

NEWS OF HORSES AND HORSEMEN.

Praytell and Pelot Boy to Be Driven on the Road.

BOTH HAVE RECORDS UNDER 2:10

A. K. Ware Leaves Virginia—Merry Day, by Eolus, a Sensational Horse.

Vignette and Water Crest Winners—Other Items.

Last fall at public auction Robert Bender paid \$5,000 for the trotting-bred gelding, Praytell, 2:09 1/4, son of Astell, while at the recent Fair sale in New York, the gray gelding, Pelot Boy, 2:09 1/4, also trotting-bred, and by Pilot Mound, fell to a bid of \$7,500, made by A. J. Welch.

Praytell and Pelot Boy, Frank Work. Praytell and Pelot Boy were purchased purely for pleasure driving and use on the Harlem River Speedway, and either Mr. Bender or Mr. Work would have gone as high as \$10,000 rather than have failed to acquire these horses, which are fine specimens individually, but too broken and very fast. The trotter possessing speed, size, finish and temperament fitting him for road work, is greatly in demand, and breeders have ample cause to feel encouraged over the outlook for the light harness horse, as demonstrated in the above instances.

Owing to the limited amount of breeding done for some years past, there is a scarcity of good material for road and pleasure driving, and many owners can make no mistake in matting their eyes to the best stock within reach. I cheerfully acknowledge the merits of all breeds of horses, but it must be conceded that the American trotter fills a sphere peculiarly his own. As a general purpose horse he is extremely while for endurance, hardiness and ability to carry weight on long journeys, the opinion prevails that he is the best adapted of all breeds for cavalry purposes.

While discussing the merits of the trotter it is not less right to mention the value of that class of horses produced by mating thoroughbred sires with good general purpose mares, which generally results in the production of an animal well-fitted for various purposes, not the least of which is for use under the saddle, in the hunting field and for cross-country work, steeple-chasing and park saddle horses, for all of which, if properly schooled and trained, they are pretty sure to realize handsome profits on the cost of production.

The Kentucky Stock Farm Publishing Company announces the closing of entries on March 15th to its Expectation Purse, fifth in its series of purses inaugurated in 1886.

Successful from the start, its purse, for foals of 1898 having over five hundred nominations notwithstanding the widespread depression, it has been patronized by the best class of horsemen in the United States and Canada. The subscribers to these purses realize that on the opportunity offered their youngsters to win money depends to a large extent on the success of the business, and so readily have liberally patronized them in the past and will, no doubt, so continue to do in the future. The increased interest shown in the business during the last year and much emphasized by the success of the purses just closed, should induce owners to enter liberally. What the buyers most want are race horses, ones that are well entered and have good prospects should they develop speed. Nothing denotes a horse more than to find that he has purchased a colt that develops extreme speed, but cannot profit by it. Youngsters should be prepared for the market by being liberally entered in stakes and purses.

The Kentucky Stock Farm Publishing Company will be glad to send you an entry blank. Address them at Lexington, Ky.

In the removal of Mr. A. K. Ware from Snowden Farm, near Fredericksburg, which has been sold to a Chicago party, Virginia loses one of her most progressive and prominent trotting horse breeders. Coming here from Elmwood, Ill., in 1871, and bringing with him the Illinois Wilkeson, 2:36, by Norval, and Bonnie Kirkland, by Albertus, his associates in the trade, which included Alie Medium, 2:17 1/4, Miss Pratt, 2:25 1/4, Roseann, 2:29 1/4, and later he added the famous sire Alcantara, 2:22; Sidmont, 2:19 1/4; Barolite, 2:23 1/4, and others, the net of noted stallions Mr. Ware has leased to other owners and in the future reside in that city with his family. A well informed student of pedigrees, an able amateur reinsman and possessed of pleasant personality, which caused him to be well liked by his friends, his association to the ranks of Virginia breeders should be welcomed, as with plenty of capital and a practical knowledge of the business his plans will be prosecuted with energy.

The sensation of the Crescent City Jockey Club race meeting at New Orleans has been the four year old chestnut horse Merry Day, by Eolus, out of Mermald, by Imp. St. Blaise. Until February 15th a maiden he started that day and spread-eagled a big field. A few days before then he faced the flag for the first time. There, he was backed by a big crowd and elsewhere to win over \$20,000. He was beaten a head by Command. On the 16th he started again, when he won, pulling up by eight lengths, and could easily have passed the line a dozen lengths to the good. Merry Day is well bred and is likely to do good distance, while he was looked upon as the fastest horse at the Crescent City track. Like a number of other sensational performers of recent years Merry Day is a Virginia bred horse and a product of the famous Eolus stud.

E. S. Clayton, the well-known trainer and driver of trotters, who formerly handled a stable for John Mariner, of Norfolk, which included Prince Purdy, 2:15 1/4, and others, but who later went to Europe and had good success there, is on the Eastern shore of Virginia with a couple of foreign buyers. With Mr. Clayton they are trying to buy the fast mare Lamp Girl, 2:11 1/4, by Walker Marshall, from J. R. Bull of Robown, but the latter looks upon the mare as one of the best prospects to be found and is unwilling to part with her. Inducements are being offered by Mr. Clayton to locate in Baltimore where it is thought he would receive substantial patronage as he is a painstaking, skillful trainer, and has been very successful with horses on both American and European tracks.

The Horse Review Company, of Chicago, Ill., is out with the announcement of its Subscription Purse, No. 5, guaranteed value \$100, which ought to be of interest to every man owning a trotting or pacing mare due to this season. The purse is divided, \$5,000 being for trotters and \$1,000 for pacers, and is to be contested for in 1900, when colts are three years old. Representation on or before March 15th next, of mares bred in 1898, the nomination fee for each mare being \$5, which amount, however, includes one year's subscription to the Review, being practically reducing the cost of naming the mare to \$1. On No-

THE WORLD OF LABOR.

St. Paul's musicians unions will consolidate.

Brooklyn has an Early Closing Association.

Cleveland moulders want their wages increased.

England's post-office employs 50,000 women.

Germany has a clock that is to run for 500 years.

Wisconsin photographers held a State convention.

Chicago printers who purchase non-union goods are fined \$10.

St. Paul leather workers on horse goods have formed a union.

It is said that 2,000,000 people are unemployed in the United States.

Minnesota retail grocers have a State association.

A retail liquor license at Boston Parish, La., cost \$5,000.

The largest chewing gum factory in the world is at Cleveland, O.

Boston metal polishers employed by a bicycle maker, have a strike.

The initiation fee of the New York Blacksmiths' Helpers' Union is \$2.

Louisville Coopers' Union left the K. of L., and joined the Federation.

Cleveland has the largest shoddy mills in the West.

Cleveland longshoremen (ore handlers) want 11 cents per ton.

Lafayette, Ind., volunteer firemen struck for \$2 a day.

The treasury of the United Journeymen Tailors of America contains \$12,000.

There are 56 unions of locomotive firemen in the United States, Canada and Mexico.

Rev. Samuel Brazier advocated the single tax at a meeting of the Boston Central Labor Union.

The Massachusetts Association of Barbers has prepared a bill requiring barbers to pass an examination.

In the Connecticut woolen industry the amount of wages paid constitutes 22 per cent of the product value.

Boston Central Labor Union endorsed the proposed law fixing eight hours as a day's work for public employees.

Eighteen large manufacturers now use the Union label of the Foot and Shoe Workers' International Union.

The bricklayers of Haverford, Eng., have had an increase from fourteen to fifteen cents per hour after a dispute and strike lasting eight months.

The Limerick, Ire., tailors, after their very long-sustained conflict, have agreed in getting a raise of one-half of a cent per hour.

Superior is to have a municipal employment bureau. The unemployed will register at its office, and places will be furnished, when possible, free of charge.

Cigar-makers' Union of Boston, has grown from a membership of 12 to over 1,200. Three hundred dollars have been donated to the Marlboro shoe workers.

The operatives engaged in the small-chain trade of South Staffordshire and North Worcestershire have struck work for a 10 per cent. advance of wages.

A memorial has been presented to the English Government, urging it to deal with the registration of plumbers in the coming session in the interests of the public health.

At Barnsley, Eng., boys employed as pony drivers in the coal pits went on a strike for a week in an endeavor to get overtime pay for work after 2:30 P. M., but were unsuccessful.

The tube workers striking and sock-making workers, Westbury, Eng., 60 in number, have obtained an increase in wages of five per cent. This was a six days' strike.

To encourage the removal of old buildings the authorities of Vienna have decreed that if the owners of 1,200 specified buildings will replace them with new structures they will be guaranteed a release from the payment of taxes for 18 years.

The Cleveland Clear, Newsletters and Confectioners' Protective Association is preparing to fight another Sunday closing crusade, which the members expect will be made a reality by the Clothing Salesmen's Union.

The contractors' carmen, of Sunderland, Eng., to the number of about 50, struck for an advance of 1s per week in their wages. They are at present receiving 21s per week, and contend that the employers promised to concede the advance last week, but failed to keep their promise.

Every member of the House of Commons has been sent a letter from the United Government Workers' Federation, asking them to support the amendment to the address, to be moved by Mr. S. Wood, M. P., in support of raising the wages of Government workers to a minimum of 2s per week.

A map recently issued, designed to show the trooly roads of New England indicates that one may go almost the whole way from Boston to New York by these trooly roads, which is practically true, after one gets out fifty miles away from Boston. A new line about to be opened in Michigan, under the name of the Trooly Road, connects Ann Arbor, a distance of about sixty miles.

The Miscellaneous Section of the Central Federated Union, of New York, recommends to the New York Legislature the passage of a resolution providing for the immediate appropriation of \$2,000,000 to be spent on public improvements in the city of New York. It wants a commission of three appointed by the Legislature to direct the expenditure of the money, one member to be a Republican, one a Democrat and one member to be a representative of organized labor.

At a meeting of the Central Federated Union, of New York, the barbers' delegate complained that five-cent barber shops were increasing in number. "If every union man will do as I did," said Delegate George H. Warner, of the machinists, "we will help out the barbers' Union. I went to a five-cent barber shop and told him that if he understood his shop I would pay him 10 cents for a shave and recommend all my friends to patronize him. He followed my advice, and now he is prosperous and happy."

The fourth quarterly report of the Great Britain Gas Workers' Union shows that the union is still making headway both as regards wages and membership. The total income for the quarter was 4,606 pounds, and the total membership 43,774, a gain for the quarter of 1,521 pounds and funds of 8,217 in membership. The present balance of funds—\$474 pounds—is the largest the union has ever had. The union has gained an increase of wages, ranging from 4d to 5d per day, and has also gained increases for the Nottingham gas workers and Swansea lamp-lighters.

Richmond, Va., March 3, 1899.

GERMANIA FIRE INSURANCE COMPANY OF NEW YORK.

ANNUAL STATEMENT FOR THE YEAR ENDING DECEMBER 31, 1898, OF THE CONTINENTAL INSURANCE COMPANY OF NEW YORK, ORGANIZED UNDER THE LAWS OF THE STATE OF NEW YORK, MADE TO THE AUDITOR OF PUBLIC ACCOUNTS OF THE COMMONWEALTH OF VIRGINIA, IN PURSUANCE OF THE LAWS OF VIRGINIA.

President—HUGO SCHUMANN.

Secretary—CHARLES RUYKHAVER.

Principal Office—62 CEDAR STREET, NEW YORK.

Head Office—RICHMOND, VA.

Organized or Incorporated—NOVEMBER, 1852.

Commenced Business—MARCH, 1853.

I. CAPITAL.

Amount of capital stock subscribed..... \$1,000,000 00

Amount of capital stock paid up in cash..... 1,000,000 00

II. ASSETS.

Value of Real Estate owned by the Company and being the first liens on the same..... \$65,000 00

Loans on mortgage duly recorded and being the first liens on the same..... 364,500 00

Loans on mortgage duly recorded and being the first liens on the same..... 8,201 49

Interest accrued on all said mortgage loans..... 2,500 00

Value of lands, mortgaged, exclusive of buildings thereon..... \$14,500 00

Value of buildings mortgaged (insured for \$300,000 as collateral)..... 412,800 00

Total value of said mortgaged premises (carried income)..... \$667,000 00

ACCOUNT OF BONDS OF THE UNITED STATES, AND OF THIS STATE AND OF OTHER STATES, AND ALSO OF BONDS OF INCORPORATED CITIES IN THIS STATE, AND OF ALL OTHER BONDS AND STOCKS, OWNED ABSOLUTELY BY THE COMPANY.

Par Value. Market Value.

U. S. Bonds 4 per cent, registered, 1897..... \$ 20,000 00 \$ 27,500 00

Baltimore & Ohio R. R. Co. (Pittsburg Division) 6 per cent gold bonds, 1875..... 50,000 00 56,500 00

Chesapeake & Ohio Ry. Co. (R. & A. Division) 4 per cent, first consolidated mortgage gold bonds, 1893..... 20,000 00 21,800 00

Chicago, Rock Island and Pacific R. R. Co. 6 per cent, first mortgage bonds, 1891..... 25,000 00 24,000 00

Chicago and Northwestern Railway Co. 5 per cent, first mortgage bonds, registered 5 per cent, 1893..... 35,000 00 42,800 00

Cleveland, Columbus and Cincinnati Railroad Company, general consolidated mortgage gold bonds, 5 per cent, 1894..... 25,000 00 22,750 00

Denver and Rio Grande Railway Company, first consolidated mortgage gold bonds, 4 per cent, 1893..... 25,000 00 25,000 00

Dry Dock, East Broadway and Battery Railroad Company, 5 per cent, general mortgage gold bonds, 1892..... 10,000 00 11,800 00

Edison Electric Illuminating Company, 5 per cent, first mortgage gold bonds, 1890..... 25,000 00 27,500 00

Fargo and Southern Railway Company, 6 per cent, first mortgage gold bonds, 1894..... 30,000 00 24,800 00

Flint and Pere Marquette Railroad Company 5 per cent, first consolidated mortgage gold bonds, 1893..... 25,000 00 24,500 00

Georgia State 3 1/2 per cent, registered bonds, 1898..... 25,000 00 26,000 00

Harlem River and Port Chester Railroad 7 per cent, first mortgage gold bonds, 1891..... 10,000 00 11,000 00

Kentucky Central Railway Company 4 per cent, first mortgage gold bonds, 1891..... 25,000 00 22,250 00

Lehigh Valley Railway Company of New York 4 1/2 per cent, first mortgage gold bonds, 1891..... 25,000 00 25,000 00

Long Is. and Railroad Company 5 per cent, first mortgage gold bonds, 1891..... 15,000 00 17,850 00

Michigan Central Railroad Company 5 per cent, first mortgage registered bonds, 1891..... 20,000 00 26,000 00

Milwaukee and Northern Railroad Company (main line) 6 per cent, first mortgage bonds, 1890..... 25,000 00 29,250 00

Milwaukee and St. Paul Railway Company (Chicago and Milwaukee Division) 7 per cent, first mortgage bonds, 1891..... 15,000 00 24,000 00

Mississippi State 4 per cent, coupon bonds, 1895..... 20,000 00 20,000 00

Morris and Essex Railroad Company 7 per cent, consolidated mortgage bonds, 1891..... 5,000 00 5,500 00

New York Brooklyn and Manhattan Beach Railway Company 5 per cent, first consolidated mortgage gold bonds, 1892..... 25,000 00 24,500 00

New York City 3 per cent, gold bonds, 1895..... 100,000 00 100,000 00

New York City 3 1/2 per cent, gold bonds, 1895..... 400,000 00 456,000 00

New York Central and Hudson River Railroad Company 3 1/2 per cent, registered gold bonds, collateral trust, 1898..... 50,000 00 48,000 00

Pennsylvania Company first mortgage registered gold bonds, 4 1/2 per cent, 1892..... 50,000 00 57,000 00

Richmond City 4 per cent, bonds, registered, 1892..... 62,100 00 57,650 00

Rome, Watertown and Ogdensburgh Railway Company 5 per cent, first consolidated convertible mortgage bonds, 1892..... 25,000 00 41,800 00

St. Paul and Northern Pacific Railroad 4 per cent, first mortgage gold bonds, 1891..... 15,000 00 20,800 00

Third Avenue Railroad Company 5 per cent, first mortgage gold bonds, 1891..... 25,000 00 22,900 00

Underwriter Protective Association of Newark, 5 per cent, registered bonds, 1892..... 1,000 00 1,000 00

Union Pacific Railroad Company 4 per cent, first mortgage gold bonds, 1891..... 15,000 00 13,500 00

Western New York and Pennsylvania Railroad Company 5 per cent, first mortgage gold bonds, 1891..... 25,000 00 27,500 00

STOCKS.

Broadway and Seventh Avenue Railroad Company stock..... 40,000 00 50,000 00

Chicago and Alton Railroad Company common stock..... 60,000 00 97,500 00

Chicago, Milwaukee and St. Paul Railroad Company common stock..... 60,000 00 95,000 00

Chicago and Northwestern Railway Company preferred stock..... 60,000 00 100,000 00

Chicago St. Paul, Minnesota and Northern Railway Company preferred stock..... 50,000 00 84,000 00

Commercial Cable Company stock..... 10,000 00 11,000 00

Consolidated Gas Company stock..... 60,000 00 114,000 00

Delaware and Hudson Canal Company stock..... 60,000 00 68,000 00

Delaware, Lackawanna and Western Railroad Company stock..... 45,000 00 68,000 00

Grand Central Terminal Company stock..... 9,275 00 10,000 00

Illinois Central Railroad Company stock..... 20,000 00 28,000 00

National Park Bank stock..... 5,000 00 17,500 00

New York City and Hudson River Railroad Company stock..... 60,000 00 73,500 00

New York Lackawanna and Western Railroad Company stock..... 50,000 00 63,000 00

Pennsylvania Railroad Company stock..... 75,000 00 95,750 00

Pullman Palace Car Company stock..... 15,000 00 114,000 00

Rome, Watertown and Ogdensburgh Railroad Company stock..... 10,000 00 15,000 00

St. Paul, Minneapolis and Northern Railway Company stock..... 25,000 00 42,000 00

Western Union Telegraph Company stock..... 50,000 00 47,000 00

Total par and market value (carried out at market value)..... \$2,714,475 00 \$3,223,807 00

Cash in the company's principal office..... 7,375 00

Cash belonging to the company deposited in bank..... 104,174 95

Interest due and accrued on bonds not included in "market value"..... 2,500 00

Gross premiums as written in the policies in course of collection, not more than three months due..... 228,229 24

All other property belonging to the company, viz: Rents due and accrued..... 1,200 00

Cash in hands of department managers..... 17,594 22

Aggregate amount of all assets of the company, stated at their value..... \$4,713,945 01

III. LIABILITIES.

Gross claims for adjusted and unpaid losses due and to become due..... \$46,355 15

Gross losses in process of adjustment or in suspense, including all other losses..... 22,721 70

Losses retained, including interest, costs, and other expenses thereon..... 4,241 85

Total gross amount of claims for losses..... 73,318 70

Deduct reinsurance thereon..... 6,027 11

Net amount of unpaid losses..... 67,291 59

Gross premiums received and receivable upon all unexpired fire risks, running one year or less from date of policy, including interest premiums on perpetual fire risks, \$28,408,225..... \$ 203,013 15

Gross premiums received and receivable upon all unexpired fire risks, running more than one year from date of policy, \$11,826,035, unearned premiums (pro rata)..... 1,137,824 25

Total unearned premiums as computed above..... 1,136,507 40

All other demands against the company, absolute and contingent, and to become due, admitted and contingent, viz: Commissions, brokers' and other charges due and to become due to agents and brokers, on premiums paid and in course of collection..... \$ 28,823 11

Total amount of all liabilities, except capital stock and net surplus..... \$1,620,331 02

Joint stock capital actually paid up in cash..... 1,000,000 00

Surplus beyond capital and all other liabilities..... 2,092,713 29

Aggregate amount of all liabilities, including paid up capital stock and net surplus..... \$4,713,945 01

IV. RECEIPTS DURING THE YEAR.

Gross premiums and bills unpaid at close of last year..... \$ 668,425 61

Deduct amount of same not collected..... 2,539 21

Net collected..... \$ 665,886 40

Gross premiums on risks written and renewed during the year..... \$4,817,015 80

Total..... \$5,482,902 20

Deduct gross premiums and bills in course of collection at this date..... 982,919 62

Entire premiums collected during the year..... \$4,500,000 00

Deduct reinsurance, rebate, abatement, and return premiums..... 660,235 31

Net cash actually received for premiums (carried out)..... \$3,839,764 69

Received for interest and dividends on stocks and bonds, collateral loans, and from all other sources, viz: \$10,000 00

Income received from all other sources, viz: \$24,883 21

Aggregate amount of receipts actually received during the year in cash..... \$4,089,788 21

V. DISBURSEMENTS DURING THE YEAR.

Gross amount actually paid for losses (including \$79,120.00 losses occurring in previous years)..... \$ 692,382 14

Deduct all amounts actually received for salvage (whether or not on losses of the last or of previous years), \$2,201,802.22, and all amounts actually received for reinsurance..... 71,351 14

Net amount paid during the year for losses..... \$ 621,031 00

Cash dividends actually paid to stockholders during the year..... 120,000 00

Paid for commissions, brokerage and other charges of officers,