# FLURRY IN CALL MONEY:

### WHEN IT WAS OVER PLENTY COULD BE HAD AT 6 PER CENT.

**One Small Loan Made at 20—One Large Speculative House Caused the Flurry—Stocks Very Little Affected—Exchange Much Lower**

There was a flurry in call money on the New York Stock Exchange yesterday, the loaning rate running up to 20 per cent. in the late afternoon and one small loan being made at this figure, which is the highest of the year. The first money loan on the Exchange was made at 4½ and there were a dozen loans at 5. The demand was greater than the supply and the rate worked up gradually to 7 about noon. Between that time until just before the close of business call money loaned at 7, 8 and 9. A few belated borrowers came into the market shortly before 3 o'clock when apparently there was no money offering. The rate was quickly bid up to 20, at which I. F. Mead & Co. took $20,000. Immediately afterward the rate dropped to 10 and on the news of the flurry J. P. Morgan & Co. and other large lenders sent to the Exchange an ample supply of money that was offered at 6 per cent., this being the closing quotation.

The occasion of the flurry was the calling of a large amount of loans, principally by a large speculative brokerage house that recently was a heavy seller of stocks. Among Wall Street men it was regarded simply as a stock market movement, particularly in view of the fact that immediately after the loans were called by the brokerage house mentioned, it offered to loan its money out again at the market rate, but demanded 30 per cent. margin on stocks, as against 10 per cent. which is the usual margin, also discriminating against collateral by demanding selected railroad shares and dividend-paying securities. No particular importance was attached to the high rates, and they had little effect upon the stock market, which closed firm.

It was similar calling of loans by individual lenders that advanced call money loaning rates just before election day in 1896 to 96 per cent. The banks did nothing yesterday, so far as could be ascertained, in the way of calling loans, although in instances called loans freely. At that time, however, the ante-election situation was much more acute. The steadiness of the stock market was pointed to in Wall Street yesterday as evidence that there is no real apprehension this year as to the outcome on election day.

As a result of the flurry in money demand sterling broke very sharply and late in the day was quotable only at a wide difference between the bid and asked prices. About the fairest quotation that could be obtained was $4.83¼ bid, $4.83¾ asked, and exchange brokers did that actual sale had been made at $4.83½. This is the lowest price this year and is under the gold importing price, being considerably below the price at which recent engagements were made. Inquiry at several foreign banking houses failed to elicit any new gold engagements for import to this country, but it was said that imports were quite possible in the near future.

Russell Sage had this to say regarding the advance in call money rates: "The sudden rise in call money was unexpected to me, and is probably due to manipulation. I do not think there will be any money scare before election day, and if the country decides to continue in prosperity I believe that money should rule low for some time.

"For the first time this week a transfer of currency to the interior was arranged at the United States Sub-Treasury yesterday. It amounted to $200,000 and goes to Chicago.

### Baltimore and Ohio Report.

The annual report of the Baltimore and Ohio Railroad for the year ended June 30, 1900, shows an increase of nearly six millions and a half dollars in gross earnings. This is regarded as a remarkable result of the recent reorganization and consolidation of the system. The total expenditures for new construction and improvements during the year amounted to $3,034,754. To the liquidation of this account the entire surplus of the year—$2,148,329—was applied, leaving $886,426 which was applied to capital account. Traffic statistics show that the company hauled during the year 28,396,866 tons of freight, an increase of 13.21 per cent. over the year preceding. Of this amount 10,787,137 tons were soft coal, which is an increase of 19.18 per cent. in the tonnage of that commodity over that of 1899. The revenue from freight was $26,631,343, compared with $20,055,964 in the previous year and the average earnings per ton per mile were 455 cent. against .390 cent last year. The number of passengers carried increased 832,602 to a grand total of 9,495,126. Increases were made in the common and preferred stocks in pursuance of the plan of reorganization and the acquisition of the Baltimore and Ohio Southwestern. Further details of the annual report are shown in the advertisement of the company published in another column.

### Business Troubles.

Samuel Wolff, wholesale dealer in woollens, at 266 Canal street, has filed a petition in bankruptcy with liabilities $53,968 and assets $47,902. The Corn Exchange Bank, Broadway branch, is a creditor for $6,000 for money loaned and $7,181 contingent, on notes of Mr. Wolff's customers which he indorsed and which were discounted by the bank. Judge Brown of the United States District Court appointed Charles M. Hough temporary receiver. S. F. Kneeland instituted replevin suits in the United States Court for Stevens, Sanford & Hall, Weir Jach, Hoagland & Co., W. H. Rockefellar & Co., John F. Brigg & Son, and Wendell, Fay & Co., and obtained an order for the receiver to separate the goods and hold them apart pending proceedings to determine the ownership.

Judge Brown of the United States District Court has withheld a discharge in bankruptcy from Mrs. Amelia Herman who filed a petition on Oct. 2, 1899, as a manager of a skirt business at 268 Greene street. Judge Brown says that he cannot resist the conviction that an alleged debt of $3,000 for money lent to her eighteen-year-old sister is largely if not wholly fictitious. The sister is now dead.

Judge Freedman of the Supreme Court, has appointed Francis N. Sanborn temporary receiver of the American Impulse Wheel Company of 120 Liberty street on the application of directors Herbert P. Campbell, James R. Vandrick and Lester B. Chadwick, who in proceedings for the voluntary dissolution of the company. The liabilities are $51,108. The assets are $17,428.

### Pig Iron and Steel Company in Buffalo.

ALBANY, Nov. 3.—The Buffalo Union Furnace Company of Buffalo, with a capital of $1,200,000, was incorporated to-day. The company will manufacture pig iron from iron ores and products of pig iron into iron and steel in various forms. The company will begin business with the full amount of its capital stock, $1,200,000, divided into 12,000 shares. Three are the directors for the first year, each of whom takes ten shares: Frank S. Baird, Henry J. Pierce, Herbert P. Bissell, George C. Riley, J. Henry Metcalf, Samuel H. Baird and William J. Jameson, all of Buffalo.

### Proposed Tin Can Consolidation.

It was reported in Wall Street yesterday that a consolidation of the leading manufacturers of tin cans is a matter of negotiation and that W. H. Moore has options on most of the plants until Jan. 1 next.

A capitalization of $50,000,000 is understood to be under consideration. The new company, if formed, it is thought, will be financed by the steel companies in which Mr. Moore is interested rather than by a syndicate made up in Wall Street.

### Southern Pacific Directors Unanimous for Hays.

The directors of the Southern Pacific Railroad met in the company's office in the Mills Building yesterday and formally elected Charles M. Hays president to succeed the late Collis P. Huntington. Mr. Hays's name was proposed by a special committee composed of Charles H. Tweed, D. O. Mills and James Speyer, and the action of the board was unanimous. First Vice-President H. E. Huntington, who inherited one-third of C. P. Huntington's Southern Pacific stock, sent his cordial assent to Mr. Hays's election.

### New York Central and the Pan American.

The New York Central management has made an arrangement with the officers of the Pan American Exposition in Buffalo whereby anybody who buys a round trip ticket from any point on the New York Central lines to Buffalo will be furnished with a coupon ticket of admission to the Exposition grounds.

### Court of Appeals Decisions.

ALBANY, Nov. 2.—The Court of Appeals to-day handed down the following decisions:

Mearns vs. Central Railroad of New Jersey, appellant; Merchants' Bank of Buffalo. Motions for reargument denied, $10 costs.

Reynolds, appellant, vs. City of Mount Vernon. Ayers vs. Gardner, appellant; the Cross Wheeler Electric Company, appellant, vs. the Johns Pratt Company, Brosh and another, appellants, vs. Cole et al. Rothschild vs. Rio Grande Western Railroad Company (No. 1), appellant; same vs. same (No. 2). Cashier vs. Dorsey, appellant; Herbert and another vs. Dorsey. Doris Food Company vs. Campbell et al. Emkas Clothing Company vs. Laird vs. Litchfield. Judgments affirmed with costs.

The court to-day took a recess till Nov. 12.

### Court Calendars This Day.

Supreme Court—Special Term—Part II.—Ex-parte matter.

Surrogate's Court—Chambers—No day calendar.

City Court—Special Term—Court opens at 10 A. M.—Motions.


## Financial.

## Financial.

**THE BALTIMORE & OHIO RAILROAD COMPANY.**
SEVENTY-FOURTH ANNUAL REPORT.

OFFICE OF THE BALTIMORE AND OHIO RAILROAD COMPANY,
BALTIMORE, September 30, 1900.

To the Stockholders of The Baltimore and Ohio Railroad Company:
The President and Directors submit the following statement of the affairs of the Company for the year ended June 30, 1900:

CONSOLIDATED INCOME ACCOUNT OF BALTIMORE & OHIO AND BALTIMORE & OHIO SOUTHWESTERN RAILROAD COMPANIES, YEAR ENDED JUNE 30, 1900.

| | | |
|---|---|---|
| Operating and Other Expenses: | | |
| Maintenance of Way and Structures | $4,750,189 96 | |
| Maintenance of Equipment | 5,088,702 54 | |
| Conducting Transportation | 15,504,038 54 | |
| General Expenses | 2,306,158 66 | $27,644,129 70 |
| Net Earnings Washington Branch included in System Earnings | | 182,439 57 |
| Interest and Rentals | $7,476,170 53 | |
| Taxes | 879,176 54 | 8,354,347 07 |
| Miscellaneous Improvements | | 14,099 83 |
| Balance, Receivers B. & O. Southwestern Railway Co. one month | | 10,581 49 |
| Balance Appropriated as follows: | | |
| Dividends, Preferred Stock | $2,400,000 00 | |
| Common Stock | 1,673,560 00 | |
| | $4,073,560 00 | |
| Discount and Commission on Securities sold | 293,305 00 | |
| Additions and Improvements | 2,540,230 68 | 6,907,155 68 |
| | | $43,112,544 34 |
| Gross Earnings: | | |
| Freight | $31,824,791 93 | |
| Passenger | 8,385,684 79 | |
| Mail | 1,180,689 58 | |
| Express | 807,577 22 | |
| Miscellaneous | 438,861 73 | $42,117,605 25 |
| Dividends and Interest on Securities owned | | 428,909 60 |
| Schuylkill River East Side Railroad Earnings | | 383,177 88 |
| Western Union Telegraph Company Annuity | | 60,000 00 |
| House Rents and Miscellaneous Receipts | | 167,485 18 |
| Interest Balance B. & O. Southwestern Railroad Co. | | 5,615 43 |
| | | $43,112,544 34 |

The Income Accounts, General Balance Sheets, Statistical and Operating Statements of the Baltimore & Ohio and Baltimore & Ohio Southwestern Railroad Companies are shown separately in this report, the accounting of the latter Company not being merged with that of the Baltimore & Ohio, until July 1, 1900. Future reports will be made on a consolidated basis, and the accounts of the Southwestern Division will then come under the General Audit.

INCOME ACCOUNT OF THE BALTIMORE & OHIO RAILROAD CO., EXCLUSIVE OF THE BALTIMORE & OHIO SOUTHWESTERN RAILROAD CO., YEAR ENDED JUNE 30, 1900.

| | | |
|---|---|---|
| Operating and Other Expenses: | | |
| Maintenance of Way and Structures | $3,578,370 45 | |
| Maintenance of Equipment | 4,591,292 23 | |
| Conducting Transportation | 12,984,031 01 | |
| General Expenses | 1,807,179 54 | $22,960,783 26 |
| Net Earnings Washington Branch included in System Earnings | | 182,439 57 |
| Interest and Rentals | $6,092,276 08 | |
| Taxes | 571,656 36 | 6,634,932 44 |
| Miscellaneous Improvements | | 14,099 86 |
| Balance Appropriated as follows: | | |
| Dividends, Preferred Stock | 2,400,000 00 | |
| Common Stock | 1,673,560 00 | |
| | $4,073,560 00 | |
| Discount and Commission on Securities sold | 293,305 00 | |
| Additions and Improvements (see Table, page 16) | 2,148,329 26 | |
| | $6,515,254 26 | $35,877,500 36 |
| Gross Earnings: | | |
| Freight | $26,631,343 44 | |
| Passenger | 6,544,932 47 | |
| Mail | 764,524 08 | |
| Express | 681,473 98 | |
| Miscellaneous | 267,952 78 | $34,890,226 75 |
| Dividends and Interest on Securities owned | | 428,909 60 |
| Schuylkill River East Side Railroad Earnings | | 383,177 88 |
| Western Union Telegraph Company Annuity | | 60,000 00 |
| House Rents and Miscellaneous Receipts | | 167,485 18 |
| | | $35,877,500 36 |

The above includes the West Virginia and Pittsburgh Railroad from September 1, 1899, and the Monongahela River Railroad from April 1, 1900, on which dates the operation of such lines was assumed by this Company.

A comparison of the earnings, expenses, and operations of The Baltimore & Ohio Railroad Company, exclusive of The Baltimore & Ohio Southwestern Railroad, for the twelve months ended June 30, 1900, with the twelve months ended June 30, 1899, shows as follows:

| | | |
|---|---|---|
| Increase in gross earnings | $6,486,305 13 | or 22.83 per cent. |
| Increase in operating expenses | 747,460 48 | or 3.43 " |
| Increase in net earnings | 5,738,844 65 | or 56.05 " |
| Increase in earnings from freight | 6,575,679 17 | or 32.79 " |
| Increase in earnings from passengers | 894,268 16 | or 15.83 " |
| Decrease in earnings from mail | 12,690 60 | or 1.63 " |
| Increase in earnings from express | 45,067 19 | or 7.08 " |
| Decrease in earnings from miscellaneous | 1,017,028 02 | or 79.15 " |

The decrease in miscellaneous earnings is mainly accounted for by the procedure under the Receivership of charging the expenses of Sub-Rentals Lines for use of Main Line Equipment and including such charges in miscellaneous earnings, for the year 1899, such charges were for use of engines $413,131.50; for use of cars, $894,068.56.

| | | |
|---|---|---|
| Ratio of expenses to earnings, 1900 | | 64.58 per cent. |
| Ratio of expenses to earnings, 1899 | | 76.69 " |
| The percentages of total operating expenses were— | | |
| | 1900. | 1899. |
| General Expenses | 5.0 per cent. | 9.4 per cent. |
| Conducting Transportation | 57.8 " | 65.0 " |
| Maintenance of Equipment | 15.9 " | 18.9 " |
| Maintenance of Way and Structures | 16.8 " | 18.4 " |
| | 100. | 100. |

The expenditures for Maintenance of Way are $705,475.90 less than those of last year. This is a decrease of 16.47 per cent.

The expenditures for Maintenance of Equipment were $794,389.18 more than for the fiscal year ended June 30, 1899, an increase of 22.91 per cent.

**Tonnage of the Year, with Comparison.**

The Tonnage moved on the entire system is shown by the following statement:

| | | | |
|---|---|---|---|
| Tons carried in 1899 | 8,322,948 | Tons carried in 1898 | 16,856,408 |
| " " 1898 | 8,422,836 | " " 1897 | 15,357,115 |
| " " 1897 | 9,807,896 | " " 1896 | 16,006,423 |
| " " 1896 | 10,572,968 | " " 1895 | 17,801,827 |
| " " 1895 | 11,196,949 | " " 1894 | 18,716,055 |
| " " 1894 | 12,161,360 | " " 1893 | 21,966,229 |
| " " 1893 | 14,988,176 | " " 1892 | 23,357,053 |
| " " 1892 | 14,358,972 | " " 1891 | 23,806,096 |
| " " 1891 | 15,718,359 | | |

**Construction and Betterments.**

| | |
|---|---|
| The aggregate expenditures for Construction and Betterments for the twelve months have been | $3,034,754 32 |
| For the twelve months ended June 30, 1899, they were | 1,122,806 48 |
| An increase for the twelve months ended June 30, 1900, of | $1,911,947 84 |

This sum of $3,034,754.32 has been distributed as follows:

| | |
|---|---|
| Lines East of Pittsburgh | $221,160 01 |
| Main Line and Branches | 944,447 42 |
| West Virginia and Pittsburg Division | 102,601 29 |
| Monongahela Division | 7,898 56 |
| Pittsburg Division | 720,734 85 |
| Middle Division | 449,638 09 |
| Northwestern Division | 588,234 12 |
| Total | $3,034,754 32 |

The most prominent items being:

The erection of new and strengthening of old bridges on the line between Baltimore and Philadelphia; the new eight-story Storage Warehouse at Camden Station, Baltimore; the new Coal Pier and new Docks at Curtis Bay, Baltimore; the completion of the reduction of grades and changes of line and other improvements between Relay and Frederick Junction, Md.; the purpose of this reduction of grade being to make the through grades on the line between Baltimore and Brunswick, Md., sixteen feet to the mile, and to lower the helper grade at Mt. Airy, so as to operate over it with one helping engine the train load for the through grade of sixteen feet; the construction of the Patterson Creek Cut-off, between Patterson's Creek, W. Va., and Potomac, Md., so as to save a distance of ten miles; the improvements at Fairmont, W. Va., consisting of passenger and freight station and yard terminals; the construction of the Hacker's Run Branch and the Burnersville Branch from the Grafton and Bellington Railroad, so as to reach by the former the mines of the Southern Coal and Transportation Company, and by the latter the mines of the Century Coal Company; the extension of the West Virginia and Pittsburg Railroad along the Gauley River to the mouth of the Cherry River, a distance of nine miles, thence up the Cherry River, a distance of nine miles; the double tracking of the Pittsburg Division between Sand Patch, Pa., on the top of the Allegheny Mountains, and Mt. Savage Junction, Md., and between Rockwood, Pa., the junction of the Somerset and Cambria Branch, and Garrett, Pa., the junction of the Berlin Branch, so as to give a continuous double track from Cumberland to Rockwood, a distance of forty-nine miles; improvements on the Pittsburg Division at Pittsburg, the completion of tunnels and reduction of grades on the line between Glenwood and Wheeling; the building of the Smithfield and Masontown Branch, 7.9 miles, to the new coke fields in Fayette County, Penna.; the reduction of grades and the erection of new bridges on the line between Bellaire and Newark, O.; the reduction of grades and erection of new bridges on the line between Newark and Sandusky, O.; the reduction of grades, change of alignment, and double tracking of the line between Chicago Junction, O., and South Chicago, Ill., including the construction of the new double-track bridge over the Calumet River, the grades between those points being reduced to sixteen feet to the mile westward and nineteen feet eastward, giving, when completed, 119.8 miles of double track between Chicago Junction and South Chicago in a total distance of 258.9 miles; new shops and additional machinery at various points; the construction of 57.84 miles of sidings; and the purchase of real estate at sundry points, the details of which are shown in the Construction Table named above.

The President and Directors take great pleasure in acknowledging the faithful and efficient services of the officers and employees during the past fiscal year.

By order of the Board,
WILLIAM SALOMON,
Chairman of the Board.
JOHN K. COWEN,
President.

GENERAL BALANCE SHEET.

CAPITAL ASSETS.

| | | |
|---|---|---|
| Cost of Road, including Bonds and Stocks pledged with Trustees as security for Funded Debt issued | | $228,993,858 87 |
| Equipment: | | |
| Rolling Stock | $27,402,735 73 | |
| Marine Equipment | 552,740 37 | 28,055,476 10 |
| Gas and Electric Plants | | 642,358 72 |
| Real Estate: | | |
| Miscellaneous | 10,955,768 12 | |
| Property at Washington, D. C. | 1,004,266 10 | 11,960,024 22 |
| Cost of other Roads owned by the Baltimore and Ohio Railroad Co. | | 12,347,251 78 |
| New Bonds and Stocks held to retire old Bonds and Stocks, as per plan | | 36,149,400 00 |
| Total | | $282,386,430 69 |

MISCELLANEOUS ASSETS.

| | | |
|---|---|---|
| Interest paid in advance and insurance unexpired | $59,032 06 | |
| Cash in hands of Fiscal Agents to pay outstanding coupons | 15,444 80 | |
| Balance due from other Roads in General Account | 2,447,666 63 | |
| Total | | 2,522,143 49 |

CURRENT ASSETS.

| | | |
|---|---|---|
| Cash Assets: | | |
| Cash on hand and in Banks | $6,156,548 28 | |
| Agents' Balances | 2,791,987 69 | |
| Traffic Balances | 2,050,496 02 | |
| Bills and Accounts Receivable | 2,590,188 19 | |
| | $13,589,224 33 | |
| Bonds of Sundry Companies | 11,400,581 20 | |
| Stocks of Sundry Companies | 3,841,854 40 | |
| Balance due on B. & O. Common Stock (Treasury) sold, deliverable October 1, 1900 | 4,537,147 50 | |
| Material on hand | 2,879,151 67 | |
| Total | | $36,048,299 22 |
| | | $320,905,863 30 |

YEAR ENDED JUNE 30, 1900.

CAPITAL LIABILITIES.

| | | |
|---|---|---|
| Capital Stock: | | |
| Preferred | $59,357,167 31 | |
| Common | 45,000,000 00 | $104,357,167 31 |
| Funded Debt: | | |
| Prior Lien Three and One-half Per Cent. Bonds | $70,000,000 00 | |
| First Mortgage Four Per Cent. Bonds | 64,500,000 00 | |
| Middle Division Prior Lien Three and One-half Per Cent. Bonds | 11,902,830 00 | |
| Southwestern Division Three and One-half Per Cent. Bonds | 41,000,000 00 | 186,802,830 00 |
| Capital Liabilities Issued | | $291,104,997 31 |
| Ground Rent Lines (Capitalized at 6 per cent.) | $883,274 34 | |
| Real Estate Mortgages: | | |
| Miscellaneous | $93,500 00 | |
| Property at Washington, D. C. | 589,319 79 | 682,819 79 |
| Old Bonds and Stocks not deposited under Plan | | 224,743 00 |
| Car Trust Bonds and Loan Warrants not matured | | 123,342 54 |
| Monongahela River R. R. Co. Car Trust Warrants | | 812,500 00 |
| Monongahela River R. R. Co. First Mortgage Five Per Cent. Bonds | | 700,000 00 |
| West Virginia and Pittsburgh R. R. Co. First Mortgage Four Per Cent. Bonds | | 4,000,000 00 |
| Schuylkill River East Side R. R. Co., First Mortgage Five Per Cent. Bonds | | 4,500,000 00 |
| Capital Liabilities Assumed | | 11,627,099 87 |
| Total | | $302,792,096 98 |

MISCELLANEOUS AND CONTINGENT LIABILITIES.

| | | |
|---|---|---|
| Due to Railroads in General Account | $125,893 22 | |
| Due to Washington Branch, including annuities | 1,075,697 74 | |
| Dividends and Interest prior to 1st of July, 1898, uncalled for | 27,748 62 | |
| Total | | 1,227,004 98 |

## Financial.

## Financial.

CURRENT LIABILITIES.

| | | |
|---|---|---|
| Pay Rolls | $1,887,000 88 | |
| Bills and Accounts Payable | 6,072,248 86 | |
| Traffic Balances | 786,935 64 | |
| Unclaimed Wages | 38,995 47 | |
| Accrued Interest on Funded Debt and Loans | 2,870,137 12 | |
| Dividends on Stocks declared and unpaid | 2,922,284 00 | |
| Individuals and Companies | 1,565,898 10 | |
| Accrued Taxes | 186,182 19 | |
| Baltimore and Ohio Relief Department | 471,469 53 | |
| Total | | 16,812,422 58 |
| Profit and Loss: | | |
| Balance year ended June 30, 1899 | $924,728 60 | |
| Less Adjustments (Net balance) | 290,969 44 | 633,733 16 |
| | | $320,905,863 30 |

We have examined the above Balance Sheet and relative Income Account with the books of the Company, and we certify the same to be correct.

We duly verify the securities in the hands of the various Trustees and in the Treasury.

PRICE, WATERHOUSE & CO.,
October 19, 1900. Auditors.

**Messrs. LADENBURG, THALMANN & CO.** beg to announce that they will open temporary offices on (Tuesday evening) November 6 in the Waldorf-Astoria on the Thirty-third Street side for the convenience of their clients and members of the New York Stock Exchange who may desire to operate through them in the London market. Entrance to the offices may be had either through the Waldorf-Astoria or at 21 West Thirty-Third Street.

**Election Night**

Our WALDORF-ASTORIA OFFICE will be open on Election Night for the convenience of our friends. We have arranged to receive full Election returns, and will also have every facility for executing orders in the London stock market.

McIntyre & Marshall,
New York Produce Exchange Building.

Protective Committee,
ELECTRO-PNEUMATIC TRANSIT CO.
New York, November 1, 1900.

Holders of Manhattan Trust Company receipts for stock of the Electro-Pneumatic Transit Company deposited under the Protective Agreement dated January 19th, 1898, are hereby notified that, on and after November 7th, 1900, on presentation and surrender of said receipts with amount of transfer tax, at the office of the Manhattan Trust Company, Wall Street, corner Nassau, New York, they will be entitled to receive the stock of the Electro-Pneumatic Transit Company represented by said receipts and in addition a certificate of indebtedness of the Electro-Pneumatic Transit Company for the amount of the assessment paid on the stock, as provided under said agreement. The transfer books for said certificates will be closed November 5th, 1900.

JOHN N. KENNEY,
Secretary of Protective Committee.

RIDGELY'S DAILY LETTERS—$5 monthly; 1-34 New st. Read his Market Forecasts in this evening's Sun.

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Twenty-five years' membership in N. Y. Stock Exchange.

**STOCKS AND BONDS**
Bought and Sold for Cash or on Margin.

**BROOKLYN BOROUGH GAS BONDS**
DEALT IN.
**DAVID PFEIFFER, 18 Wall St.**

Dividends and Interest.

NATIONAL TUBE COMPANY.
No. 20 Cortlandt st., New York.
COMMON STOCK DIVIDEND NO. 2.
At a meeting of the Board of Directors held October 17th, 1900, a quarterly dividend of TWO AND ONE-HALF PER CENTUM upon the Common Capital Stock of the National Tube Company was declared out of the net profits of the Company, payable November 15th, 1900, to stockholders of record on the closing of the transfer books on Friday, November 9th, 1900.
The Transfer Books will close at the office of J. P. Morgan & Co., 23 Wall Street, New York, on Friday, November 9th, 1900, at 3 P. M., and will reopen on Tuesday, November 27th, 1900, at 10 A. M.
The Chesapeake & Ohio Railway Co.,
By C. E. WELLFORD, Secretary.

M'ALISTER'S SUPPLY OF CHLORAL.

**Mr. Kent Says He Tried Several Times to Buy the Drug in His Store.**

PATERSON, N. J., Nov. 2.—The Passaic county Grand Jury came into the Court of Quarter Sessions this afternoon and handed the indictments against Walter C. McAlister, George J. Kerr, Andrew Campbell and William A. Death for the murder of Jennie Bosschleter to Judge Barkalow. The Judge turned the indictments over to the clerk of the Court of Oyer and Terminer to be presented to Judge Dixon, before whom the men will be tried. Benjamin Kent, the Main street druggist, takes exception to some of the statements made by Cyrus Johns of New Haven, who formerly worked in his store. Mr. Kent said:

"If Johns knows who sold the chloral he should be made to tell all he knows. If one of my clerks has been guilty of the act, he should suffer for it. I certainly have no use for him or any reason to shield him. All my clerks know that if they were found selling drugs for such purposes they would be immediately discharged. Clearly the proper thing for Johns to do is to go before the authorities and tell what he knows. My head clerk states that McAlister tried unsuccessfully to buy chloral from him three months ago. Another clerk states that McAlister tried to buy the drug on the evening of the murder and was refused. All my clerks state positively that they did not sell the drug to McAlister at any time."

BROKE HER PROPELLER SHAFT.

**The Hostilius, With Mutineers Aboard, Disabled—Aid From Barbados.**

NEW ORLEANS, La., Nov. 2.—The German steamer Carthago has brought to New Orleans from Barbados the American mutineers who shipped on the mule transport Hostilius for South Africa. While the Hostilius was on her way back to New Orleans she broke her propeller shaft in the middle of the Atlantic and out of the usual course of vessels. For seventeen days she lay helpless, provisions fair short and rations had to be cut in half. It was finally determined to send out a yawl to look for assistance. Three men undertook to reach the nearest land, Barbados, which was 150 miles away. They succeeded in getting there in seven days and notifying the British cruiser Indefatigable, which went at once to the assistance of the Hostilius and towed her to Barbados, whence the American mutineers returned to New Orleans.

FUSS IN TEUTONIC'S SMOKE ROOM.

**Danger Signal Up for Land Sharks—Obnoxious Passenger Ordered to His Berth.**

The card sharpers who make ocean voyages so interesting and unprofitable for unwary passengers persuaded to "take a hand" in a little game in the smoke room are rather conspicuous aboard the liners nowadays. At the seasons when they get conspicuous word is passed from steamer to steamer in port, and on the next sailing a sign warning passengers against playing cards for keeps with strangers is pulled out of a locker and posted up in the smoke room. Such a notice was a part of the decorations of the Teutonic's smoke room on her trip ending here Wednesday morning.

On the last evening of the trip, an almost constant frequenter of the smoke room was ordered to his stateroom for the rest of the night. He obeyed the order under the penalty of being carried there and dumped into his berth. Capt. McKinstry himself left the bridge to go to the smoke room with a brace of seamen to settle the row. According to one of the passengers there had been little card playing. The weather was rough and the passengers were not lively. This condition of affairs is believed to have discouraged a couple of professional gamblers who were on board and they took to drink. They made the café and smoking room very unpleasant to the other men who were indiscriminately asked to have a drink and if they refused were insulted and abused.

By Tuesday night the passengers were pretty hot. Sometimes in the smoke room toward the end of the voyage the passengers toss a coin on a tray for the steward's benefit. That night one of the obnoxious passengers conceived the idea of getting up a subscription list with the passengers' signatures on it. One passenger laid an English two-shilling piece on a tray and was invited to put his down name and the amount. The two-shilling man declined.

"Oh, well, you're a cheap man, any how," commented the other airily. "Only two shilling? Say, give a tuppence more, won't you, and make it equal to a half-dollar? If I gave two shillings I wouldn't want to sign my name either. Look at me. I'm down for ten shillings that's more'n any one else on board. Say, I'm the real thing, every time, and don't you forget it. Any more of you cheap men here don't want to sign the list?"

A noisy time followed. The smoke room steward went for the purser, who could not restore quiet, and so the captain was appealed to.

"I asked the other passengers if the man pointed out to me was disagreeable and annoying and they unanimously said he was," said Capt. McKinstry yesterday. "Then I told him he must go to his room, and he did and stayed there. Next morning the purser told me that the man had come to him and said he was sorry and asked if he should apologize to me. The purser told him that I did not want to be bothered with him, drunk or sober.

An officer of the ship said that he had frequently seen the man on trips across, but didn't remember that he had gambled, except occasionally and for smalls stakes. A couple of the passengers said that there was every reason to believe that the man and a companion who was less boisterous were professional gamblers.

ACID-BURNED FOR LOVE.

**Woman Tried to Blind Max Kirsch to Show His Wife, She Says, How She'd Work for Him.**

Max Kirsch of 108 Ridge street, his head and face tied up in bandages, accused Sarah Wechtel, 22 years old of 195 Second avenue, in the Yorkville police court yesterday of throwing carbolic acid in his face while he was in her room on Thursday night. The woman was in court a prisoner. Kirsch said that while the woman was sitting beside him she had pulled a bottle out of her pocket, and saying that it was for love she did it, had thrown the acid over his face. Screaming with pain he rushed from the house to the office of Dr. Isidor Zippert of 327 Fourth street, who applied salve to the right side of his face and expressed the opinion that he had narrowly escaped losing his right eye, which had been severely burned by the acid. The Wachtel woman had this to say:

"This man has been calling on me for four years. He promised to marry me and fixed a day. Before the day arrived he disappeared. I heard that he went to Chicago. Recently he returned and had the nerve to call on me and tell me that he had married another woman, because she had money, and his mother and sister had objected to his marrying me."

A lawyer appeared for the woman, and at his request her examination was postponed until this morning, bail having been fixed at $1,000. As she was being taken to prison she said:

"If I had blinded him I would cheerfully have gone out into the world and worked for him. I would have shown his wife and mother what real love is."

FIRED AT MAN, KILLED WOMAN.

**Case of Barkeeper Who Shot Nellie Van Vliet in Brooklyn Saloon Adjourned.**

Bernard McCormick, the bartender who shot and instantly killed Nellie Van Vliet in John Courtney's saloon, Fulton street and Vesta avenue, on Thursday night, was arraigned before Magistrate Worth in the Gates avenue police court, Brooklyn, yesterday, on the charge of homicide. He pleaded not guilty and asked for an adjournment until he could consult a lawyer. He was remanded to jail and the examination adjourned until Nov. 9. Bessie Wood, Grace Lee, John Peach and Leon Guerin were held in $100 bail each as witnesses.

Leon Guerin and Bessie Wood were drinking in Courtney's saloon when they became involved in a quarrel. Guerin struck Bessie Wood on the breast and she threw a beer glass at him. McCormick went behind the bar and secured a revolver. As he approached the couple Guerin saw the weapon and made a dash for the door. Nellie Van Vliet also sprung for the door, but Guerin brushed her aside and escaped just as the bullet was fired. It struck the women in the back of the head and she dropped to the floor dead.

Guerin made an affidavit that the bullet which killed the Van Vliet woman was intended for him. Guerin is 22 years old and lives at 205 Patchen avenue.

GEORGE W. CONKLIN AN ACTOR.

**Young Brooklynite Gives Up Business for the Stage.**

George W. Conklin, a son of the late John M. Conklin, a Brooklyn dry goods merchant, has suddenly blossomed out as an actor. He succeeded his father as head of the firm of John M. Conklin & Sons, and after the failure of the firm became a traveling salesman. Three months ago, while in Washington, he got a job as a singer hand from W. A. Brady in "Her Majesty," and made such rapid histrionic advancement that he is now the personator of *Blotz*, the restaurant keeper at the performances of the piece at the Manhattan Theatre. Mr. Conklin is a graduate of the Polytechnic Institute and a veteran of the Twenty-third Regiment.

**Big Derrick Falls.**

A big steel derrick used upon the construction of the new building of the Prudential Insurance Company, at Halsey and Bank streets, Newark, fell yesterday morning while being made to lift itself from the tenth to the eleventh floor of the building. The score of men in charge of the work escaped injury, but considerable damage was done to the structure, and several persons below had narrow escapes.

**The Rev. Mr. Bates Declines a Call.**

The Rev. H. Roswell Bates has announced that he will not accept the call of the Spring Street Presbyterian Church, and the church is left in practically the same condition it was when Congaline Rev Dr. A. Woodruff Halsey resigned the pastorate more than a year ago to become one of the secretaries of the Presbyterian Board of Foreign Missions.

**New General Manager of the Grand Trunk.**

Announcement is made from the headquarters of the Grand Trunk Railway in Montreal that F. H. McGuigan, the present general superintendent of the system, will succeed Charles M. Hays as general manager.


## FINANCIAL AND COMMERCIAL.

FRIDAY, Nov. 2.

All calculations regarding to-day's stock market were upset by a comparatively sharp flurry in the call money market. In view of the import movement of gold from Europe already aggregating over $10,000,000, about half of which has already been received, and the heavy receipts at the Pacific coast from Alaska and Australia which are promptly transferred to this centre, both borrowers and lenders have looked for normal rates pending the return of the money sent to the interior, incidental to the movement of wheat, cotton and other staple agricultural productions from producers to consumers, and particularly to Europe. As the shipments of currency to the interior have ceased, and this week for the first time, as is shown in detail further on in this column, money has begun to return to this centre, it was reasonable to expect that there would be no disturbance in the local money market. To-day's flurry was unquestionably sporadic. The circumstances that brought it about were a desire on the part of some of the banks to strengthen their reserves over the election, efforts on the part of one or two speculative lenders of money to obtain high rates for the balances and possibly influence the prices of stocks at the same time, and the requirements in various quarters in connection with the usual Nov. 1 interest disbursements and quarterly payments due on that date. Incidentally bears on the stock market took advantage of the situation to bid up rates for call loans. It is possible that another influence was the fact that loans made to-day run over until Monday when, in the minds of some people, there may be a change in the political outlook. It is to be noted that the rates for time loans were not influenced by the flurry in the call money market. The high rates for call money however affected the foreign exchange market, resulting in lower quotations that foreshadow fresh imports of specie.

The development in call money naturally influenced the speculation in stocks, but the small volume of trading and the narrow fluctuations are evidence that only professional dealers were affected by them. Substantial interests and actual holders of securities were not disturbed by the events of the day, nor by the confident claims of impending success that are made by the leaders of the party of populism and repudiation. In some cases commission houses are asking for ample margins on stocks carried for speculative accounts over the election, and it is asserted by a number of these houses that these perfectly proper requests have met with prompt remittances. In other words, their customers are so confident of the outcome of the election that they do not hesitate to increase the amount they have risked on the long side of the market. Regarding the appearance of what seemed to be large amounts of Bryan money in the betting to-day it is learned that this increase came almost entirely from speculators in stocks who are long of the market and who argue that by betting 1 to 5 on the Populist candidate they simply add 1 per cent. to the cost of each hundred shares of stock they may be carrying, and on the other hand stand to win 5 points should he be elected, which they could apply to whatever loss they might sustain by a decline in the stock market.

While the transactions in stocks were a little smaller than yesterday, those in bonds were larger and there was a fair demand for investment issues. In the stock list only half a dozen shares were dealt in to the extent of 10,000 shares or more and in none of them was the trading important. Maximum fluct