudinally through its center. At the convex end of the tank, which will fit into the concave end of the next tank to it, is a funnel-shaped opening that will permit of play room for the cable, so that all are placed in line and dropped into the ocean there will be a flexibility that will prevent the cutting of the cable by the action of the waves as soon as it comes in contact with the water. This cable will be of manila rope instead of steel, as at first planned.

At the lower end of this line of tanks there will be forty blocks of wood, each of which has been turned with one end concave and the other end convex, the same as the steel tanks, so that they will fit into each other. They will be fastened to the same cable by steel clamps and in such a way that they will always maintain a flexibility and prevent cutting the cable.

Unlike the tanks, the blocks vary in size. The large blocks will be fitted next to the airship, and the smaller blocks will be placed in the water as the airship lifts the line from the water. The smaller blocks will make the least resistance as they drag along.

How Ship Will Start.

In the old airship it was necessary to have three men to start the propellers. This was something that had to be overcome, or there will not be much chance of anybody getting out on the ocean and starting propellers in case anything happens to the airship. To overcome this Mr. Vanaman has installed a small motor of sufficient power to start the big engine and its machinery.

For the operation of the propellers clamps and in such a way that they will always maintain a flexibility and prevent cutting the cable.

When this is done the starting gear operated by the smaller engine is specially constructed for the airship. The ship will be lighted by electricity supplied by a special dynamo that will run on the airship. There will be eight lamps of twelve candlepower each of the marga variety in addition to the light beneath the compass.

Mr. Vanaman has just had placed in the car of the airship a steel wire, washed in copper, that have been tested to a strength of 220,000 pounds and a diameter of 1.290 inch. The wire is a network of steel tubing and steel wires. There are in all forty steel wires braided together. The car is there are two steel wires that run at angles to the body of the car itself, or the big tank beneath the propellers, and the other still contain the storage batteries for electric lights and the Marconi wireless installation. When these compartments are closed the boat will be practically unshakable.

The cockpit is six feet by three feet and three feet three inches deep. It is fitted with a self-lifting apparatus, and there is a sliding hood which can be pulled over it to keep out storms and cold. The boat is twenty-seven feet long, and has a beam of six feet. It is built in three thicknesses, each layer laid at different angles. Each layer has a lining of specially prepared canvas cloth and several layers of canvas. The boat is so constructed that it will be able to withstand a wind of fifty miles an hour, and is, therefore, almost unshakable.

HORSE SHOW BLANKS FORWARDED OWNERS

Exhibitors Are Expected From Maryland, Virginia, and District.

Hundreds of entry blanks for the annual exhibition of the Washington Horse Show Association were sent out today by Melvin C. Hazen, chairman of the executive committee.

In the majority of cases these entry blanks were sent out to those who have requested them, and have thereby practically signified their determination to enter horses. Among some of the best known horsemen and horseowners of Maryland and Virginia will show their animals at American League Baseball Park October 25 and 28.

These exhibitors will come from Washington, Richmond, Leesburg, Orange, Culpeper, and Manassas, Va., and from many points in Maryland. Among the clubs which will be represented are the Deep Run Hunt Club, of Richmond; the Elk Ridge Hunt Club, of Maryland; and the Cavalry Club, of Virginia.

Among the best known exhibitors at the different Virginia and Maryland shows who have expressed a desire to participate in the contests are Mrs. Allan Potts, of Virginia, who has taken honors all over Virginia and Maryland, and at the New York horse show; James K. Maddox, of Virginia; W. D. Benner, of Virginia; and Miss Martha Hazard, a resident at the Washington horse show.

The results of the recent horse shows have been spectacular. The prize list, compiled and prepared by the executive committee, and can be secured from Chairman Hazen at the District Building.

NAVY YARD HEADS HOLD CONFERENCE

Uniformity and greater economy in navy yard administration are two subjects that are occupying a large amount of the attention of the Navy Department at present, and the results of the conference between the commanding officers of the Atlantic coast navy yards, which took place yesterday, are certain to have a great influence on the future attitude of the department in these matters.

The results of the conference were presented to the commanders of the Boston, Portsmouth, New York, Norfolk, Charleston, Philadelphia, and Washington navy yards. The results of the conference have not been made public.

ARMY AND NAVY SERVICE ORDERS

Colonel GEORGE S. ANDERSON, General Staff, upon his relief from duty as a member of the General Staff Corps will rejoin the Cavalry Corps until February 1, 1911, and will then proceed to join his regiment.

First Lieutenant GEORGE C. SHAW, Twenty-seventh Infantry, is detailed for general recruiting service at Jefferson Barracks, Missouri.

First Lieutenant WALTER J. BUTT, GENBACH, Coast Artillery Corps, recruiting officer, will proceed to Columbus Barracks, Ohio.

Lieutenant Colonel HOEL S. BISHOP, Fifteenth Cavalry, will proceed to Hot Springs, Arkansas, to the Army and Navy General Hospital, for treatment.

By direction of the President, First Lieutenant ROBERT M. NOLA, First Cavalry, at his own request is relieved from duty at Simpson College, Indiana.

First Lieutenant BLASE COLE, Medical Reserve Corps, is relieved from duty at Fort Crook, Nebraska.

Commander F. K. HILL, detached summer conference Naval War College, Newport, R. I., to Naval War College, Newport, R. I.

Chief Boatswain D. J. O'CONNELL, detached Newark, to list in connection Cape Cruz-Casilda expedition.

Boatswain J. CULLEN, detached Hitt; to Newark.

MOVEMENTS OF VESSELS

ARRIVED—Ajax, at Hampton Roads; Tacoma, at Great Horn Island; Mayflower and Dixie, at Boston; Viper at Annapolis; Macdonough, Bailey, and Stringham, at New York Yard; Pompey, Rainbow, and Nashan, at Hongkong, and Abrenda, at Cavite.

SAILED—Wheeling and Petrel from Adea for Port Said; Iowa and Vesuvius from Tompkinsville for Lynnhaven Bay; and Lebanon from Portsmouth, N. H., for Iona Island, N. Y.

GRAND JURY INDICTMENTS

Forty-five Other Cases Remain to be Acted Upon.

Thirty indictments were returned today by the grand jury of the District of Columbia, but there are about forty-five more cases to come before the inquisitorial body before it adjourns.

It was announced today by the United States attorneys' office that the present grand jury will not investigate any of the alleged trusts, leaving that for the grand jury, which will convene October 1.

The preliminary investigation conducted by the United States attorney and the Department of Justice has not been completed, and there are some more details, it is said, before the final action is taken in regard to the alleged laundry trust.

These were the indictments returned today:

Assault—Arthur Walker.

Assault with dangerous weapon—Thornton Peckham, William Gies, William Assaas, Samuel Stitt, Samuel Robinson, Jack Butler, Charles J. Chipman, Richard Jacobson, John Gibbons.

Housebreaking—Philip Hall, Cornelius Johnson, William Harris, Ernest Brown, Percy Lee, Annie Johnson, Charles Jones, Frank Beach, William H. Gray, Thomas Spillman, and Nathaniel Keeling.

Robbery—Arthur Bradley, Harvey Rogers, and William Hawkins.

Embezzlement—Ernest Rollins and Joseph Caster.

Lawry—Harry Hughes.

Nonsupport—John T. Cullender and Saul Hoffman.

Abandonment of child—Alice Collins, alias Marie Wilson.

Abduction—Charles M. and Richard F. Valentine.

Other indictments—James Jordan and Royal G. Mundy.

Alice Collins, charged with abandonment of her child, is the young woman who left her baby in the park at Iowa Circle, and was subsequently sent to a reform school at Lansing, Kan.

LAWYERS WITHDRAW FROM SLANDER CASE

"Changed Them for Business Reasons," Says Mrs. Bruce.

Notice of withdrawal from the case was filed in the Supreme Court today that D. S. Mackal and M. Grabarner, attorneys for Mr. and Mrs. Charles E. Bruce, who Saturday filed a sensational slander suit against W. Ray Garrett, vice president of the Union Insurance Company.

"It was for business reasons that I changed attorneys," declared Mr. Bruce. "I had no wrangle with my attorneys, and their withdrawal is of a friendly nature."

"I expect some rich developments in the case in a few days," Garrett has been hiding out in keeping under cover as we have been unable to serve the papers on him. I am not prepared to say what the developments will be, but they will come from my change of attorneys."

George W. Drew was retained by the Bruces as their attorney, following the withdrawal of Messrs. Mackal and Grabarner.

It was said at the office of the Union Insurance Company that Mr. Garrett had not left Washington.

FARMER MURDERED, BUT WIFE ESCAPES

CORNELIA, Ga., Sept. 21.—News reached here today of the brutal murder of Moses Shirley, a farmer, by an unknown man who entered his home last night and struck the man in the head with an axe while he was asleep.

The murderer then attacked Mrs. Shirley, but she rushed from the house and escaped. She ran along a country road to the nearest farmhouse and gave the alarm. When neighbors went back to the Shirley home they found that the farmer's head had been almost severed with a single blow