

WHAT THE FACTS ARE.

Mr. Frank S. Bond, Vice President of the Chicago, Milwaukee and St. Paul Railroad, was a little surprised last week to learn that the wheat crop along the 6,000 miles of the St. Paul system had suffered terrific damage. Other officials of the St. Paul were equally surprised to learn of the melancholy failure which had overtaken the crops they had thought to be ripening in their territory. Of course these gentlemen did not take into consideration the facility with which stock-jobbing bears could both invent a tale and try to make other people believe it, no matter how idiotic it might be.

Mr. Bond has to do with facts in relation to traffic on his line, and has very little time to give to fairy stories regarding snow drifts and other idiosyncrasies that imaginative news agency writers may dish up for the gullible speculating public.

To a representative of THE NEW YORK TIMES Mr. Bond said yesterday that there never was a time in the history of the St. Paul Road when the future for big earnings looked brighter than now.

"We have," said he, "just received reports from expert observers, sent through the country where our line runs. These reports are uniformly favorable. There is no change in the wheat situation, so far as any of our people have been able to discover. Our advices some time ago were that the greatest wheat crop harvested in years would be cut in the seven States through which the St. Paul line runs. Of course, people who are bulling wheat and trying to depress stocks may not like to acknowledge this stalwart fact; yet if they live long enough to see the crop marketed, they will be forced to admit that the original statements given out by St. Paul officials were moderate.

"In one or two places our correspondents advise us that the weight of the wheat may be slightly under what we thought it would be. This, however, is merely a surmise, as enough of the wheat has not yet been thrashed to enable any one to pass a final opinion on the quality of the cereal.

"I see on the financial page of THE TIMES this morning a telegram from President Hughtitt of the Chicago and Northwestern Railway, in which he says that reports regarding crop failure along his route are unfounded, adding that the prospect for a great increase in business was never better. This is precisely the situation with the St. Paul Road.

"Eastern people do not fully realize what these immense crops and high prices mean to Western railroads and Western farmers. For the last three years business in the West has been at a standstill. Farmers raised good crops but got very poor prices. The result was that they did little or no buying. This year the farmer has great crops, and a market for them everywhere at record-breaking prices. The result of all this will be that when the railroads have moved these immense crops to the market our cars will not go westward again empty, but will carry into that vast territory thousands of tons of merchandise. This is where we expect the great earnings to come from. Movement in west-bound freight has already increased enormously, but nothing compared to what can be looked for next year. The American farmer is wide awake and progressive. He bays when he is flush and economizes when the times pinch him. With the \$300,000,000 which will be turned into the West in payment for cereals a new era of prosperity will dawn on that section of our country. All this simply means that our system and other well-equipped Western properties will be taxed to their utmost capacity from now on to handle traffic awaiting distribution.

"This prosperity is no fancied dream; it cannot be sidetracked by cheap stock market manipulation. Stocks may go up or down; that is no concern of ours. One thing is absolutely settled, and that is that the earnings of well-managed railroads will increase with the general volume of prosperity that is now spreading itself throughout the country.

"It is too early to make any predictions as to just what St. Paul will do, but I think I am making a conservative statement when I say that the earnings of our system will go beyond anything we have ever known. This is no ephemeral boom in business. It is going to be lasting."

WHEN WHEAT WAS A DOLLAR.

"Wheat at a dollar!"—a joyous yell from hundreds of throats, a wild hurrah, striking terror to the heart of every doubter of National prosperity.

"Wheat at a dollar!"—an ominous sound to bear speculators, and they pause in their efforts to depress stocks.

"Wheat at a dollar!"—the pessimist and the calamity howler's avocation ceases.

Bears have met with trouble before when wheat was at a dollar, and the recollection of past events (particularly those of 1870) is not reassuring to the professional depresser of quotations.

"Wheat at a dollar" has been talked of often. No later than last Fall that goal was looked for, but the bulls were disappointed, and wheat got no higher than 94½ cents. But this was a remarkable recovery, the cereal having sold in August at 53 cents, the lowest price, with one or two exceptions, ever reached in Chicago. The exceptions were 50 cents in September, 1894, and 48½ cents in January, 1895.

In war times dollar wheat was not a novelty, and for the several succeeding years that figure was often reached. But it is the record of the twelve past years that will prove most interesting and serve to show whether the stock market bears are wise in desisting in their efforts to depress prices.

The relation between "wheat at a dollar" and stock market values cannot but prove interesting.

In 1877, when times first began to show improvement after the panic of 1873, wheat sold as high as \$1.77, and never fell below the dollar mark, the lowest being \$1.01, in August. Here are some sample prices of railroad stocks in the latter month: Burlington, 104½; St. Paul, 81½, having previously sold at 11 in April; Northwest, 35½, after selling in April at 15; Rock Island, 102, 20 per cent. above its price in April.

The following years were those of improving conditions throughout the country, whose phenomenal story has already been told in these columns.

The boom in stocks in the years 1879, 1880, and 1881 was but a reflex of the grain market, and the latter year wheat brought \$1.43. Burlington in the beginning of that year sold at 182½, St. Paul at 124½, later reaching 129½; Northwest at 136, and Rock Island at 142, with a later advance to 148½.

In 1882 and 1883 the dollar mark was reached, but not touched again till 1888, when in September in the corner engineered by "Old Hutch" it sold at \$2. In that month Burlington sold at 116, St. Paul at 73½, Northwest at 116, and Rock Island at 112½. While these prices were not the best of the year, they were sharp advances from previous prevailing quotations, Burlington having sold earlier in the month at 109½. St. Paul's price was an advance from 60½, also made in the same month; Northwest's rise in the month was 6¼ per cent., and that of Rock Island 7¼ per cent. Northwest had previously been down to 102½ in April, and Rock Island to 100½ in July.

In 1889 wheat made its best price for that year, 105½, in February, while in

June it was 78. Burlington sold than at 111, St. Paul at 66½, Northwest at 109, Rock Island at 100½. With the low price in June Burlington was 100½, St. Paul 65, Northwest 106½, and Rock Island 98½. The following year the dollar mark was again passed, the highest figures being exactly the same as those of the preceding year, and were made in August, while the lowest, 74½, was made in February. In the latter month St. Paul sold at 66½, Burlington 101½, Northwest at 107, and Rock Island at 88½. In August St. Paul sold at 72½, Burlington at 106½, Northwest at 111½, and Rock Island at 91½.

Up to last week's dollar record that price was reached for the last time in 1891, the quotation being 1.16, and later sold at 85. Burlington advanced in that year from 75½ to 110, St. Paul from 51½ to 82½, Rock Island from 63½ to 90½, and Northwest from 102½ to 118½.

It has long been a favorite theory of Wall Street, particularly of the bear faction, that higher prices for wheat mean lower prices for stocks; but enough evidence has been adduced here to show that the ratio of supply and demand plays the most important part in the prices of both the cereals and stock securities. It has been the case where our crops fell short and the price of wheat has soared through manipulation of prices and a cornering of the product, that stock values have receded, because the shortage meant less tonnage for the railroads and corresponding decrease in earnings.

But where, like 1879 and the present year, our crops were magnificent while those abroad were practically failures, the foreign demand caused a legitimate advance in prices, meaning more money for the farmers, unprecedented traffic for the railroads, heavy increases in earnings, and brighter dividend prospects.

The bears can find little to please them in "wheat at a dollar" under present conditions.

WALL STREET TALK.

About a score of important Wall Street men recently absent are expected back at business early the coming week. Of most consequence in the list is Mr. J. Pierpont Morgan.

No less than three magnates of the Standard Oil Company are known to have been large purchasers of stock on the recent softness in the market. John D. Rockefeller is said to be to-day the largest individual St. Paul shareholder.

Developments of consequence may be expected within the next few days in New York Central affairs. The company is rushed with business beyond all recent precedent.

If plans known to be popular in high Wall Street circles do not miscarry, it is probable that the coal stocks will take on extra activity this week. In a dispatch received yesterday by Sidney W. Curtis from an important officer among the big anthracite companies it was said:

"Revelations are close at hand which will make it plain that coal trade conditions have materially changed for the better. Mr. Morgan's plans for the anthracite roads are complete. They are comprehensive. They will work quick changes from deficits to handsome net profits. The Reading Company particularly will be benefited."

Gov. Flower's friends continue the staunchest bulls, and Rock Island is still in that quarter the special favorite.

A significant feature in yesterday's market was the open resumption of activity by the commission house of A. A. Housman & Co. Throughout the recent rise Mr. Housman was the most conspicuous buyer among commission brokers; but a week ago he disappeared as a discernible factor in the market and throughout the recent reaction he has not figured in any traceable way—has been noticeably "out of the market." The fact that in Wall Street it is believed that Mr. Housman trades chiefly for the account of Standard Oil principals gives to the reappearance of his activity what is popularly regarded as special significance. Regarding market conditions, Mr. Housman yesterday said:

"It looks to me as if the reaction, such as it has been, is about over. The big men in the market at the start of the recent improvement are in the market still, and they are more confident now of the market's quality than they were when they started. I believe that during the coming week we shall see a new and determined move upward. The anthracite coal stocks, the Grangers, and some of the industrials, like Sugar and Leather, ought to share in the betterment. The stock market has stood recent tests magnificently. This is not merely my own opinion as an observing broker; it is the enthusiastically expressed belief of some of the shrewdest and strongest financiers in the country."

OUTSIDE SECURITIES.

In the outside security market during the past week activity has developed in a number of stocks not hitherto very conspicuous.

The new Glucose Trust issues have leaped into special prominence. A week ago Glucose common stock was about \$40 a share. At the close yesterday it was 55 bid. Closing on Friday night at 49, it opened yesterday at 54, and, on what seemed to be confident purchases by insiders, rose above 55, at which figure it closed, with large bids in sight.

The preferred Glucose shares a week ago were approximately \$3, and yesterday at the close were 90 bid. When originally the Glucose subscriptions were brought into Wall Street—the subscriptions including rights to specific amounts of both the preferred and the common shares—subscription quotations were 126. At the figures made yesterday subscriptions (no longer dealt in) were 168. The advances in these specialties have been phenomenal, but insiders are enthusiastically claiming that even yet intrinsic values are not reached. Important Stock Exchange houses are back of "outside" transactions.

Official quotation upon the Stock Exchange is expected soon. Points were in free circulation yesterday suggesting that by the time these shares are listed upon the Stock Exchange the quotation for the common will be 75 and the preferred above par. Not a human being in Wall Street knows a single thing about what these stocks are worth. The only warrant for activity is manipulation. A few New York and Chicago speculators have created a mystery, and they are "soaking" Wall Street with stuff which they took over at less than one-half of current prices. They are glibly talking about Glucose as a second Sugar Trust. After Sugar Trust was listed on the Stock Exchange the market price broke half in two.

Local gas stocks have been inactive and featureless during the week. The magnificent consolidation plans which were in sight only a little while ago have gone glimmering so far as Wall Street speculation is concerned.

The stock in which most substantial development has been shown during the week is New York Air Brake. About a week ago it was quoted nominally at 18 bid. An order has been in the market ever since to buy a single 100 shares, and without an offer of stock having been made the quotation has risen till yesterday 25 was bid, and still no shares offered, though the nominally asked price was 29.

Some activity developed toward the end of the week in the shares of the Electro-Pneumatic Company. A fractional advance was scored, but most of the transactions reported looked like unloading by tired out Philadelphia stockholders upon New York bidders.

Brooklyn Elevated, which only a week or

two ago was selling at from 25 to 50 cents a share, has this week sold about \$7 per share. The closing price yesterday was \$6.50 bid, with offerings light at \$7.50. During the coming week it is expected by insiders that there may be developments in the deal by which the Brooklyn Elevated is to pass into the control of the Brooklyn Rapid Transit Company.

Traction Quotations.

	Bid.	Asked.
Broadway & Seventh Avenue	202	205
Broadway & Seventh Avenue 1st	106	110
Broadway & Seventh Avenue 2d	107	110
Broadway Surface 1st 5s	117	118
Broadway Surface 2d	104	108
Brooklyn City Railroad	192	193
Brooklyn, Bath & West End 5s	77	79
Brooklyn Elevated, trust receipts	6½	7½
Brooklyn, Queens Co. & Suburban 5s	104	108
Buffalo Crosstown 5s	106	108
Buffalo Street Railway stock	76	77
Buffalo Street Railway 1st consols	109	111
Central Park, N. & E. River	174	180
Central Park, N. & E. River 7s	113	117
Dry Dock, E. B. & E. R. R.	180	200
Eighth Avenue Railroad	320	325
42d St., Man. & St. Nicholas Av.	35	40
42d St., Man. & St. Nicholas Av. 1st	115	118
42d St., Man. & St. Nicholas Av. 2d	60	65
Kings County Traction	46	48
Nassau 1st 5s, (Brooklyn Trolley)	90	100
New Orleans Traction common	6	8
New Orleans Traction preferred	24	27
Ninth Avenue Railroad	160	170
Steinway R. R. 6s	114	116
Second Avenue Railroad stock	120	130
Second Avenue Railroad 1st 5s	108½	110
Sixth Avenue Railroad stock	190	195
Third Avenue Railroad	152	155
Union Ry. 1st 5s, (Huckleberry)	106	108
Worcester (Mass.) Traction	17½	19
Worcester (Mass.) Traction pf.	92	95

Ferry Securities.

Hoboken Ferry stock, ex div.	\$1½	\$2½
Hoboken Ferry 5s	106	107
Metropolitan Ferry 5s	108	110
N. Y. & E. R. Ferry 5s	95	98
N. Y. & E. R. Ferry stock	80	83
Union Ferry stock	65	68
Union Ferry 5s	104½	105½

Natural Gas.

Fort Wayne Gas stock	83	84
Fort Wayne 1st 6s, ex int.	152	155
Indianapolis Gas 1st	107	109
Lafayette Gas Company 1st 6s	94½	98
Lafayette Gas Company stock	88	90
Logansport & Wab. Val. Gas stock	59	61
Logansport & Wabash Valley 6s	75	77
Ohio & Indiana stock	55	60
Ohio & Indiana bonds	73	75

Illuminating Gas.

Columbus Gas	84	86
Consolidated Gas bonds of N. J.	70	82
Consolidated Gas of N. J.	29	32
Consumers' Gas (Jersey City) stock	74	85
Consumers' Gas (Jersey City) bonds	101½	102½
Equitable Gas Company of N. Y.	280	265
Grand Rapids Gas stock	76	78
Mutual Gas Company of New York	270	275
Madison (Wis.) stock	54	56
N. Y. & E. R. Gas Co. stock	88½	90
N. Y. & E. R. Gas Co. pf.	118	120
N. Y. & E. R. Gas Co. 1st	113	114
N. Y. & E. R. Gas Co. con.	105½	109½
Norfolk (Va.) Gas stock	35	37
Norfolk (Va.) Gas 5s	96	99
St. Paul Gas stock	48	50
St. Paul Gas bonds	79	82
Standard Gas, New York	130	132
Standard Gas, New York, pf. r.	140	150
Standard Gas, New York, 1st	114	118
Syracuse Gas stock	27½	28½
Syracuse Gas 6s	95	100
Western Gas Company, Milwaukee	87	85
Western Gas Co. bonds, Milwaukee	103	104

Industrials.

American Bank Note	42	44
American Typefounders	30	33
Barney & Smith common	16	18
Cramps' Shipyard stock	55	62
Glucose common, when issued	55	55½
Glucose preferred, when issued	90	91
Herring-Hall-Marvin	2	4
Herring-Hall-Marvin pf.	21	23
Hecker-Jones-Jewell Milling pf.	75	76
Hecker-Jones-Jewell Milling bonds	97	100
Lorillard Company pf.	110	112
Michigan-Peninsular Car	94½	11
Michigan-Peninsular 5 p. c. bonds	84	86
New York Air Brake Company	25	29½
New York Biscuit Company	104½	106
Nicaragua Canal Con. new	4	7
Pennsylvania Coal	340	365
Pratt & Whitney	7	10
Pratt & Whitney pf.	55	60
Standard Oil Trust, ex dividend	308	310
Trenton Potteries	12	14
Trenton Potteries pf.	50	52
Union Typewriter	6	7
Union Typewriter 1st	84	88
Union Typewriter 2d pf.	70	74
Wagner Car Company	154½	155½
Worthington Pump Company	80	92

The Miscellaneous List.

Acker, Merrill & Condit	90	99
Ansonson Tobacco Company	27	30
Central & South American Tel.	120	123
Commercial Cable stock	170	175
Electro-Pneumatic	1	1
Hudson River Telephone stock	63	66
Iron Steamboat 6s	3½	5
Iron Steamboat 6s	60	65
Madison Square Garden stock	2	5
Madison Square Garden 2d	35	40
Metropolitan L. Chicago, 1st 5s	50½	52
New York & New Jersey Telephone	130	141
New York Loan & Imp. stock	40	44
Northwestern Telegraph Company	108	112
Pittsburg, Bessemer & L. E.	21	21½
Trow Directory pf.	34	39
Wool Exchange	109	110