THE FINANCIAL MARKETS.

BROADER STOCK DEALINGS.

COAL STRIKE AND SECURITIES—RAILROAD EARNINGS.

THE WEEK IN WALL STREET.

Stock market trading exhibited a broadening tendency last week, both in respect to prices and the volume of transactions. Notwithstanding the labor disturbances in the coal regions and other parts of the country, the public showed slight inclination to enter the market, especially in the bond department, in which excellent investment buying was reported. It is quite likely that the splendid crop prospects and the generally sound position of trade throughout the country are considered adequate reasons for bull sentiment on securities. The coal strike has fallen flat as a market factor as far as prices are concerned. Trading has, of course, been reduced by the shutdown of the mines, but it now begins to look as if the market would, even in this respect, disregard the strike situation. Wall Street has supreme confidence in the belief that the coal strike will not reach a stage where the country's industrial activities will be seriously affected. Even the prospect of a soft coal strike fails to shake this belief.

It is a fact that the larger financial interests are hopeful for, and, in fact, are counting on, a further enhancement of securities values. The more important speculative interests are also in favor of higher prices, and if the labor situation were a little clearer, the public might be induced to become heavily engaged in the market. With so much bullishness in Wall Street, it would be most unfortunate for bank accounts if the magnificent industrial prospects in the United States were upset by the impolitic and unwarranted course of labor agitators in the coal regions and elsewhere. From the point of view of many people, however, the call for a soft coal strike convention is the last gasp of a dying cause. It is to be hoped that this view will be justified by subsequent developments. Mr. Mitchell is doubtless playing a bold game, but it is not probable that his efforts to tie up the entire coal industry of the country will cause any change in the attitude of the owners.

Trade reports received in the week, while giving prominence to the possible effects of a general coal strike on the nation's business, found nothing in the situation in other lines save encouraging factors. Two of the soft coal carrying roads, the Norfolk and Western and the Chesapeake and Ohio, reflect in their latest earnings the soft coal strike in Virginia and West Virginia, and the monthly reports of the hard coal roads for the current month will doubtless make unfavorable exhibits. Elsewhere in the railroad world earnings now coming to hand are above last year's big totals, while the outlook favors a continuation of present heavy traffic receipts. Gains on the roads in the South and Northwest are particularly large, the increase for the second week in June of all roads reporting amounting to about 7 per cent. Good buying of the granger stocks last week was based on the expectation of bountiful harvests and, as a consequence, an enormous volume of traffic. Grain shipments continue small at present, but the westbound movement of general merchandise traffic is heavy. The extent of the winter wheat crop has practically been determined. The maturity of the spring wheat crop is some distance away, but there is reason to believe that there will be an average yield of winter and spring wheat, taken together. Since good prices are sure to be obtained for wheat, the return in money from the crop will be satisfactory. The first government report on corn will not be issued until the 10th of next month, but it is known that the acreage is very large, and there is, accordingly, reason to hope for a bumper crop. As supplies of old corn are exhausted, a bounteous production of the cereal will not materially lower the price for it.

The money market at home and abroad is in a satisfactory condition, with supplies available for investment increasing. Preparations for the July 1 interest and dividend disbursements are proceeding, and thus far have exerted no adverse influence on the local money market. The present tendency of money is to flow from the interior to New-York. The absorption of currency by the Treasury has been reduced to small proportions, and in a fortnight the government will release immense sums, much of which will at once become available at this centre. There does not appear to be anything in the outlook for money to cause apprehension, although in some quarters uneasiness is felt over the position of the foreign exchange market. It is absurd to worry over the possibility of gold exports. If gold goes from here it will be in response to legitimate trade conditions. The country is now in debt to Europe, but it is not impossible that foreigners may buy enough of our securities and take enough of our food products this fall to offset the present balance against us. Our exports continue to exceed imports, but offsetting factors have created an account in Europe's favor. Including all items, the decrease in exports from July 1 to May 31 has been in value $92,567,753, made up almost entirely of the loss in domestic products. Despite the decline in exports in May, there was an excess of exports over imports in value of $26,836,475. This compares with $45,925,208 in the same time in 1901 and $41,774,324 in 1900. Imports last month were a trifle under those of May a year ago, but with that exception heavier than in any preceding May since 1897. In the last eleven months imports have increased in value $75,184,622. The heavy gain in imports, as shown by the government figures, reflects the increased buying power of this country, and it supplies another proof of the prosperity prevailing here. The actual value of imports, however, is much larger than shown by the official figures, owing to undervaluation in bills of lading.

The outlook appears to favor the cheap priced railway shares and the industrial issues of merit. Among the high priced stocks St. Paul is in favor with conservative interests, while lower down the scale Missouri Pacific is being absorbed by a good class of traders. Wabash common was a feature last week that attracted considerable attention, owing to the heavy dealings, apparently for inside account. The Gould shares are well worth watching; also Chicago Great Western. It is learned on good authority that foreign interests in the Chicago Great Western Company are not only not parting with their holdings, but adding to their lines.

GOVERNMENT BONDS.

Government bond quotations compare as follows with those of a week ago:

	June 14. Bid.	Asked.	June 21. Bid.	Asked.
U. S. 2s, registered	107¾	108½	107⅞	108¾
U. S. 2s, coupon	108½	109	108⅝	109
U. S. 3s, registered	107	107½	107⅞	108
U. S. 3s, coupon	107	107½	107⅞	108
U. S. 3s, small	107	108¼	107	108
4s, registered, 1907	109⅝	110	109⅞	110¾
4s, coupon, 1907	110½	111	110⅞	111⅜
4s, registered, 1925	135½	136½	135¼	136
4s, coupon, 1925	135½	136½	135¼	136
5s, registered, 1904	105	106	105	106
5s, coupon, 1904	105	106	105	106
District of Columbia 3-65s	124	—	124	—

BANK EXCHANGES; SALES RECORDED.

The bank exchanges of the New-York Clearing House and the stocks sold at the New-York Stock Exchange last week and for the same week of the preceding two years compare as follows:

	June 21, '02.	June 22, '01.	June 23, '00.
Exchanges	$1,280,698,007	$1,637,368,355	$842,062,268
No. shares sold	2,634,226	4,128,843	2,199,916

THE FEDERAL TREASURY.

Washington, June 21.—The condition of the Treasury, divisions of issue and redemption, at the beginning of business to-day was as follows:

RESERVE FUND.

Gold coin and bullion	$150,000,000

TRUST FUNDS—DIVISION OF REDEMPTION.

Gold coin	$346,203,089
Silver dollars	454,321,000
Silver dollars of 1890	145,214
Silver bullion of 1890	30,231,786
Total	$830,901,089

DIVISION OF ISSUE.

Gold certificates outstanding	$346,203,089
Silver certificates outstanding	454,321,000
Treasury notes outstanding	30,377,000
Total	$830,901,089

GENERAL FUND.

Gold coin and bullion	$61,051,620
Gold certificates	38,866,540
Silver coin and bullion	17,316,844
Silver certificates	6,473,786
United States notes	8,866,199
Other assets	24,074,269
Total in Treasury	$157,649,259
Deposits in national banks	127,342,561
Total	$284,991,820
Current liabilities	82,942,599
Available cash balance	$202,049,221

WEEKLY TABLE OF BONDS.

Bonds.	Last pr'v. sale.	H'h-est.	L'w-est.	Fin'l.	Net change.	No. shares sold.
U S 4s Con 1907	111	110½	110½	110½	— ½	$1,000
do 3s Reg	109⅛	107½	107½	107½	— 1⅝	10,000
Tenn Sett 3s	—	94	94	94		400
Va Fund Debt	96¼	97¾	97¾	97¾	+ 1½	6,000
do Def Ctfs	—	8½	8½	8½		10,000
Adams Ex 4s	105½	105½	105¼	105½	———	14,500
Am H & L 6s	97½	97¾	97½	97½		25,000
Am Spirits 6s	90	91½	90⅞	91¼	+ 1¼	20,000
Am Thread 4s	83	83	83	83		5,000
Am Cot Oil 4½s	100⅝	100⅝	100½	100½	— ⅛	5,000
A T & S F Adj 4s	93¾	94	93⅝	94	+ ¼	28,500
do Stpd	91⅜	91⅞	91⅝	91⅞	+ ⅜	18,000
do Gen 4s	103⅜	103½	103¼	103⅜	———	58,500
B & O Gold 4s	103	103	102⅞	103		66,000
do Convt Db 4s	107	107½	107½	107½	+ ½	71,000
do P LE&WV4s	97⅞	98	97⅞	98	+ ⅛	8,000
do P J M 3½s	91	90⅝	90½	90⅝	— ⅜	30,000
do Prior 3½s	96½	97	96¾	97	+ ½	61,500
do Swn 3½s	91⅝	91⅝	91¼	91½	— ⅛	138,000
B & 7th Av Con5s	117½	118	117½	118	+ ½	2,000
Bklyn Ferry 5s	82	82	81	81	— 1	6,000
B Q Co & S 5s	106½	102	102	102	— 4½	1,000
Bkln Un El 4s	103¾	104	103	103	— ¾	18,000
Bkln Un Gas 5s	118	118	118	118		2,000
B & Sus Ref 4s	102	103	102	103	+ 1	15,000
B C R & N 1st	102⅞	103⅜	103⅜	103⅜	+ ⅜	1,500
Can South 1st	106⅜	106⅜	106⅜	106⅜		12,000
do 2d	109⅜	110	110	110	+ ⅝	3,000
Cent Br Ry 4s	93½	93½	93½	93½		25,000
C of Ga Con 5s	109	109	108¾	109		18,000
do 1st Inc	82	82½	80½	81	— 1	417,000
do 2d Inc	37	37	34½	35	— 2	90,000
do 3d Inc	21½	22¾	22¾	22¾	+ 1¼	11,000
C of N J Gen 5s	139½	139½	139	139½		6,000
Cent Pac Gtd 4s	103	103	102⅞	102⅞	— ⅛	49,500
do 3½s	87⅝	88⅛	87½	87¾	+ ⅛	44,500
C & O Con 5s	120	120¼	119⅞	120¼	+ ¼	8,000
do Gen 4½s	108⅛	108½	108⅛	108½	+ ⅜	77,000
do R&A Con 4s	104⅝	105⅛	105⅛	105⅛	+ ½	2,000
do Craig V 5s	114	116	116	116	+ 2	1,000
Chic & Alt 3s	85½	85½	85	85½		41,000
do 3½s	86	85⅞	85	85⅞	— ⅛	37,000
C & E I Con 6s	139½	139½	139½	139½		2,000
do S F 6s	111	111	111	111		200
C B & Q Con 7s	106¼	106¼	106¼	106¼	— ⅛	2,000
do Joint 4s	96⅛	96½	95⅞	96¼	— ⅛	2,828,000
do Neb 4s	109⅜	109¼	109¼	109¼		8,000
C R I & P Gen 4s	112	112¼	112	112		29,000
C St P M & O 6s	138¾	138½	138½	138½	+ ¼	1,000
Chic Ter Tr 4s	90⅝	90⅝	90½	90⅝		15,000
C C C&StL Gen4s	102½	102½	102	102	— ½	17,000
do C W & M 4s	103⅜	103¼	103¼	103¼	— ⅛	2,000
do St L Div 4s	104	104	104	104		2,000
Col & So 1st 4s	95⅝	96¼	95⅞	96	+ ⅜	139,000
C F & I Gen 5s	105¾	105½	105½	105½	— ¼	19,000
do Convt 5s	103¾	104	101½	102	— 1¾	1,012,000
Col Mid 3-4s	85	85	84⅜	84⅜	— ⅝	32,000
Con Gas Chic 1st	107⅞	108	108	108	+ ⅛	3,000
Con Tob 4s	67⅛	68	67	67⅜	— ⅛	428,000
D & R G Con 4s	104	104	103⅜	103⅜	— ⅝	29,000
Det City Gas 5s	98	99	98½	99	+ 1	20,000
D M & M L G	57½	60	55¼	55¼	— 2¼	63,000
D L H & So 4s	85½	86½	85½	86½	+ 1	82,000
do Ohio Div 4s	93	94	93	94		6,000
Dis of Am C T 4s	92½	95	94	95	+ 2½	12,000
Dul & I R 1st	114½	115	115	115	+ ½	1,000
Dul So S & At 5s	115	115	115	115		1,000
E T V&G Con 5s	122	121½	121	121	— 1	5,000
do Divl 5s	119	119¾	119¾	119¾	+ ¾	2,000
Ed El B Con 5s		98½	98½	98½		2,000
Erie 1st Con 4s	101½	101½	100¾	101¼	— ¼	63,000
do Gen 4s	89	89	88½	89		152,000
do Pa C Tr 4s	95	95	94¾	95		66,000
Ft W & D C 1st	113¾	113¾	113½	113½	— ¼	18,000
Ft W & R G 1st	90½	90½	90	90	— ½	16,000
Ga Pac 1st 6s	128	128	128	128		2,000
Gr Bay Deb B	21¼	21½	21	21	— ¼	25,000
Hock V 1st 4½s	110¾	111	111	111	+ ¼	10,000
H & T C 1st 5s	112½	112½	112½	112½		1,000
do 4s	94½	95½	95½	95½	+ 1	6,000
Ill Cent 4s 1952	106⅜	106½	106⅜	106½	+ ⅛	8,500
do St L Dv 3½s	100⅞	101	101	101	+ ⅛	1,000
Ind D & W 6s	108½	109	109	109	+ ½	1,000
Int & Gt N 2d	100	100¼	100	100		51,000
Iowa Cent 5s	119	116	116	116	— 3	20,000
Int Paper 6s	108⅛	108⅛	108⅛	108⅛		26,000
K C F S & M 6s	123½	125⅛	125⅛	125⅛	+ 1⅝	2,000
do 4s	91	91	90¾	90¾	— ¼	62,000
Kan City So 3s	72	72¼	72	72¼	+ ¼	8,000
Ken Cent 4s	100¾	101	101	101	+ ¼	3,000
Kings Co El 4s	90	90½	89¾	90¼	+ ¼	31,000
Knox & Ohio 1st	125	126¼	126¼	126¼	+ 1¼	1,000
Lac Gas 1st 5s	109½	108¾	108⅝	108⅝	— ⅞	4,000
Leh & N Y 1st	97	97	97	97		1,000
L & W B Gtd 4½s	102⅜	102⅜	102⅜	102⅜		3,000
LV of NYGtd4½s	111¼	109¼	109¼	109¼	— 2	2,000
Leh V Term 5s	118½	118⅜	118⅜	118⅜	— ⅛	500
L & N Cl Tr 5s	115	116	116	116	+ 1	1,000
do Unified 4s	103	103⅛	103⅛	103⅛	+ ⅛	27,000
do P & At 6s	116¾	114½	114½	114½	— 1⅞	2,000
do St L Div 2d	77½	75	75	75	— 2½	1,000
Met Elev 1st	114	114⅜	114	114⅜	+ ⅜	4,000
M St Ry Gen 5s	121	121	120	121		14,000
M W S El Ch 4s	102⅞	102⅝	102⅝	102⅝	— ¼	7,000
Mex Cent Con 4s	84½	84½	84¼	84¼		43,000
do 1st Inc	33¼	33½	31⅝	31⅞	— 1½	214,000
do 2d Inc	22	22½	21½	21½	— ½	87,000
do 4½s	96	96¾	96¼	96½	+ ½	25,000
Mich C 5s 1931	130	128	127	128	— 2	4,000
M L S&W Ext 5s	126	126¼	126¼	126¼	+ ¼	3,000
M&StL 1st Ref 4s	105⅛	105⅜	105⅛	105⅜	+ ¼	25,000
Mo Kan & E 1st	111¼	111¼	111	111¼		6,000
Mo K & T 1st 4s	99⅞	100	99⅞	100	+ ⅛	34,000
do 2d	84⅛	84½	84¼	84½	+ ⅜	90,000
do Ext 5s	106¼	107½	106½	107½	+ 1¼	60,000
do St L Div 4s	86	87	85¾	87	+ 1	66,000
M K & T of T 5s	106	106¼	106¼	106¼	+ ¼	2,000
Mo Pac Con 6s	123	124⅝	123¼	124⅝	+ 1⅝	19,000
do Trust 5s	108⅛	108⅛	107⅞	108⅛		31,000
do 1st Col 5s	108	107⅞	107½	107⅞	— ⅛	1,000
do 3d	110⅛	112⅜	111	112⅜	+ 2¼	11,000
M & O Gen 4s	100	100	100	100		6,000
do new 6s	129	129	129	129		8,000
Mor & Es Con 7s	137½	137	137	137	— ½	2,000
Mut Un Tel 6s	110¾	111	111	111	+ ¼	1,000
Nat of M Con 4s	79⅜	79½	79½	79½	+ ⅛	10,000
N C&St L Con 5s	114	114	114	114		1,000
N Y C L S C 3½s	95⅜	95⅞	95	95⅞	+ ½	38,000
do M C Col 3½s	94½	95	93	95	+ ½	21,000
N Y C & St L 4s	105⅞	105⅞	105⅜	105⅞		11,000
NYG&ELH&P 4s	97½	97⅝	97½	97⅝	+ ⅛	32,000
N Y O&W Ref 4s	103⅜	104	103⅝	103⅝	+ ¼	21,000
Nor & W Con 4s	101¾	102	101⅜	102	+ ¼	22,000
do P C & C 4s	92¾	93½	92½	93	+ ¼	284,000
Nor Pac Gen 3s	74¼	74¾	74	74¾	+ ½	129,000
do Prior 4s	105⅜	105¼	104⅞	105⅜		101,000
Ore R R & N 4s	103	103⅜	103⅜	103⅜	+ ⅜	37,000
Ore Short L 6s	127	128½	127½	128½	+ 1½	10,000
do 1st Con 5s	118⅞	119½	119¼	119½	+ ⅝	5,000
Pac Coast 1st 5s	113¾	111	111	111	— 2¾	2,000
Pac of Mo 2d	116½	116	116	116	— ½	1,000
Penn Warrants	104⅛	104¼	104⅛	104⅜	+ ¼	544,000
Peo & East 1st	100	100½	100	100		8,000
Pitts & West 1st	102	102¼	102¼	102¼	+ ¼	6,000
P C C&St L4½sA	115	115¼	115¼	115¼	+ ¼	7,000
do 4½s B	114¾	115¼	115¼	115¼	+ ½	5,000
Reading Gen 4s	100¼	101	100	100⅝	+ ⅜	95,000
do J C Col 4s	96¼	96¼	96¼	96¼	+ ¼	62,000
R & Sara 1st Reg	147½	147¼	147¼	147¼		5,000
Rio G So 1st Gtd	94¼	94¼	94½	94½	+ ¼	10,000
Rio G W 1st 4s	102	102½	101¾	102¼	+ ¼	18,000
do Cl Tr 4s	93¾	94¾	94	94¾	+ 1	17,000
R W & Og Con	123¼	123¼	123¼	123¼	— ¼	1,000
St Jo & G I 1st	98¾	98½	98¼	98¼	— ¼	2,000
St L & Cairo 1st	99	100¼	100¼	100¼	+ 1¼	5,000
St L & I Mt 4s	94½	94¾	94¾	94¾	+ ¼	79,000
St L&S F Ref 4s	97½	98	97¾	97¾	+ ¼	4,000
do Gen 5s	118	117	117	117	— 1	1,000
St L Swn 1st 4s	99⅜	99⅞	99½	99⅞	+ ⅜	127,000
do 2d	87	87⅞	86	87¼	+ ¼	119,000
St P M & M 4½s	115¼	115	115	115	— ¼	1,000
S A & A P 4s	90⅜	90⅞	90⅜	90⅞	+ ½	53,000
Sc V & N E 4s	102	102¼	102¼	102¼	+ ¼	4,000
Sea A L Ref 5s	103¼	103¼	103¼	103¼		24,000
do Gold 4s	85½	86	85½	85½		34,000
So Car & G 1st	110	112	112	112	+ 2	20,000
So Pac Cl Tr 4s	92¾	92¾	92¾	92⅝	— ¼	89,500
do 4½s	99¼	99⅝	99¼	99½		97,000
South Ry 1st 5s	123¾	124	123¾	124	+ ¼	13,000
do M & O 4s	98¾	99	99	99	+ ¼	4,000
Stand R & T Inc	15½	15	14¼	14¼	— 1	14,000
T A & St L 5s	114½	110¾	110¾	110¾	— 3¾	1,000
Tex & Pac 1st 5s	119⅞	119⅜	119⅜	119⅜		28,000
Third Ave Con 4s	101½	101⅝	101⅝	101⅝	+ ⅛	158,000
do 1st 5s	126½	126	123⅝	124⅛	— 2	16,000
T St L & W 4s	83⅜	83¼	82½	82½	— ⅞	4,000
do 3½s	92¼	92¾	92¼	92¼		5,000
Tor H & B 1st	97	97	97	97		1,000
Ulster & Del 1st	111¼	111¼	111¼	111¼		2,000
Un P 1st 4s Reg	105¼	106¼	106¼	106¼	+ 1¼	100
Un Pac 1st 4s	105⅞	106¼	106⅛	106¼	+ ⅜	85,000
do Convt 4s	107⅞	108¼	107¼	107⅞	— ⅛	3,277,000
U S R & Ref 6s	87	87⅞	86	87⅞	+ ⅞	20,000
Wabash 1st 5s	119⅞	120	119¼	119¼	— ⅝	22,000
do 2d 5s	111¼	111½	111⅛	111¼	+ ¼	5,000
do Omaha 3½s	88½	88¼	88¼	88¼		1,500
do Deb A	102	103	103	103	+ 1	2,000
do Deb B	77¾	78¾	76	76¾	— 1	3,641,000
West Sh Gtd 4s	115¾	116	115¾	115¾	— ¼	27,000
do Reg	113¼	113½	113¼	113¼		1,500
W N Y & P Gen	99¼	99¼	99¼	99¼	+ ¼	3,000
W & N C 1st	120¼	120¼	120¼	120¼		8,000
W Un Ref & R E	107	107	106½	106¼	— ¾	15,000
W&LE 1stCon 4s	96	97½	94½	94½	— 1½	148,000
Wilkes & E 1st	114⅛	114½	114¼	114¼		10,000
Wis Cent Gen 4s	94	94	93½	93⅞	— ¼	44,000
Total sales for the week						$17,357,400

AMERICANS RISE IN LONDON.

London, June 22.—Nothing occurred on the Stock Exchange in the last week to encourage a rise. On the contrary, the market sagged somewhat under the big outstanding bull account. American shares were the exception, however, and almost all American securities improved. This improvement did not apply to United States Steel common, which was down slightly.

The approaching coronation and the shortest settlement period in the history of the Stock Exchange have tended to reduce business to a minimum, and no one expects any activity until after the coronation. It is an interesting question whether or not business will improve then, but the critics generally express the belief that it will. A large amount of dividend money will be released next July, and this money will seek reinvestment.

The railroads appear to be reaping the benefits of improvements and economies, and unless the general business of the country declines, operators look for better times for the remainder of this year.

NEWS OF BERLIN TRANSACTIONS.

Berlin, June 22.—Transactions on the Boerse have grown so light that operators are agitating for shorter hours, some demanding that the Boerse close at 2 o'clock in the afternoon, while others demand that it be closed for two or three days a week through the months of July and August.

Domestic government securities were quiet last week, but quotations were maintained. Among the foreign government securities Russian 4 per cents enjoyed the preference. Spaniards were bought for Paris account, and Turkish and Hungarian rentes were more active. Chinese were neglected.

Domestic rails were so sluggish that some days last week they were not quoted. The shares of several Austrian roads showed improvements. Canadian Pacifics now enjoy greater favor with Berlin buyers. Shares of the Hamburg-American and North German Lloyd lines weakened last week on reports of a poorer freight market, and Hamburg and Bremen sold shares of both companies in Berlin. These shares have now lost almost all their recent advances which resulted from the publication of the contracts made by the German steamship companies with the Atlantic shipping combination.

There were hardly any transactions in bank stocks here last week.

Industrials of all classes were weak, orders for iron losing from two to four points. Iron shares were unfavorably affected by the Düsseldorf Iron Boerse, where the iron business is generally reported to be worse.

Operators in Berlin continue to discuss the probable effect of the American coal strike upon the German iron situation, and many of them argue that the strike must result in increased American buying in Germany as supplies in the United States diminish. The "Frankfürter Zeitung," however, expresses a contrary opinion. This paper says that if the coal strike continues the boom in iron must be reversed, and that consequently Americans will buy less German iron.

The abundance of money continues unabated, and rates are easy. It is not believed that the semi-annual settlement will cause any marked effect on the money market.

RAILROAD AND OTHER STOCKS.

Following is the usual table giving the number of shares of all stocks dealt in last week, together with the highest, lowest and final prices of the week, the final prices of a week ago, and the closing prices of June 22, 1901, the net changes in the week and the high and low prices in the year, with the high and low prices in the year 1901:

	June 22, 1901.	Actual sales June 21. High-est.	Low-est.	Final.	June 14, 1902.	Net changes.	No. shares sold.	Range 1902. High-est.	Low-est.	Range 1901. High-est.	Low-est.
*Amalgamated Copper	124	68⅜	66¼	66⅝	68⅝	— 2⅜	43,555	79	61	130	60½
*American Beet Sugar	29	30	30	30	—		100	30	30	30	24
American Bicycle	5	7½	6¾	7¼	6¾	+ ½	9,420	8½	2	8¼	1½
do preferred	24⅛	23¾	23	23¾	22	+ 1¾	494	26½	10	35	10
American Car & Foundry	32⅝	33⅜	32¾	32⅝	32½	+ ⅛	36,025	33⅜	28¼	35	19
do preferred	87⅞	91¼	90½	91	90⅞	+ ⅛	1,600	91⅞	85¼	89¼	67
American Cotton Oil	32⅜	52⅛	51¼	52⅛	51⅝	+ ½	1,240	57⅞	30½	35½	24
do preferred	89¾	97	96½	96½	96	+ ½	200	99½	86	91½	85
American District Telegraph	—	36	36	36	36		200	42⅞	32½	40	32
American Express	—	226	225	226	223	+ 3	239	244⅝	210	210	170
*American Ice	34½	18	14¾	14¾	17⅞	— 3⅛	14,605	31⅞	14¾	41⅞	25⅞
*do preferred	71	56⅝	47	47	56⅝	— 9⅝	11,425	67	47	77⅞	62
*American Linseed	24⅛	26	24	24	26	— 2	1,020	27	15	30⅞	5⅛
*do preferred	55⅜	52	51	51	50½	+ ½	300	58	42	66	31
*American Locomotive	—	33½	32¼	32¾	33⅜	— ⅝	6,950	36⅞	29⅝	33⅞	22½
*do preferred	—	94½	93½	93½	94	— ½	1,830	100¼	89	91⅛	83⅝
*American Malting	7¾	6½	6⅜	6¼	6⅝	— ⅜	700	7½	5	8	4½
*do preferred	29½	25⅜	24½	25	25		950	26⅜	21	30	22⅞
*American Smelting	58½	48⅞	47⅜	47⅞	48½	— ⅝	6,825	49⅝	43½	69	38½
*do preferred	105	100	99½	100	99¾	+ ¼	3,825	100	95	105	88
*American Snuff	46	126¾	122⅝	126¾	123	+ 3¾	1,100	126¾	40½	49⅛	26
*do pref ex div 1½ p c	87¾	98⅞	98⅞	98⅞	99½	+ ⅜	310	100	85	90	73
*American Sugar	142⅞	129	125⅝	125⅞	128⅝	— 2¾	74,155	135⅛	116¼	152⅞	103½
*do preferred	121½	119⅝	119	119⅝	119¾	— ⅜	430	120¼	115	130	111
Amer Tel & Cable	100	88	88	88	—		30	93	84	100	95
*American Woollen	16⅛	13½	13½	13½	13¾	— ¼	100	17⅛	13¼	21⅞	13¼
*Anaconda	199	114	110	111	114	— 3	4,700	146	110	217	131
Ann Arbor pref	—	73	73	73	74	— 1	100	77⅛	62½	66	50
Atchison	88½	83⅛	81½	82¼	81⅞	+ ⅜	119,275	84⅞	74¼	91	42¼
do preferred	105	101⅜	100⅜	100⅝	100¼	+ ⅜	37,390	103⅝	95½	108	70
American Tel & Tel	—	177¼	177⅛	177¼	174⅛	+ 3⅛	300	186	160¾	167¾	157½
*American Grass Twine	—	58¼	57½	57½	58	— ½	2,172	59¾	39½	45	39⅜
Baltimore & Ohio	109	107½	105⅞	106½	106½	———	18,860	110	101	114½	81⅜
do preferred	95	95½	95½	95½	95½		420	97	93¾	97	83⅝
Brooklyn Rapid Transit	82¼	67½	66⅜	66½	67⅛	— ⅝	9,927	72⅛	60⅞	88⅞	55⅞
Brooklyn Union Gas	—	237½	236	233	237½	— 4½	500	242	210	228	175
Brunswick	11½	12⅛	12¼	12¼	12⅜	— ⅛	325	14⅛	10	14¾	8¾
*Butterick Co	—	48	47⅜	47⅜	50⅛	— 2¾	200	50⅜	41		
Canada Southern	70⅛	95	94	95	95½	— ½	300	97	85¼	89	54⅛
Canadian Pacific	106¾	137¼	134¼	135⅜	135⅝	— ¼	42,160	141⅝	112¼	117½	87
*do sub 1st paid		131	129½	129½	129⅞	— ⅜	500	134⅛	122		
Central of New Jersey	162	190	190	190	188	+ 2	200	198	187	196⅝	145¾
Chesapeake & Ohio	49½	47¼	46¼	46⅞	47⅛	— ⅜	2,842	48⅝	45	52⅝	29
Chicago & Alton	46½	39	37¼	38	37⅜	+ ⅝	8,900	39¼	33½	50½	27
do preferred	79¾	77⅝	76⅜		76⅜						
do ex div 2 p c		75⅝	75⅝	75⅝		+ ⅞	1,800	77⅝	75	82¼	72½
Chicago & East Illinois	132¾	178	173½	178	174	+ 4	4,713	178	134¾	140	91
do preferred		145	144	145	143	+ 2	400	145	137	140	120½
Chicago Great West	26⅛	29⅝	28¾	28¾	29½	— ⅜	13,425	32½	22¾	27	16
do preferred A	89½	90	89¾	89⅝	89½	+ ⅛	515	90	83¾	90½	75
do preferred B	53½	49	48	48	48⅞	— ⅞	500	50⅞	43½	56	41
do deb	94	94⅜	94	94	95¼						
do ex div 2 p c		92⅜	92	92¾		— ½	850	95¼	90½	94¾	90
Chicago Ind & Louisville	39	75⅜	74½	75	75¼	— ¼	2,500	80	49¼	52⅞	23
do preferred	73½	87½	85⅜	86½	86⅞	— ⅜	3,002	90	75	77⅝	58⅞
Chic Mil & St Paul	178	174⅝	172⅛	173⅝	173	+ ⅝	175,770	175	160⅝	188	134
do preferred	192¼	191	189	189⅝	191½	— 1⅞	2,910	196½	186	200	175
Chicago & Northwest	203	257½	254	254½	254½		5,550	271	204⅛	215	168⅛
do preferred	226	270	266	270	267	+ 3	1,430	274½	230	248	207
Chicago Rock Island & Pac	169	174¾	172		172½						
do ex div 1½ p c		172½	172	172⅝		+ 1⅛	5,010	181⅞	152	175¼	116⅞
Chicago Terminal Transfer	23¼	21½	20⅜	21	21⅜	— ⅜	2,312	23¼	15¼	31	10½
do preferred	44	39	37⅜	37⅝	39¼	— 1½	1,515	42	30¼	57½	28⅝
Chicago Union Traction	19¼	18⅜	17½	18	18⅜	— ⅜	5,320	23	10⅜	20¾	12
do preferred		53	53	53	53⅛	— ⅛	100	60	44⅜	60	54⅜
C C C & St Louis	86	105⅝	104½	104½	104⅝	— ⅛	1,100	107¼	95¼	101	72½
Clev Lorain & Wheeling	33	78	78	78	79½	— 1½	100	84½	35	42½	27⅞
Colorado Fuel & Iron	114	98½	92¼	92⅝	99½	— 6⅞	33,900	110½	84	136½	41¾
Colorado & South	15	21⅝	30½	31¼	31⅝	— ⅜	3,800	33	14¼	18	6⅝
do 1st preferred	50¾	71½	71	71½	71	+ ½	560	75¼	59¾	60	40
do 2d preferred	22¾	44½	43	43	44⅛	— 1⅛	3,400	47	28	28¾	16¼
Col & Hocking Coal & Iron	24	17	16½	16⅞	16⅜	+ ½	500	23¾	14⅛	25½	12½
Consolidated Gas	222	221¾	220	220	221	— 1	3,000	230¾	213	238	187
*Continental Tobacco pref	119	125	125		124¼						
do ex div 1¾ p c	—	124⅜	121½	121½	—	— 1	400	126½	115	124	73¼
Crucible Steel	—	22⅝	21¾	22⅜	23¼	— ⅞	1,050	24¼	21⅜	27⅞	23
Corn Products	—	31⅝	30	31	32½	— 1½	1,400	58⅜	30	—	—
do preferred		87¼	85⅞	87	86½	+ ½	1,527	90	85⅞	—	—
Delaware & Hudson	166	176¾	174	174½	175¾	— 1¼	6,900	184½	170	185½	105
Denver & Rio Grande	52	43	41½	42⅛	42¼	— ⅛	3,700	47	41	53½	29¼
do preferred	101	93⅜	92⅝	93	92¼	+ ¾	8,179	94⅜	88¾	103¼	80
Des Moines & Fort Dodge	42½	52¼	49½	50	49½	+ ½	11,300	52¼	38½	45	18
Detroit Gas	89½	80½	77½	80½	78	+ 2½	2,000	80½	65	92	72½
Detroit Southern	—	21⅝	20⅞	20⅞	21¼	— ⅜	6,000	22¾	13	17	14¼
do preferred	—	41½	41	41	41	———	1,500	44½	33	40⅞	36
Detroit United R R	—	79½	79¼		79						
do ex div 1 p c	—	78¼	78	78		———	2,980	80¼	75	82	75
Diamond Match	—	136	136	136	136	———	50	139⅞	130¼	152½	127½
*Distilling of American	10¼	7½	6	6	7⅜	— 1⅜	14,015	10	6	10½	6⅞
*do preferred	33	41	38¾	38⅝	40⅜	— 2⅛	12,606	42¾	33	34½	23¼
*Duluth So Shore & Atlantic	12⅛	17½	16⅝	16¾	17⅜	— ⅝	1,200	18¾	10	12½	4½
*do preferred	21¼	30¼	29	29¾	31¼	— 1½	857	35¼	18⅝	22½	13⅜
Erie	43½	38	36¾	36¾	37½	— ¾	31,170	44⅝	35⅜	45½	24½
do 1st preferred	71	69	67¼	67½	68½	— 1	5,900	75¾	65⅜	74⅞	59¾
do 2d preferred	57½	53⅞	53	53	52¾	+ ¼	1,750	63¾	51	62¾	39¼
Evansville & Terre Haute	55	54	53½	54	53	+ 1	1,000	74⅜	50	68	41
*Fort Worth & Denver City	30	47	47	47	47⅞	— ⅞	100	52½	30	36	17
General Chemical	—	65	64	64	66¼	— 2¼	300	67½	64	—	—
do preferred	—	101	101	101	100½						
do ex div 1 p c	—	98½	98½	98½		— 1	200	101½	98½		
General Electric Co	260	314	305	306	313¼	— 7¼	5,900	334	276¾	289¾	183½
Great Northern pref	186¼	190¼	186½	188½	185½	+ 3	11,900	191	181½	208	167½
George A Fuller Co		51⅝	50	50	52	— 2	1,000	53	40	—	—
do preferred		97	97	97	97	———	520	98	92		
Hocking Valley	55	86¼	84¾	85¾	85½	+ ¼	6,900	88	66	75½	40½
do preferred	78½	92⅜	91⅛	91⅛	92⅝	— 1¼	1,500	93	81⅛	88½	69¾
Illinois Central	147⅝	160¼	153	157⅞	153¼	+ 4⅝	95,880	160¼	137	154¾	124
International Paper	23½	20¾	20⅜	20½	20¾	— ¼	700	23⅝	19	28	18½
do pref ex div 1½ p c	77½	74	72¾	73¾	75	— 1¼	700	77¼	72¾	81½	69
*International Power	97⅞	75	75	75	85	—10	200	199	55	100½	54⅞
*International Silver pref	39½	59⅝	59⅛	59⅝	59½	+ ⅛	300	65	45	51	32½
International Steam Pump	39¾	54½	54	54	54½	— ½	700	57¼	47	49	24⅛
do preferred	83	93½	92½	93	93	———	1,000	94	87¼	89	74
Iowa Central	41½	50	47⅞	49¼	48½	+ ¾	14,100	51¼	37½	43¾	21
do preferred	72½	88½	85⅞	87	85⅝	+ 1¼	4,550	90⅜	71	87½	48
Kanawha & Michigan	37¾	42	42	42	42¾	— ¾	100	43	33⅞	41	21
Kansas City & South	21	34¾	33½	34¼	34¾	— ½	6,250	35¼	19	25	13½
do preferred		61⅝	60½	61¼	62	— ¾	1,200	62¾	44	49	35
Keokuk & Des Moines	9¼	33	32	33	35	— 2	200	40¾	13	18½	5¾
K C F S & M pref ex d 1 p c	—	82½	82	82⅜	83¼	+ ⅛	1,275	85¼	80⅞	81¼	72½
Lake Erie & Western	60¼	65½	64½	64½	65⅞	— 1⅜	200	71½	64	76½	39¾
Lake Shore		328	328	328			10	340	325	352½	250
Long Island	80½	87½	86	86	87¼	— 1¼	600	91⅞	78¾	90	67
Louisville & Nashville	110¼	138⅛	136	136⅝	137½	— ⅞	4,400	146	102⅞	111¾	76
Manhattan Elevated	125¼	131⅞	130⅝	131	131⅝	— ⅝	15,670	140⅜	128	145	83
*Metropolitan Street Ry	174½	151⅞	150¼	150½	150¾	— ¼	7,980	174	146	177	150
*Met Sec Subs 1st paid		117¾	115	117	115	+ 2	6,525	118⅝	109½		
Mexican Central	29	28⅜	28	28¼	28½	— ¼	15,220	31⅛	25⅞	30	12¾
Michigan Central		175	173	173⅞	175	— 1⅛	500	192	150	180	107
Minneapolis & St Louis	108½	114½	113½	114	113	+ 1	3,700	115	105	111¼	67¾
do preferred	114½	126	125½	126	126		200	127¾	118½	124½	101¾
Minn St Paul & S Ste Marie	25¼	60	59	59	58¼	+ ¾	900	64	36½	36½	15
do preferred	66	124½	120½	120½	122½	— 2	900	126½	90	94¾	49
Missouri Kansas & Texas	31⅛	27⅝	26⅜	26¾	26¾	———	16,400	27⅝	24	35½	15
do preferred	64	59⅞	58	59¼	58½	+ ¾	13,550	59⅞	51	68⅝	37
Missouri Pacific	122	108⅞	105⅜	108¼	105⅝	+ 2⅝	286,150	108⅞	96¾	124½	69
Morris & Essex		195½	195½	195½		———	78				
*National Biscuit	45¼	48⅞	48⅛	48½	48⅜	+ ⅛	1,020	53¼	43⅝	46	37
*do preferred	103	106	105⅝	106	106	———	1,590	109½	104¼	103⅝	92
*National Lead	24	22⅜	21	22	22¾	— ¾	4,700	23½	15⅜	25½	15
*do preferred	92	89	87	87	89	— 2	2,400	91	78⅛	93⅞	74¾
National R R of Mexico	11⅛	19¼	18½	19	19	———	5,565	20¾	14⅛	15⅛	3⅝
do preferred		40¾	39⅝	39⅝	40¾	— 1⅛	3,334	45⅝	39⅝		
*New-York Air Brake	143¾	168½	165	165	169	— 4	700	196	148	175	133
New-York Central	158⅛	157⅜	156	156⅝	156⅝	———	13,200	168⅞	153½	174½	139⅝
N Y Chicago & St Louis	34¾	54¼	53	53⅞	53½	+ ⅜	4,100	54¾	46½	57⅞	16
do 2d preferred	71	92	91	92	91⅝	+ ⅜	2,300	92½	84	95	47
New-York Dock		27	20¾	27	25	+ 2	1,350	30	12	15	13
do preferred		55	54⅜	55	54	+ 1	373	56½	39¼	47¼	42
N Y N H & H ex div 5 p c	215½	230	228¾	228¾	231	———	†102	255	209½	217	210
N Y Ontario & Western	37⅜	33⅛	32⅝	32¾	33⅛	— ⅜	10,600	36¼	32	40½	24
Norfolk & Western	54	58¼	56⅞	57¼	57½	— ¼	13,370	59¾	55	61⅜	42
do preferred	90	91½	91	91⅛	90½		†120	93	90	92¼	82
North American	104½	125	120	123	121	+ 2	650	132⅜	88	109	73½
Northern Central		236½	235	236½			268	236½	235		
Pacific Coast	72	68	68	68	69½	— 1½	200	75½	68	78	52
do 1st preferred		114½	114½	114½			20	106	100½	103½	89
Pacific Mail	42¾	43	41	42½	40⅞	+ 1⅝	2,900	49⅜	37½	49½	30½
Pennsylvania Railroad	153	152½	150½	151⅝	150½	+ 1⅛	97,609	154⅞	147	162½	137½
People's Gas & Coke	119¾	102¾	102	102½	102½	———	4,700	106	98¼	120½	95¾
Pere Marquette	75	71½	71½	71½	71	+ ½	100	83	71	94	33¾
P C C & St Louis	79	97¾	97	97	97	———	500	98½	80¼	81	57
Pressed Steel Car	45¼	47½	45¾	46⅝	47⅜	— ¾	7,600	50¼	39	51⅞	30
do preferred	86	86½	86	86	87	— 1	795	89	82¾	89	72½
R R Sec I C ctfs		96½	96	96	96½	— ½	450	96½	95½		
Quicksilver	4¼	3⅜	3½	3¾	3½	+ ¼	400	4⅜	3⅛	5¼	1¼
do preferred	10¾	10⅜	9⅞	10	9½	+ ½	900	11⅞	9½	12¾	7
*Railway Steel Spring		32½	32	32	32	———	1,800	34½	24		
*do preferred		86⅝	86½	86½	86½	———	400	88¼	80		
Reading	46⅝	68	64¾	65⅞	65	+ ⅞	300,760	68⅛	52¼	58	24½
do 1st preferred	79¼	85⅛	83⅝	84	84½	— ½	12,120	87	79⅞	82⅞	65
do 2d preferred	57⅞	71⅜	69¼	69¾	69½	+ ¼	41,200	74⅛	60	64½	38
*Republic Iron & Steel	22½	18½	17½	17½	18⅛	— ⅝	2,900	20	15⅝	24	11¾
*do pref ex div ¾ p c	76	74	73¼	73⅜	75⅝	— 2	1,100	76	68	82	55¼
*Rubber Goods	31	20½	19¾	19¾	20	— ¼	480	25⅝	17¼	38¼	18
*do preferred	79	65¾	65½	65½	68	— 2½	250	74	65½	90	65
Rutland pref		79	75	75	79	— 4	300	125	74	112¾	97
St Joseph & Grand Island	14¼	23½	21	23¼	20⅝	+ 2⅝	5,900	24	12	15¼	7½
do 1st preferred	76	77	72¼	76¾	72	+ 4¾	10,375	77	62	78½	55
do 2d preferred	33	35	32¾	34½	32½	+ 2	8,000	35⅜	27	36	17
St Louis & San Francisco	52⅞	70½	68⅜	69⅜	69	+ ⅜	14,730	72⅝	55¾	56½	21½
do 1st preferred	86½	84	83	83	85	— 2	200	88	83	88	75
do 2d preferred	75	73¾	72¼	72¾	73¼	— ½	2,100	77	70½	76¼	53⅛
St Louis Southwest	33½	30¼	28⅜	30⅛	28⅝	+ 1⅝	6,600	30½	24⅜	39½	16
do preferred	67⅜	67	60¾	67	62⅜	+ 4⅞	24,020	67	55¼	71	41½
Sloss-Sheff Steel & Iron	36¾	32	31½	32	31	+ 1	300	34½	29½	41½	19½
Southern Pacific	59⅞	65¾	64¼	64⅞	65¼	— ⅜	43,200	69¼	58	63⅝	29
Southern Railroad	33¾	37¼	36⅜	36⅝	37¼	— ⅝	20,600	40½	31⅞	35¾	19
do preferred	87¾	95⅞	95⅛	95⅞	95	+ ⅞	3,400	98½	92	74⅝	67¼
do M & O ctfs		90½	90¼	90¼	91	— ¾	400	91	90		
Standard Rope & Twine	7¾	7	6¾	7	7	—	466	8⅝	4	8½	3½
Tennessee Coal & Iron	70½	64¾	62	62	64¼	— 2¼	6,850	74⅝	61½	76⅝	49⅝
Texas & Pacific	47	43⅜	41¾	42¾	42	+ ¾	20,250	44⅞	37⅛	52¼	23¼
do Land Trust	35	40	40	40	40⅞	— ⅞	300	44½	35	42¼	19
Toledo St Louis & West	22⅞	21¼	20⅝	21	21	———	800	23½	18½	25⅛	10⅝
do preferred	37¾	38½	37	37	37½	— ½	700	43⅜	35	39½	28
Twin City Rapid Transit	92¾	119½	119	119½	120¾	— 1¼	215	124	107	109⅝	65¾
*U S Cast Iron Pipe		12⅛	11¼	12⅛	12⅛		2,016	13⅜	10½		
*do preferred		45	42⅝	45	42⅞	+ 2⅛	1,600	47	42		
*Union Bag & Paper	17⅞	15½	15	15	15⅞	— ⅞	400	18¼	13	19⅜	12
Union Pacific	112¾	106⅜	104⅜	105¼	105⅝	— ⅜	173,550	108½	98⅜	133	76
do preferred	91¼	89⅝	88¼	89½	88¼	+ ⅜	4,960	91⅜	86⅝	99½	81⅝
United States Express	91¼	116	116	116	115	+ 1	150	126¾	97	100	54
*United States Leather	14⅜	13¼	13	13	13⅜	— ⅜	6,390	14¾	11¼	16¾	7¾
*do preferred	79	84⅝	84	84¼	84⅜	— ⅛	2,346	86½	79⅞	83¾	19½
United States Rubber	22	15	14½	15	14½	+ ½	340	19¼	14	34	12½
do preferred	61½	55	55	55	55¼	— ¼	860	64	50⅛	85	47
United States Steel	48⅞	39½	36¾	38⅝	39¼	— ⅝	132,802	46¾	36¾	55	24
do preferred	99	89⅝	87½	89¼	89⅜	— ⅛	62,304	97¾	87½	101⅞	69
*United States Red & Ref		40	39½	39¾	40	— ¼	145	44⅝	38½		
*do pref ex div 1½ p c		62	62	62	64	— 2	700	68	62		
Virginia-Carolina Chemical	66	70⅞	69¾	69¾	70⅝	— ⅝	3,950	76⅜	60	72	51
Westinghouse Elec & M		212	210½	210½	210	+ ½	300	230½	169½	180	145
do 1st preferred		217	217	217	214¼	+ 2¾	100	234	180	187	157
Wabash	23¼	29⅝	27	29¼	27½	+ 1¾	98,980	29⅝	21⅜	26	11⅛
do preferred	44⅝	45¾	44¼	45⅜	45¼	+ ⅛	34,000	46¾	41⅛	46⅛	23¾
Western Union Telegraph	94¼	92¼	91⅜								
do ex div 1¼ p c		90½	90½	90½	91⅜	— 1¼	1,126	94⅝	88¾	100¼	81
Wheeling & Lake Erie	21½	23	22	22	22¼	— ¼	2,800	24	17	22	11⅜
do 1st preferred	56⅜	62½	61½	62¼	62	+ ¼	900	66	49½	60¾	45
do 2d preferred	34	36¾	35	35½	36	— ½	1,700	38½	28	38	24
Wisconsin Central	25	28	27¼	27¼	27¾	— ½	5,501	29¼	19¼	26	14½
do preferred	48⅛	50¾	49¼	49¾	50	— ¼	3,500	51¼	39½	49¾	38½
Total sales for the week							2,634,226				

*Unlisted. †Small lots.

RAILROAD EARNINGS.

The Tribune has printed the gross earnings of fifty-two railroads or systems for the first week in June. Of these forty return gains of $281,659, or 4 per cent, and twelve return losses of $109,131, or 7.9 per cent. The whole shows a gain of $172,528, or 2.1 per cent. The Tribune has also printed the gross earnings of forty-seven railroads or systems for the second week in June, of which thirty-three return gains of $716,113, or 12.1 per cent, and fourteen return losses of $164,739, or 8.6 per cent. The whole shows a gain of $551,374, or 7 per cent.

First week in June—	1902.	1901.	Differences.	P.c.
40 companies	$7,260,882	$6,979,223	Inc. $281,659	4.0
12 companies	1,255,763	1,364,894	Dec. 109,131	7.9
Total 52 co's	$8,516,645	$8,344,117	Inc. $172,528	2.1
Second week in June—				
33 companies	$6,602,785	$5,886,672	Inc. $716,113	12.1
14 companies	1,752,570	1,917,309	Dec. 164,739	8.6
Total 47 co's	$8,355,355	$7,803,981	Inc. $551,374	7.0

COLUMBUS, SANDUSKY AND HOCKING.

	1902.	1901.	1900.
Number of miles	273	273	273
Second week in June	$26,553	$22,422	—
July 1 to June 14	—	988,294	—

NASHVILLE, CHATTANOOGA AND ST. LOUIS.

Number of miles	1,195	1,195	935
Second week in June	$147,162	$136,793	—
July 1 to June 14	7,109,088	3,676,248	—

PERE MARQUETTE.

Number of miles	1,821	1,821	1,786
Second week in June	$172,646	$162,464	$149,386
Jan. 1 to June 14	4,021,710	3,676,248	3,413,073

ST. LOUIS SOUTHWESTERN.

Number of miles	1,293	1,258	1,258
Second week in June	$119,693	$113,443	$93,000
July 1 to June 14	6,994,457	7,126,133	5,677,357

DULUTH, SOUTH SHORE AND ATLANTIC.

First week in June	$55,559	$46,555	$48,712
July 1 to June 7	2,492,703	2,313,819	2,428,689

IRON RAILWAY.

Month of May—			
Gross earnings	$7,369	$6,203	$5,641
Expenses and taxes	4,742	4,280	359
Net earnings	$2,627	$1,923	$4,282

PITTSBURG, CINCINNATI, CHICAGO AND ST. LOUIS.

Month of May—			
Gross earnings	$1,899,289	$1,670,013	$1,567,248
Operating expenses	1,423,890	1,252,873	1,219,826
Net earnings	$475,399	$417,140	$347,422
Fixed charges	330,778	310,409	315,259
Surplus	$144,621	$106,731	$32,163
July 1 to May 31—			
Gross earnings	$9,005,263	$8,161,256	$7,854,728
Operating expenses	6,654,720	6,000,078	5,954,949
Net earnings 11 mos.	$2,350,543	$2,161,178	$1,899,779
Fixed charges	1,583,511	1,402,878	1,532,691
Surplus	$767,032	$758,300	$367,088

SAN FRANCISCO AND NORTH PACIFIC.

Month of May—			
Gross earnings	$94,770	$89,982	$86,347
Operating expenses	83,105	64,067	58,797
Net earnings	$11,665	$25,915	$27,550
Fixed charges	22,675	22,766	22,863
Deficit	$11,010	*$3,149	*$4,587
July 1 to May 31—			
Gross earnings	$1,014,301	$936,782	$824,105
Operating expenses	748,452	624,333	356,488
Net earnings 11 mos.	$265,849	$312,449	$467,617

*Surplus.

RICHMOND, FREDERICKSBURG AND POTOMAC.

Month of April—			
Gross earnings	$104,472	$96,262	$83,344
Operating expenses	65,084	57,416	52,126
Net earnings	$39,388	$38,846	$31,218
July 1 to April 30—			
Gross earnings	$902,078	$835,801	$762,168
Operating expenses	567,323	522,603	436,239
Net earnings 10 mos.	$334,755	$313,198	$325,929

RIO GRANDE JUNCTION.

Month of April—			
Gross earnings	$47,530	$46,462	——
Operating expenses	33,271	32,534	——
Net earnings	$14,259	$13,938	——
July 1 to April 30—			
Gross earnings	$215,540	$205,383	——
Operating expenses	150,878	143,768	——
Net earnings 10 mos.	$64,662	$61,615	——

ST. LOUIS SOUTHWESTERN.

Month of April—			
Gross earnings	$536,744	$574,739	$427,867
Operating expenses	407,655	424,867	315,736
Net earnings	$129,089	$149,872	$112,131
July 1 to April 30—			
Gross earnings	$6,180,828	$6,360,517	$5,074,975
Operating expenses	4,267,013	3,791,711	3,257,384
Net earnings 10 mos.	$1,813,815	$2,568,806	$1,817,591

TEXAS CENTRAL.

Month of April—			
Gross earnings	$35,630	$53,501	$21,543
Operating expenses	25,504	30,285	18,793
Net earnings	$10,126	$23,216	$2,750
July 1 to April 30—			
Gross earnings	$517,938	$601,047	$328,478
Operating expenses	284,007	276,567	199,319
Net earnings 10 mos.	$233,931	$324,480	$129,159

MARYLAND AND PENNSYLVANIA.

Month of March—	1902.	1901.	Changes.
Gross earnings	$20,622	$19,536	Inc. $1,086
Expenses	14,569	12,657	Inc. 1,912
Net earnings	$6,053	$6,879	Dec. $826
For 9 months—			
Gross earnings	$195,232	$179,255	Inc. $15,977
Expenses	136,783	136,252	Inc. 531
Net earnings	$58,449	$43,003	Inc. $15,446

NEVADA-CALIFORNIA-OREGON.

Month of April—			
Gross earnings	$13,722	$13,262	Inc. $460
Expenses and taxes	7,274	7,887	Dec. 613
Net earnings	$6,448	$5,375	Inc. $1,073
For 10 months—			
Gross earnings	$125,632	$122,994	Inc. $2,638
Expenses and taxes	78,852	80,049	Dec. 1,197
Net earnings	$46,780	$42,945	Inc. $3,835

MISCELLANEOUS SECURITIES.

STOCKS.

(Furnished by Frederic H. Hatch, No. 30 Broad-st.)

	Div. rate.	Div. period.	Bid.	Ask'd.
American	—		12¾	13⅛
American Can pref	—		54½	55
American Bank Note	—		55	60
American Book Co	—		130	140
American Chicle	10	Q-J	100	102
American Chicle pref	6	Q-J	89	92
American Hide & Leather	—		7½	8
Am. Hide & Leather pref	—		39	40
American Thread Co. pref	5	Q-D	3¾	4¼
American Graphophone	8	Q-D	30	35
American Graphophone pf	8	Q-F	70	80
Am. Press Association	6	Mo	90	100
Amer. Soda Foun. com	—		3	6
Am. Soda Foun. 1st pref	—		55	65
Amer. Soda Foun. 2d pref	—		14	18
Amer. Typefounders	4	Q-J	44	49
Amer. Typefounders' pref	7	Q-J	98	102
Amer. Writing Paper com	—		3	3¼
Amer. Writing Paper pref	—		12	13
Barney & S. Car pref	8	Q-M	125	135
Bay State Gas	—		1⅝	1¾
Borden's Cond. Milk pf	6		107	108
British Columbia Copper	—		8¼	8¾
Cen. Fireworks com	—		20	25
Cen. Fireworks pref	7	F & A	65	70
Cen. & So. Am. Tel	6	Q-J	103	106
Ches. & Pot. Tel	4	Q-J	55	60
Chesebrough Mfg	V	Mo	450	470
Claflin (H. B.) 1st pref	5	Q-F	100	105
Claflin (H. B.) 2d pref	6	Q-J	100	105
Compressed Air	—		8	9½
Con. Car Heating	V	F & A	55	65
Cramps S. & E. Bld	—		70	75
Denver Tramway	4	Q-M	90	100
Dominion Securities	—		24	25
Electric Lead Reduction	—		2¾	3
Electric Boat com	—		28	32
Electric Boat pref	—		40	47
Electric Vehicle Co. com	—		7	7¼
Electric Vehicle Co. pref	—		15	15½
Electro-Pneumatic	—		1¼	1½
Empire Steel com	—		11	13
Empire Steel pref	—		52	56
Flemington Coal & Coke	—		—	3
General Carriage, new	—		5¼	5½
Hall Signal	6	Q-J	90	93
Hackensack Meadows	—		8	15
Havana Commercial	—		19½	20½
Havana Commercial pref	—		60½	63
Herring-Hall-Marvin	—		2½	3½
Herring-Hall-Marvin 1st pf	—		32½	37½
Herring-Hall-Marvin 2d pf	—		5	7
Hoboken Ferry	—		70	72
Hoboken Land & Imp	—		100	—
Hudson River Tel	—	Q-F	104	108
International Banking	—		200	205
International Salt	—		10	11
Iron Steamboat	—		1	—
J. B. Stetson com	15	J & J	150	—
J. B. Stetson pref	8	J & J	150	—
Lorillard pref	8	Q-J	125	—
Madison Square Garden	—		10	—
Markeen Copper	—		—	1
Mergenthaler Linotype	V		102	108
National Enamel & Stamp	—		29¾	30¼
National Enamel & S. pref	7	Q-M	85	86
N. E. G. & C	—		3½	4½
N. Y. & E. R. Ferry	4	Q-M	62	66
N. Y. Loan & Imp	4	Q	85	—
N. Y. & N. J. Tel	7	Q-J	167	171
Northern Securities	—		104¼	104¾
Otis Elevator	—		32	33
Otis Elevator pref	6	Q-J	102½	104
Old Dominion S. S	6	Q-J	120	—
Pitts., Bess. & L. E	—		36	37
Planters' Compress	—		5	7
Pratt & Whitney pf. new	6	Q-F	90	—
Procter & Gamble	12	Aug	350	—
Procter & Gamble pref	8	Q-J	200	210
Royal Baking Powder pref	6	Q-J	104½	106
Safety Car Heat & Light	8	Q-J	145	150
Seaboard Air Line	—		25½	26
Seaboard Air Line pref	—		45½	46
Simmons Hardware com	8	An-F	158	162
Simmons Hardware 1st pf	—		140	145
Simmons Hardware 2d pf	—		140	145
Singer Mfg. Co	7	Q-J	250	270
Standard Oil	V	Q-M	652	657
Standard Coupler	V	Q-M	30	35
Standard Coupler pref	8	J & J	125	—
Standard Flour Milling	—		9	10
Standard Flour Milling pf	—		32	34
Standard Flour Mill. bonds	—		78½	80¼
Storage Power	—		2½	4
Swift & Co	7	Q-J	102	104
10th & 23d Street Ferry	—	Q-J	70	80
Tennessee Copper	—		15	16
Trenton Potteries com	—		16	17
Trenton Potteries pref	—		100	110
Trow Directory, new	—		70	—
U. S. Envelope com	—		10	20
U. S. Envelope pref	—		74	79
Union Ferry	5	Q-J	43	44
Union Switch & Signal	—		180	—
Union Switch & Signal pf	—		200	210
Union Typewriter com	—		98	102
Union Typewriter 1st pref	7	A & O	127	130
Union Typewriter 2d pref	8	A & O	127	130
Universal Tobacco com	—		9½	11
Universal Tobacco pref	—		25	40
U. S. Glass com	—		35	36½
U. S. Glass pref	—		140	150
U. S. Printing	6		82	85
Westinghouse Air Brake	V	Q	370	380
Worthington Pump pref	7	M & N	125	130
White Knob Copper	—		20	21½

BONDS.

	Div. rate.	Div. period.	Bid.	Ask'd.
Acker, Merrall & Condit	6	F & A	100	102
American Writing Paper 5s	5	J & J	70	73
Barney & Smith Car	6	J & J	111	115
Brooklyn Ferry	5	F & A	84	86
Carnegie Steel 5s	—		110	115
C. & O. Grain Elevator inc	—		15	20
C. & O. Gran Elevator	4	A & O	84½	—
Hecker-Jones-Jewell	6	M & S	95	100
Hoboken L. & I	5	M & N	105	—
International Silver	6	J & D	101	103
Iron Steamboat	6	J & J	40	50
Madison Square Garden 2ds	6	M & N	75	—
Maine Steamship	—		75	—
Metropolitan Ferry 1st	5	M & N	106	110
N. J. Steamboat	5	M & N	90	95
N. Y. & N. J. F. 1st	5	M & N	100	105
New-York Biscuit	6	M & S	115	—
N. Y. & N. J. T	5	J & J	112	—
Northern Pac. con 4s	—		110	—
Swift & Co. 1st	5	J & J	101	103
10th & 23d Street Ferry	5	J & J	105	108
Texas & Pacific Coal 1sts	6	A & O	106	110
Union Ferry 1sts	5	M & N	96	98½
U. S. Envelope	6	J & J	107	111

Auction Sales—Financial.

Richard V. Harnett & Co., Incorporated
AUCTIONEERS, 73 LIBERTY ST.
HENRY W. DONALD, Auctioneer.
Regular Auction Sale
STOCKS AND BONDS,
Tuesday, June 24, 1902, at 12:30 P. M.,
at the New York Real-Estate Salesroom, 111 Broadway.
For account of whom it may concern.
2,000 shares Sheep Ranch Gold Mining Company, $10 each (Hypothecated).
50 shares U. S. Hosiery Co., $10 each.
500 shares Neptune Mining Co., $25 each.

Trust Companies.

Morristown Trust Co.,
MORRISTOWN, N. J.
CAPITAL - - - - - - $600,000
SURPLUS & PROFITS - $1,500,000
DEPOSITS OVER - - - $4,000,000
Pays 3 per cent. Interest
On Accounts, Subject to Check, Payable in New York Funds if Desired.
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WILLARD W. CUTLER, WALTER G. OAKMAN,
PATRICK FARRELLY, WILLIAM B. SKIDMORE,
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Dividend Notices.

THE MERCHANTS' NATIONAL BANK OF THE CITY OF NEW YORK.

June 19, 1902.

The Directors of this Bank have this day declared a Dividend of Three and one-half per cent (3½%), free of tax, payable July 1st, 1902.

The Transfer Books will be closed on and after June 20, 1902, and reopened July 2, 1902.

W. B. T. KEYSER, Cashier.

THE IMPORTERS' AND TRADERS' NATIONAL BANK OF NEW YORK.

New York, June 20th, 1902.

A DIVIDEND OF TEN PER CENT, FREE of tax, out of the earnings of the last six months has to-day been declared by this bank, payable on the first day of July next. The transfer books will remain closed till that date.

H. H. POWELL, Cashier.

THE SINGER MANUFACTURING CO.

A QUARTERLY DIVIDEND OF 1¾ PER cent on the capital stock of this Company has been declared, payable on June 30th, 1902, to stockholders of record at the close of business on June 20th, 1902. The transfer books will close on June 20th, at 3 p. m., and open July 1st at 10 a. m.

T. E. HARDENBERGH, Secretary.

AMERICAN TELEPHONE AND TELEGRAPH COMPANY.

Four per cent Collateral Trust Bonds.

COUPONS FROM THESE BONDS, PAYable by their terms on July 1, 1902, at the office of the Treasurer in New York, will be paid by the Manhattan Trust Company, 20 Wall Street.

WILLIAM R. DRIVER, Treasurer.

New York, June 20, 1902.

THE HOCKING VALLEY RAILWAY COMPANY.

Columbus, Ohio, June 4th, 1902.

A SEMI-ANNUAL DIVIDEND of Two per cent, out of the surplus net earnings has this day been declared on the preferred stock of the company, payable July 19th, 1902, at the office of Messrs. J. P. Morgan & Company, 23 Wall Street, New York, to the preferred stockholders of record at close of business Saturday, June 28th, 1902.

The stock transfer books will close at twelve o'clock noon, Saturday, June 28th, 1902, and reopen at ten o'clock A. M. Monday, July 21st, 1902.

WM. N. COTT, Treasurer.

THE HOCKING VALLEY RAILWAY COMPANY.

Columbus, Ohio, June 4th, 1902.

THE Company has this day declared, from its surplus net earnings applicable for such purpose, a semi-annual dividend of One and one-half per cent. on its common stock, payable July 19th, 1902, at the office of Messrs. J. P. Morgan & Company, 23 Wall Street, New York, to the common stockholders of record at close of business Saturday, June 28th, 1902.

The stock transfer books will close at twelve o'clock noon, Saturday, June 28th, 1902, and reopen at ten o'clock A. M. Monday, July 21st, 1902.

WM. N. COTT, Treasurer.

THE NATIONAL SHOE AND LEATHER BANK OF THE CITY OF NEW YORK.

New York, June 18, 1902.

Ninety-Ninth (99th) Dividend.

THE DIRECTORS HAVE DECLARED A quarterly dividend of one per cent., payable, free of tax, July 1, 1902, until which date the transfer book will be closed.

JOHN I. COLE, Cashier.

105TH DIVIDEND.
NATIONAL BROADWAY BANK.

New York, June 19th, 1902.

THE BOARD OF DIRECTORS HAVE THIS day declared a semi-annual dividend of SIX PER CENT., payable on the 1st day of July, 1902. The transfer books will be closed on June 19th, 1902, at 3 o'clock P. M., and reopened July 1st, 1902, at 10 o'clock A. M.

CHAS. J. DAY, Cashier.

THE BANK OF AMERICA.

New York, June 20th, 1902.

THE BOARD OF DIRECTORS HAVE TO-day declared a semi-annual dividend of NINE (9) PER CENT., free of tax, payable July 1st, 1902, to stockholders of record of this date.

The transfer books will remain closed until July 2d, 1902.

W. M. BENNET, Cashier.

ADVERTISEMENTS and subscriptions for The Tribune received at their Uptown Office,

NO. 1,364 BROADWAY,

Between 36th and 37th sts., until 9 o'clock p. m. Advertisements will be received at the following branch offices at regular office rates until 8 o'clock p. m., viz.: 254 8th-ave., s. e. cor. 23d-st.; 153 6th-ave., cor. 12th-st.; 92 East 14th-st.; 257 West 42d-st., between 7th and 8th aves.; 263 West 125th-st.; 1,338 3d-ave., between 76th and 77th sts.; 1,026 3d-ave., near 61st-st.; 1,708 1st-ave., near 89th-st.; 157 East 125th-st.; 756 Tremont-ave.; 650 3d-ave.