

A \$50,000.000 DINNER

WHAT A CHANCE REMARK AT A NEW YORK RESTAURANT DID

CHANGED A ROAD'S DESTINY

The Negotiations of the Baltimore and Ohio for the Purchase of the Philadelphia, Wilmington & Baltimore, and How They Were Tipped Off at a Dinner—The Pennsylvania "Cut In" and Bought.

How a chance remark at dinner changed the future of a great railroad and cost its stockholders \$50,000,000 has been recalled to the minds of railroad men by the return of A. J. Cassatt to the Pennsylvania Railroad company as its president, seventeen years after he had laid aside the active duties of railroad management.

The P., W. & B.—to designate it by the railroad phrase—ran through three states, connecting their principal cities. Its stock was so glibly dealt it seldom reached the market. Both the Pennsylvania and the Baltimore & Ohio paid roundly for the privilege of using its tracks, while its stockholders got 8 per cent dividends.

Both rivals had tried at various times to buy it, but found the price prohibitive. Never satisfactory at the best, the arrangement the Pennsylvania had with the Philadelphia, Wilmington & Baltimore was made more galling because Robert Garrett, of the Baltimore & Ohio, had succeeded in establishing through messenger service between Washington and New York, using the Philadelphia, Wilmington & Baltimore tracks and a short three-mile junction railroad at Philadelphia, owned jointly by the Philadelphia, Wilmington & Baltimore, the Pennsylvania and the Philadelphia & Reading.

By means of the junction line the Baltimore & Ohio trains were transferred to the Philadelphia & Reading road and thence to the New Jersey Central, which delivered them in Jersey City. Mr. Cassatt was first vice president of the Pennsylvania, and he had offered to purchase the Philadelphia, Wilmington & Baltimore, but without success, and then applied to the courts to cut off the Baltimore & Ohio's through line.

The junction road took the trains directly through the Pennsylvania's West Philadelphia "yard," and it goes without saying that when the Baltimore & Ohio "fyer" struck that yard it found it full of trains, which were being shunted in many directions as to make the Washington passengers dizzy. Every train eventually got through, but it took a good many hearings in court to make the judge thoroughly understand that a shifting yard was no part of fast trains, and was never so intended.

Baltimore & Ohio officials decided that the only thing to do was to purchase the Philadelphia, Wilmington & Baltimore, and Robert Garrett, of Baltimore, came to New York for that purpose and entered into negotiations with the Thayer estate and others for the purchase of stock at about \$70 a share. His negotiations were successful and nearing completion, and the night there was a dinner at Delmonico's.

In a burst of enthusiasm Mr. Garrett confided to another guest at his elbow that the Baltimore & Ohio at last had the Pennsylvania under its feet, through the purchase of the Philadelphia, Wilmington & Baltimore. This news, so ominous for the Pennsylvania, reached Mr. Cassatt's ears as he was sitting near by. Getting all the details available he immediately took his leave, and without losing a moment was at work to defeat Mr. Garrett's plans.

A few days later the financial world was startled by the announcement that the Baltimore & Ohio had obtained a controlling interest in the Philadelphia, Wilmington & Baltimore, and that Jay Gould was to become one of the directors. In less than two weeks after the first announcement was made the annual meeting of the stockholders of the Pennsylvania railroad was held in Philadelphia. After the details of the transaction had been completed the president, Mr. Roberts, began this quiet statement: "I would call the attention of the stockholders to the fact that the Pennsylvania Railroad company has been purchased by the Philadelphia, Wilmington & Baltimore Railroad company, and that the Pennsylvania Railroad company is now passing into control of interests or companies whose interests were inimical to the Pennsylvania Railroad company."

\$2,000,000 more than the Baltimore & Ohio company was to pay. It was announced in a Boston paper that Mr. Thayer settled his forfeit with Mr. Garrett for \$3,000,000. Mr. Cassatt's exacting and promptness secured for the Pennsylvania a valuable property, and crippled a formidable rival. Mr. Garrett, chagrined by the sudden turn of affairs, fled to all corners for running his trains over the Philadelphia, Wilmington & Baltimore railroad, and determined to build a parallel line to Philadelphia. This he did at an enormous cost, in the face of all the obstacles interposed by his rival. His progress through Philadelphia to connect with the Reading road was bitterly contested. He was forced to go under ground for a good portion of the distance, just as the Pennsylvania's Baltimore & Potomac road had been obliged to borrow under the hills of Baltimore. Soon afterward the Baltimore & Ohio went into the hands of a receiver, which might not have been necessary had the deal with the Philadelphia, Wilmington & Baltimore gone through. One B. T. of confidence at a super cost the road \$50,000,000.

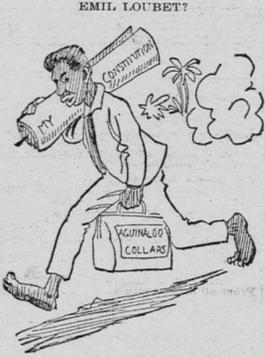
HOW WOULD YOU LIKE TO BE—Chicago Chronicle.



THE ICEMAN?



EMIL LOUBET?



AGUINALDO?



OOM PAUL?



FITZSIMMONS?

Exhibits at Paris. There will be a large exhibit from this country at the Paris exposition in 1900, which will prove very interesting to all those who are not content with the news that the famous American remedy, Hostetter's Stomach Bitters, will positively cure indigestion, constipation, biliousness and nervousness. To all sufferers of the above complaints a trial is recommended, with the assurance that when honestly used a cure will be effected. It also tones up the entire system.

How to Enjoy a Trip. If going East or South from Chicago ask for tickets over Pennsylvania Short Lines. The excellent train service over that route will provide the pleasure. Drop a postal card to J. M. Greenleaf, P. O. 610 Guaranty Bldg., Minneapolis, Minn., or H. D. Bering, 243 Superior St., Chicago, for information about first class through trains to Pittsburgh, Harrisburg, Baltimore, Washington, Philadelphia, New York, Cincinnati, Columbus, Indianapolis and Louisville.

Los Angeles-California. Very low excursion rates to California-June 25 to July 3 inclusive—good to return until Sept. 1, 1899. Via the North-Western line. C. St. P. M. & O. R. Ry. particulars call on T. J. McCarty, City Ticket Agent, 335 Robert street, St. Paul.

WHEAT AGAIN DROPS

TOUCHES THE LOWEST POINT IT HAS REACHED FOR SEVERAL WEEKS PAST

CORN AND OATS WERE HEAVY

When Opened Weak, and Decline at Liverpool Helped the Bear Element Crowd Matters—Northwest Receipts Were Again Heavy, Preventing Attempts at a Rally—Corn Ruled Dull All the Day.

CHICAGO, June 24.—Wheat today sold at the lowest point it has touched for several weeks and closed at a decline of 1/8c from yesterday. Continued enormous primary receipts and evidences of a large visible increase discouraged even the most sanguine and oats were heavy in sympathy, and closed 1/2c and 1/4c lower, respectively. Provisions were in better demand and advanced 2 1/2c.

Wheat opened weak at 75 1/2c for September, compared with yesterday's closing price of 76 1/2c. Liverpool showed a closing decline of 3/4c, considerably more than had been looked for.

Northwest receipts were again heavy, Minneapolis and Duluth reporting 83 cars, against 57 last week, and 83 a year ago. Chicago receipts were 98 cars, four of contract quality. Snow's crop report was decidedly bearish in tone, talking favorably for crop prospects and materially raising the estimates on the total yield for the year, putting both the winter and spring yield at 275,000,000, a total 550,000,000 bushels. The total receipts at the big Northwest ports for the week was 4,233 cars, compared with 543 a year ago. This contrast was more than any wheat holder could stand and liquidation was heavy at the opening, the fact that initial prices were below "puts" however, acted as a steady influence on the market for a time, as consideration was given to protect those privileges.

The market touched 75 1/2c immediately after the opening, but recovered to 75 3/4c and held at about that level until about 11 o'clock, when a decline ensued which carried the price to a point lower than has been touched for weeks. Total primary receipts were 1,077,000 bu, compared with 1,000,000 last year. Total clearances amounted to 256,000 bu, New York put the day's export engagements at 400,000 bushels. This was not very encouraging, in view of the foreign crop estimates and the heavy domestic receipts. And the liquidation which had been gradually growing in volume, became general when the market opened, creating a probable increase of about a million bushels in the visible, compared with a decrease last year of over 1,800,000 bushels. Even the most sanguine holders were over their holdings, or as much as they could, for the demand was small at the best. September finally declined to 74 1/2c and closed weak at 74 1/2c.

Corn was slow and heavy all day. Receipts were large, 1,122 cars. Crop reports were favorable and the cash demand was only fair, sales of 200,000 bu being reported. The weakness of wheat was an influence. The early decline brought out a lot of long corn, which, however, was fairly well absorbed. September ranged from 34c to 34 1/2c, and closed 1/2c lower at 34 1/2c.

Oats were quiet and lower, the market sympathetic with the weakness of other grains. A feature was the free liquidation of July. Commission houses generally were sellers and the cash demand was moderate. Receipts 233 cars. September ranged from 21 1/2c to 22c, and closed 1/4c lower at 21 1/2c.

Provisions were a shade easier at the start, but demand from shorts soon developed at the close. Pork recovered quickly. The excellent cash demand undoubtedly influenced buying, as did also the prospects of an amicable settlement of the labor troubles at the yards. At the close: September pork was 5c higher at \$5.35; September lard 2 1/2c higher at \$1.15; September ribs 2 1/2c higher at \$1.15.

Table with columns: No., Wt. Price, No., Wt. Price. Lists various commodities like Butter, Eggs, etc.

DULUTH

DULUTH, Minn., June 24.—Cash offerings today were lighter and it was attributed to the break in the market today. Sales were about \$1,500,000. The price for to arrive, car receipts, was heavy. The market opened 1/2c off at 74 1/2c, held at 74 1/2c until 7:30, then broke down to 74 1/4c at 11:30, the other 1/4c rally was a break to 73 1/2c, the market closing there. Cash sales—No. 1 northern, 74 1/2c; No. 2 northern, 74c; No. 3 northern, 73 1/2c; No. 4 northern, 73c; No. 5 northern, 72 1/2c; No. 6 northern, 72c; No. 7 northern, 71 1/2c; No. 8 northern, 71c; No. 9 northern, 70 1/2c; No. 10 northern, 70c; No. 11 northern, 69 1/2c; No. 12 northern, 69c; No. 13 northern, 68 1/2c; No. 14 northern, 68c; No. 15 northern, 67 1/2c; No. 16 northern, 67c; No. 17 northern, 66 1/2c; No. 18 northern, 66c; No. 19 northern, 65 1/2c; No. 20 northern, 65c.

LIVE STOCK MARKETS

SOUTH ST. PAUL, June 24.—The receipts at the Union Stock yards today were: Cattle, 50; calves, 15; hogs, 80; sheep, 15.

Table with columns: Total for today, Iowa Central, Jersey Central, etc. Lists various stock market data.

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FINANCIAL

Bar silver, New York, 26 1/2; Call money, New York, 2 1/2.

STOCKS

Am. Malt, 10 1/2; Am. Steel & Wire, 19 1/2; Am. Express, 13 1/2; Am. Cotton Oil, 13 1/2; Am. Lined Oil, 13 1/2; Am. Tobacco, 13 1/2; Am. Sugar, 13 1/2; Am. Tea, 13 1/2; Am. Coffee, 13 1/2; Am. Rice, 13 1/2; Am. Flour, 13 1/2; Am. Oil, 13 1/2; Am. Gas, 13 1/2; Am. Water, 13 1/2; Am. Power, 13 1/2; Am. Real Estate, 13 1/2; Am. Insurance, 13 1/2; Am. Banking, 13 1/2; Am. Trust, 13 1/2; Am. Investment, 13 1/2; Am. Bond, 13 1/2; Am. Government, 13 1/2; Am. Foreign, 13 1/2; Am. Municipal, 13 1/2; Am. Industrial, 13 1/2; Am. Commercial, 13 1/2; Am. Agricultural, 13 1/2; Am. Manufacturing, 13 1/2; Am. Transportation, 13 1/2; Am. Communication, 13 1/2; Am. Public Utility, 13 1/2; Am. Service, 13 1/2; Am. Retail, 13 1/2; Am. Wholesale, 13 1/2; Am. Distribution, 13 1/2; Am. Logistics, 13 1/2; Am. Supply, 13 1/2; Am. Demand, 13 1/2; Am. Production, 13 1/2; Am. Consumption, 13 1/2; Am. Exchange, 13 1/2; Am. Market, 13 1/2; Am. Trade, 13 1/2; Am. Commerce, 13 1/2; Am. Industry, 13 1/2; Am. 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Capital, 13 1/2; Am. Investment, 13 1/2; Am. Finance, 13 1/2; Am. Banking, 13 1/2; Am. Trust, 13 1/2; Am. Insurance, 13 1/2; Am. Bond, 13 1/2; Am. Government, 13 1/2; Am. Foreign, 13 1/2; Am. Municipal, 13 1/2; Am. Industrial, 13 1/2; Am. Commercial, 13 1/2; Am. Agricultural, 13 1/2; Am. Manufacturing, 13 1/2; Am. Transportation, 13 1/2; Am. Communication, 13 1/2; Am. Public Utility, 13 1/2; Am. Service, 13 1/2; Am. Retail, 13 1/2; Am. Wholesale, 13 1/2; Am. Distribution, 13 1/2; Am. Logistics, 13 1/2; Am. Supply, 13 1/2; Am. Demand, 13 1/2; Am. Production, 13 1/2; Am. Consumption, 13 1/2; Am. Exchange, 13 1/2; Am. Market, 13 1/2; Am. Trade