# LIGHT TRADING IN STOCKS.

## PRICES STRONG ON SMALL VOLUME OF DEALINGS.

### *Banks Gain Cash on Week's Movement of Money—Reading and Rock Island Firm Features.*

Closing prices yesterday of the principal active securities and net changes from Thursday's quotations were:

STOCKS.

| | | | | | |
|---|---|---|---|---|---|
| Amal Copper | 66 | +¾ | Nash & Chat | 145 | —⅛ |
| Am C & F | 34⅝ | +⅝ | N Y Central | 142⅝ | +2⅞ |
| Am H & L pf | 44 | +½ | N Y O & W | 39⅞ | —⅛ |
| Am Ice pref | 88 | +⅝ | Norf & West | 78½ | +½ |
| Am Locomotive | 33¾ | +¼ | Pacific Mail | 42½ | — |
| Am Malting | 6⅝ | —¼ | Penn R R | 136⅝ | +¾ |
| Am Smelting | 80⅝ | +⅞ | Peo Gas of Chi | 106 | +⅜ |
| Am Sugar | 141⅝ | — | Reading | 77½ | +1¾ |
| At Top & S F | 85⅛ | +⅝ | Rock Island | 34½ | +1⅛ |
| do pref | 101 | — | do pref | 85 | — |
| Balt & Ohio | 99⅝ | +⅝ | Rep I & Steel | 16¼ | +¼ |
| Brooklyn R T | 60⅛ | +⅝ | Rubber Goods | 26¼ | +⅛ |
| Canadian Pac | 129⅝ | +¼ | St L S W | 24⅝ | +⅝ |
| Ches & Ohio | 47⅝ | +⅞ | do pref | 57¼ | +⅝ |
| C M & St P | 169¼ | +¾ | Southern Ry | 34¼ | +⅝ |
| Chic & N W | 204½ | —1 | Southern Pac | 63⅝ | +1 |
| Col F & I | 45 | +1 | Tenn C & I | 71½ | +1½ |
| Col & Southern | 23½ | +½ | T St L & W | 36½ | +1¼ |
| Consol Gas | 196½ | +1⅝ | do pref | 43⅝ | +⅝ |
| Del & Hudson | 186½ | +1½ | Third ave | 131 | —1 |
| Den & R G pf | 88 | +½ | Texas & Pac | 34 | — |
| Detroit South | 7¼ | +¼ | Union Pac | 110⅛ | +1 |
| Erie | 36¼ | — | do pref | 96⅛ | +¼ |
| do 1st pref | 74⅞ | +⅛ | U S Leather | 14⅛ | +⅛ |
| do 2d pref | 54¾ | +¼ | do pref | 101⅛ | +¼ |
| Gen Electric | 185 | —½ | U S Pipe pref | 79¼ | — |
| Inter Paper | 24 | —¼ | U S Rubber | 32¼ | — |
| Illinois Central | 153⅞ | +⅝ | U S Steel | 28⅞ | +⅝ |
| K C & S | 28 | —½ | do pref | 91⅞ | +⅞ |
| Louis & Nash | 138⅝ | — | Va-Car Chem pf | 114 | +½ |
| Met Sec | 79⅛ | +⅝ | Wabash | 21⅞ | +⅛ |
| Met Street Ry | *120 | +¾ | do pref | 43 | +⅜ |
| Mex Central | 20⅝ | +⅛ | West U Tel | 92¼ | —¾ |
| M K & T | 30½ | — | Wisconsin Cent | 21⅞ | — |
| Missouri Pac | 105⅝ | +½ | do pref | 45 | |

*Ex dividend.

BONDS.

| | | | | | |
|---|---|---|---|---|---|
| Am Tob 4s | 72 | +¼ | Erie gen 4s | 92½ | +¼ |
| do 6s | 110 | +¾ | Mex Cent 4s | 76¾ | +⅛ |
| A T & S F g 4s | 102¾ | +⅛ | Oregon S L 4s | 104⅛ | —⅛ |
| Atlantic C L 4s | 100 | +⅜ | Penn con 3½s | 102¼ | —⅛ |
| Chi & A 3½s | 82¼ | +¼ | Reading gen 4s | 102⅝ | +¼ |
| Ches & O 4½s | 107⅝ | +½ | S L & S F ref 4s | 89⅝ | —⅛ |
| C B & Q 4s | 100⅛ | +⅝ | S A & A P 4s | 88⅝ | —¼ |
| C R I&P RR 4s | 81⅞ | —1 | South Pac 4s | 94⅛ | +¼ |
| do col t 5s | 94¼ | —⅜ | Un Pac con 4s | 110⅝ | +½ |
| Col & So 1st 4s | 92 | —⅛ | U S Steel 5s | 92 | +¼ |
| Con Tob 4s | 74½ | —½ | West Md 4s | 90¼ | +¼ |
| Dis Sec C 5s | 78 | +⅛ | | | |

## STOCK MARKET OPERATIONS.

Trading was again light in volume, total sales amounting to only 289,582 shares, of which the greater part was supplied by a few issues, notably Amalgamated Copper, Reading, Union Pacific, Rock Island, Southern Pacific, Louisville and Nashville, and the United States Steel issues. In these stocks and throughout the list price changes, as a rule, were small, and in the morning dealings favorable to the bull side of the market. In the afternoon transactions there was no increase in activity, but prices were generally firm, maintaining a good part of their early gains throughout the last two hours of business, final quotations showing net advances in the greater number of issues, while speculative sentiment appeared to be bullish. The upward movement in Reading merely reflected a reaction from the preceding day's decline, and in other parts of the list the movement of values did not indicate anything new or novel in the general news of the day. Strength in the steel shares was not accompanied by news developments affecting the property, but the known improvement that has taken place in the steel trade and the bright prospects for further expansion in the new year naturally served to discourage bear operations in the issues. Already estimates are being made of the net earnings of the big steel corporations in the first three months of 1905, and careful and intelligent followers of the iron and steel industry place their figures at not less than $26,000,000, this result being based on the present conditions in the corporations' business, which almost duplicate those existing on January 1, 1902, which were followed by net earnings of $26,715,456 for the first quarter of that year. In the first three months of 1903 net earnings were a trifle more than $25,000,000, while in the first three months of the current year they were only a trifle more than $13,000,000; but since the first quarter of 1904 there has been a vast and favorable change in the position of the iron and steel industry.

According to the known movement of money in the week the local banks have gained over $8,000,00 in their cash holdings, and it is generally believed that loans have been reduced to an extent that will bring about a further increase in reserve above legal requirements. Great satisfaction is felt in speculative circles over the ease in money rates, but among the banks there is no enthusiasm over the low quotations, inasmuch as profits on lending money are not large, and, unfortunately for the banks, the prospects do not favor an important upward movement in the money market for many weeks to come. Of course, if the country's industries continue to expand the demand for money will increase in mercantile circles and higher rates will rule in Wall Street, in the event of which bull operations in securities may be checked. It is the general belief, though, that money will rule at an easy level for a period long enough to bring about a bull market, in the course of which, it is believed, prices will sell well above the high level of the current year and above the record prices of 1902. All of this optimism is based on the indications that there will be no adverse change in conditions affecting speculation and the intrinsic value of securities. At the moment there certainly is nothing in view that suggests the prediction of a bear market in the early months of 1905, although the Boston operator continues to insist that his work of hammering values has only begun. A similar remark was made by a well known cotton operator last year, who insisted that he could advance prices irrespective of speculative and trade conditions in the cotton business, but a short time after his boast he went the way of all operators who believe that a few successes in the speculative markets insure permanent movements in the direction in which they predict prices will tend. There is no doubt that Mr. Lawson's recent attacks on the market and his constant bombardment of the "Street" with his "revelations" on "the system" and "the frenzied financiers" have ruffled the tempers of many of the Standard Oil and other important interests, but it does not appear likely that sober minded American investors intend to part with their securities because of Mr. Lawson's campaign.

## AMERICAN SECURITIES ABROAD.

London, Dec. 23, 4 p. m.—The market for American securities was dull at unimportant price changes. Final quotations follow:

| | London close. | New-York equivalent. | New-York close. | Ch'gs. |
|---|---|---|---|---|
| Anaconda | 5¼ | 99½ | 100 | —½ |
| Atchison | 87½ | 85¼ | 85¼ | +⅛ |
| Canadian Pacific | 133 | 129½ | 129⅛ | — |
| St. Paul | 173½ | 168½ | 168⅛ | — |
| Erie | 37⅛ | 36⅛ | 36½ | —⅛ |
| do 1st pref | 76 | 74 | 74½ | —⅛ |
| Illinois Central | 157½ | 153⅝ | 153½ | —⅛ |
| Louisville & Nashville | 142½ | 139 | 138⅝ | +¼ |
| New-York Central | 143½ | 140 | 139½ | +½ |
| Pennsylvania | 69⅝ | 135⅝ | 135⅛ | +¼ |
| Reading | 39½ | 77 | 76½ | +⅝ |
| Southern Pacific | 64¾ | 63 | 62⅞ | +⅛ |
| Union Pacific | 112¼ | 109½ | 109½ | +⅝ |
| United States Steel | 29 | 28⅛ | 28½ | +⅛ |
| do pref | 93⅛ | 91⅛ | 90⅞ | +⅛ |

FOREIGN MONEY MARKET.—Call money in London, 2½@3 per cent. Open market discount rate for short bills, 2 15-16@3 per cent; long bills, 2⅞@2 15-16 per cent. Berlin discount rate, 4 per cent. Berlin exchange on London, 20 marks 39 pfennigs. Paris discount rate, 2½ per cent. Paris exchange on London, 25 francs 16 centimes.

FOREIGN SECURITIES.—British consols for money, 88 1-16; for the account, 88 3-16. French rentes, 97 francs 45 centimes.

## BOND MARKET TRADING.

GOVERNMENT BONDS.—Market steady. Final quotations follow:

| | Bid. | Asked. | | Bid. | Asked. |
|---|---|---|---|---|---|
| U.S. 2s,1930,reg. | 104½ | 104⅞ | U.S. 4s, 1907,cou. | 106⅝ | 106⅞ |
| U.S. 2s,1930,cou. | 104½ | 105⅛ | U.S. 4s, 1925,reg. | 130⅜ | 131⅜ |
| U.S. 3s,1908,reg. | 104½ | 105 | U.S. 4s, 1925,cou. | 130⅜ | 131⅜ |
| U.S. 3s,1908,cou. | 104½ | 105 | Philippine 4s | 109 | 111 |
| U.S. 3s,1908,sml. | 104½ | — | Dist. of C. 3-65s | 120 | 121 |
| U.S. 4s,1907,reg. | 105⅝ | 105⅞ | | | |

RAILROAD BONDS.—Market strong. Total sales amounted in par value to $2,711,500, against $2,341,500 on Thursday. The heaviest dealings were in the Atchison general 4s, Atlantic Coast Line 4s, Chicago and Alton 3½s, Chesapeake and Ohio 4½s, Chicago, Burlington and Quincy 4s, Chicago, Rock Island and Pacific railroad 4s and collateral trust 5s, Colorado and Southern first 4s, Mexican Central consolidated 4s, Northern Pacific 4s, Oregon Short Line 4s, Pennsylvania convertible 3½s, Reading general 4s, St. Louis and San Francisco refunding 4s, San Antonio and Aransas Pass 4s, Southern Pacific 4s, Union Pacific convertible 4s and Western Maryland 4s. American Tobacco 4s and 6s, Consolidated Tobacco 4s and United States Steel 5s were also active.

## SALES AT THE STOCK EXCHANGE.

BONDS.

| | | |
|---|---|---|
| 37500 | Jap Loan 6s | 93¼ |
| 69500 | do | 93 |
| 1500 | do sml. | 93¼ |
| 10000 | do | 93⅛ |
| 7500 | R of C 5s Ctfs | 102⅝ |
| 262000 | do | 103 |
| 10000 | Va 6s Defd Ctfs | 11¾ |
| 10000 | do | 12 |
| 2000 | Am Cot Oil 4½s | 99⅛ |
| 1000 | Am H & L 6s | 95 |
| 5000 | Am Thread 4s | 88 |
| 54000 | Am Tob 6s Ctfs | 109⅝ |
| 10000 | do | 109⅞ |
| 3000 | do | 110 |
| 54000 | do 4s Ctfs | 71⅝ |
| 8000 | do | 71⅝ |
| 17000 | do | 71⅞ |
| 22000 | do | 72 |
| 41000 | A T & S F Adj 4s | 94⅝ |
| 7000 | do | 94½ |
| 2000 | do Stpd | 94½ |
| 8000 | do Gen 4s | 102⅝ |
| 1000 | do | 102⅝ |
| 67000 | do | 102⅜ |
| 24000 | At Coast 4s | 99⅞ |
| 47000 | do | 100 |
| 1000 | B & O Swn 3½s | 93½ |
| 1000 | do | 93¼ |
| 1000 | Bkln Rap Tr 4s | 85 |
| 10000 | do | 85¼ |
| 4000 | Bkln Un El 1st | 110⅞ |
| 5500 | B C R & N 1st | 101½ |
| 5000 | B & S 1st Ref 4s | 99¾ |
| 3000 | do | 100½ |
| 5000 | Can South 1st | 105½ |
| 1000 | do | 105¼ |
| 1000 | do | 105⅛ |
| 5000 | C of Ga 2d Inc | 78½ |
| 10000 | Cent Pac Gtd 4s | 102 |
| 25000 | C & O Gen 4½s | 107¼ |
| 9000 | do | 107⅜ |
| 35000 | do | 107½ |
| 5000 | do | 107⅝ |
| 6000 | do R & A 1st Con 4s | 108¼ |
| 24000 | Chic & Alt 3½s | 82¼ |
| 2000 | C & E I Gen 5s | 120 |
| 59000 | C B & Q Jt 4s | 100⅛ |
| 5000 | do | 100⅛ |
| 5000 | do | 100⅜ |
| 5000 | do Reg | 98⅝ |
| 47000 | C R I & P R R 4s | 81 |
| 30000 | do | 81⅛ |
| 39000 | do | 81¼ |
| 15000 | do | 81⅛ |
| 10000 | do | 81⅞ |
| 1000 | do Cl Tr 5s | 94 |
| 10000 | do | 93½ |
| 23000 | do | 93⅞ |
| 5000 | do | 93⅝ |
| 30000 | do | 94⅛ |
| 1000 | Chic Ter Tr 4s | 85½ |
| 1000 | Clev C C & St L Gen 4s | 101 |
| 12000 | do | 101¼ |
| 10000 | Col & So 1st 4s | 91⅞ |
| 4000 | do | 92 |
| 5000 | Col F & I Convt Ctfs | 84½ |
| 4000 | Con Gas Deb 6s | 177½ |
| 1000 | do | 177¾ |
| 94000 | Con Tob 4s | 74½ |
| 1000 | Dist Sec Cor 5s | 77½ |
| 1000 | do | 77¾ |
| 5000 | do | 77⅞ |
| 10000 | do | 77⅝ |
| 14000 | do | 78 |
| 28000 | Erie 1st Con 4s | 102 |
| 30000 | do s20F | 102 |
| 42000 | do | 102⅛ |
| 8000 | do | 102⅝ |
| 3000 | do Gen 4s | 91⅝ |
| 1000 | do | 91⅞ |
| 10000 | do | 92 |
| 15000 | do | 92⅛ |
| 4000 | do | 92¼ |
| 25000 | do | 92⅛ |
| 14000 | Hock V 1st 4½s | 111⅝ |
| 10000 | Int & G N 3d 4s | 71½ |
| 18000 | Int Steam P 6s | 105 |
| 10000 | Lacka Steel 5s | 105¼ |

| | | |
|---|---|---|
| 16000 | L S & M So Deb 4s | 101⅝ |
| 2000 | do | 101⅛ |
| 3000 | Lou & Nash 5s | 117 |
| 1000 | do Gen 6s | 119 |
| 2000 | Man Con 4s | 105¼ |
| 4000 | do | 105⅛ |
| 2000 | Mex Cent Con 4s | 77 |
| 19000 | do | 76⅝ |
| 50000 | do 1st Inc | 22¼ |
| 10000 | M & St L 1st Ref 4s | 96⅝ |
| 2000 | M R & Ok 1st 5s | 104⅞ |
| 5000 | Mo K & T 1st 4s | 100½ |
| 6000 | do | 100⅞ |
| 10000 | do 2d 4s | 85½ |
| 4000 | N Y C Gen 3½s | 101¼ |
| 2000 | N Y Dock 4s | 95 |
| 10000 | N Y G & E L H & P 4s | 95½ |
| 3000 | N Y O & W Ref 4s | 104⅞ |
| 2000 | do | 105 |
| 3000 | do | 105¼ |
| 3000 | Norf & W Con 4s | 101 |
| 15000 | do P C & C 4s | 94⅝ |
| 1000 | Nor Pac Gen 3s | 75½ |
| 8000 | do | 75⅝ |
| 51000 | do Prior 4s | 105¼ |
| 2000 | O R & N Con 4s | 102½ |
| 2000 | Ore Sh L 1st 6s | 126¼ |
| 5000 | do 4s | 104 |
| 13000 | do | 104⅛ |
| 10000 | Penn Convt 3½s | 102¼ |
| 500 | do | 102 |
| 10000 | Peo & E Inc | 72¼ |
| 3000 | Reading Gen 4s | 102⅞ |
| 7000 | do | 102⅝ |
| 16000 | do J C Col 4s | 98½ |
| 9000 | do | 98⅜ |
| 7000 | St L I Mt & So Ref 4s | 96¼ |
| 10000 | do | 96 |
| 25000 | St L & S F Ref 4s | 89⅛ |
| 10000 | do | 89⅝ |
| 10000 | do | 89½ |
| 65000 | do | 89⅝ |
| 10000 | St L Swn 1st 4s | 97⅞ |
| 58000 | do Con 4s | 80⅛ |
| 5000 | S A & A P 4s | 88⅞ |
| 7000 | do | 88⅝ |
| 1000 | do | 88⅜ |
| 1000 | Seab A L Gold 4s | 84⅛ |
| 24000 | do | 84 |
| 1000 | So Pac 4½s | 100½ |
| 6000 | do Cl Tr 4s | 94 |
| 4000 | do | 94⅛ |
| 2000 | Stand R & T 6s | 46 |
| 1000 | do | 45 |
| 8000 | T C I & R Gen 5s | 96 |
| 3000 | do | 96¼ |
| 9000 | do Birm Div 6s | 112¼ |
| 1000 | do | 112½ |
| 3000 | Third Ave Con 4s | 97⅝ |
| 27000 | T St L & W 4s | 83 |
| 4000 | Union Pac 1st 4s | 106⅜ |
| 1000 | do | 106½ |
| 93000 | do Convt 4s | 110¼ |
| 1000 | do | 110⅛ |
| 30000 | do | 110 |
| 46000 | do | 110⅛ |
| 114000 | do | 110⅛ |
| 37000 | do | 110⅝ |
| 1000 | do | 110⅝ |
| 5000 | U S R & Ref 6s | 85 |
| 5000 | do | 85¼ |
| 8000 | do | 85⅝ |
| 15000 | do | 85⅞ |
| 30000 | do | 86 |
| 1000 | U S Steel S F 5s | 91⅝ |
| 29000 | do | 91⅛ |
| 26000 | do | 91⅞ |
| 41000 | do | 92 |
| 500 | do Reg | 91⅛ |
| 8000 | Va I C & C 5s | 84 |
| 1000 | Wabash 1st 5s | 117⅞ |
| 1000 | do Deb B c. | 67 |
| 1000 | West Md 4s c. | 90¼ |
| 2000 | do | 90⅜ |
| 2000 | do | 90½ |
| 1000 | W & L E 1st Con 4s | 94 |
| 12000 | Wis Cent Gen 4s | 93 |

Total sales of bonds, $2,711,500.

## MONEY AND EXCHANGE.

MONEY MARKET.—Money on call opened at 2¼ per cent; highest, 2⅜ per cent; lowest, 2½ per cent; last loan, 2½ per cent; closed, 2¼@2⅜ per cent; ruling rate, 2½ per cent. Time money was quoted at 3½ per cent for sixty to ninety days and 3¾@4 per cent for four, five and six months. Commercial paper was quoted at 4@4½ per cent for sixty to ninety days, 4½ per cent for four to six months and 5 per cent for others.

FOREIGN EXCHANGE.—Market closed steady. Actual closing rates follow:

| | Cables. | Sight. | Sixty days. |
|---|---|---|---|
| Sterling | 4.87½ | 4.87@4.87¼ | 4.85½@4.85¾ |
| Francs | *5.15⅝ | 5.16¼@*5.15⅝ | 5.18⅜@*5.18¼ |
| Reichsmarks | 95 11-16 | 95½@95 7-16 | 94⅞@94 15-16 |
| Guilders | — | 40⅜@40 7-16 | 40 3-16@40¼ |

*Less 1-16.

Bankers' posted rates were:

| | Sixty days. | Demand. |
|---|---|---|
| Sterling | 4.85½ | 4.88 |
| Paris francs | 5.17½ | 5.15 |
| Switzerland francs | 5.20 | 5.16¼ |
| Belgium francs | 5.19⅜ | 5.16¼ |
| Germany reichsmarks | 95⅛ | 95⅞ |
| Holland guilders | 40⅛ | 40⅜ |

DOMESTIC EXCHANGE.—New-Orleans — Commercial, 25c discount, $1 premium. San Francisco—Sight, 2½c; telegraph, 5c. Boston—Par. Chicago—20c premium. Charleston—Buying, 1-20c discount; selling, 1-10c premium. St. Louis—20c bid, 40c asked. Minneapolis—90c premium. Cincinnati—20c discount. Savannah—Buying, 50c discount; selling, 75c premium.

BANK CLEARINGS. — New-York — Exchanges, $293,296,791; balances, $16,341,787. Boston—Exchanges, $22,988,488; balances, $1,534,346. Chicago—Exchanges, $31,271,061; balances, $2,096,456. Philadelphia—Exchanges, $23,673,888; balances, $4,119,043. Baltimore—Exchanges, $4,590,422; balances, $702,488.

SILVER MARKET.—Bar silver, 60⅞c; Mexican silver dollars, 48¼c. Bar silver in London closed at 28 1-16d.

GOLD PREMIUM.—In Madrid, 34.52; Lisbon, 16.

MEXICAN EXCHANGE.—Mexican exchange on New-York is quoted at 202½.

GOVERNMENT RECEIPTS.—Customs receipts reported from Washington, $633,588; internal revenue receipts, $880,064; miscellaneous receipts, $43,353. Receipts for the day, $1,557,005; expenditures, $1,930,000. Receipts for the month to date, $35,706,674; expenditures, $33,780,000; excess of receipts, $1,926,674. Receipts for the fiscal year to date, $268,308,622; expenditures, $292,311,747; excess of expenditures, $24,003,125.

SUB-TREASURY.—The Sub-Treasury was debtor to the Clearing House $1,502,333.

## THE FEDERAL TREASURY.

Washington, Dec. 23.—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 | $525,917,969 |
| Silver dollars | 477,740,000 |
| Silver dollars of 1890 | 9,292,559 |
| Silver bullion of 1890 | 1,801,441 |
| Total | $1,014,751,969 |

DIVISION OF ISSUE.

| | |
|---|---|
| Gold certificates outstanding | $525,917,969 |
| Silver certificates outstanding | 477,740,000 |
| Treasury notes | 11,094,000 |
| Total | $1,014,751,969 |

GENERAL FUND.

| | |
|---|---|
| Gold coin and bullion | $21,151,533 |
| Gold certificates | 62,847,890 |
| Silver coin and bullion | 3,098,748 |
| Silver certificates | 7,386,286 |
| United States notes | 3,329,986 |
| Other assets | 24,429,333 |
| Total in Treasury | $122,250,486 |
| Deposits in national banks | 119,772,932 |
| Total | 242,023,418 |
| Current liabilities | 102,714,180 |
| Available cash balance | $139,309,238 |

## BALTIMORE STOCKS.

(Furnished by Van Schaick & Co., No. 7 Wall-st.)

| | Bid. | Asked. | | Bid. | Asked. |
|---|---|---|---|---|---|
| United Ry com | 13 | 13½ | Cotton Duck com | 8 | 8½ |
| do incomes | 50 | 50½ | do incomes | 30 | 30⅜ |
| do 4s | 92½ | 93 | Norf Ry & L 5s | 90 | — |
| G B&S V T com | 9¼ | 10 | Light & P pref | 46½ | 47¼ |
| do incomes | 27¾ | 28 | do 4½s | 93¼ | 94 |
| do 1sts | 56 | 56½ | Chas City Ry 5s | 66 | — |
| Seab Air L com | 15⅝ | 16⅛ | Chas Con Elec 5s | 93 | 95 |
| do pref | 33⅜ | 34⅛ | Cont Trust | 158 | 163 |
| do 4s | 83½ | 84⅛ | Union Trust | 55 | 57 |
| do 10-year 5s | 102½ | 103⅛ | Third Nat Bank | — | 136 |
| Consol Gas | 84 | 85⅛ | Fidelity & Dep | 156 | 160 |
| do 6s | 110⅜ | 111⅛ | | | |

## RAILROAD AND OTHER STOCKS.

| Shares sold. | | Actual sales— Open. | High. | Low. | Fin. | —Closing— Bid. | Ask. |
|---|---|---|---|---|---|---|---|
| — | Adams Express | — | — | — | — | 236 | 250 |
| — | Albany & Sus | — | — | — | — | 225 | — |
| 800 | Allis-Chalmers | 16 | 16 | 15⅞ | 16 | 15 | 16 |
| — | do pref | — | — | — | — | 64 | 68½ |
| 16,100 | *Amal Copper | 65¼ | 66⅛ | 65⅛ | 66 | 65⅝ | 65⅞ |
| — | Am Agr Chem | — | — | — | — | — | 22 |
| — | do pref | — | — | — | — | — | 86¾ |
| 1,800 | Am Car & F'dry | 34 | 34⅝ | 34 | 34⅝ | 34⅛ | 34⅝ |
| 400 | do pref | 92⅝ | 93 | 92⅝ | 93 | 92⅝ | 93 |
| — | American Coal | — | — | — | — | 180 | 210 |
| 100 | Amer Cotton Oil | 36⅝ | 36⅝ | 36⅝ | 36⅝ | 36¼ | 37 |
| — | do pref | — | — | — | — | 93 | 97 |
| 100 | Amer Dist Tel | 38¼ | 38¼ | 38¼ | 38¼ | 36 | 39 |
| — | Amer Express | — | — | — | — | 203 | 209 |
| 800 | *Am Gr Twine | 11⅝ | 11⅝ | 11¼ | 11¼ | 11 | 14 |
| — | Am Hide & L | — | — | — | — | 10¼ | 10⅝ |
| 400 | do pref | 43 | 44 | 43 | 44 | 44½ | 45 |
| 300 | *American Ice | 6½ | 6⅝ | 6½ | 6⅝ | 6½ | 6⅝ |
| 100 | *do pref | 38 | 38 | 38 | 38 | 37⅝ | 38 |
| — | *Amer Linseed | — | — | — | — | 15 | 19 |
| — | *do pref | — | — | — | — | 37 | 41 |
| 700 | *Am Locomotive | 33⅝ | 33⅞ | 33½ | 33⅞ | 33⅞ | 34 |
| 305 | *do pref | 102⅝ | 103 | 102⅝ | 103 | 102⅝ | 103 |
| 1,100 | *Amer Malting | 6⅝ | 6⅝ | 6½ | 6⅝ | 6⅝ | 7 |
| 100 | *do pref | 25½ | 25½ | 25½ | 25½ | 25⅝ | 26 |
| 4,350 | *Amer Smelting | 80¼ | 80⅝ | 80 | 80⅝ | 80½ | 80⅝ |
| 100 | *do pref | 114 | 114 | 114 | 114 | 113⅝ | 114 |
| 100 | *American Snuff | 165 | 165 | 165 | 165 | 165 | 169½ |
| — | *do pref | — | — | — | — | 96 | 99 |
| 200 | Am Steel F'dry | 13 | 13 | 13 | 13 | 12¾ | 13¾ |
| — | do pref | — | — | — | — | 51½ | 53 |
| 5,500 | *Amer Sugar | 141 | 142 | 141 | 141⅝ | 141⅝ | 142 |
| — | *do pref | — | — | — | — | 139 | 140 |
| — | Am Tel & Cable | — | — | — | — | 93 | 95 |
| 100 | Am Tel & Tel | 146½ | 146½ | 146½ | 146½ | 146 | 147 |
| — | Amer Tob pref | — | — | — | — | 147 | — |
| 500 | *do new ctfs | 93 | 93¼ | 93 | 93¼ | — | — |
| — | *Amer Woollen | — | — | — | — | 20¼ | 21¼ |
| 400 | *do pref | 93 | 93 | 93 | 93 | 92⅝ | 94⅛ |
| 50 | *Anaconda | 99½ | 99½ | 99½ | 99½ | 100 | 105 |
| 100 | Ann Arbor | 32 | 32 | 32 | 32 | 31 | 32 |
| — | do pref | — | — | — | — | 62 | 66 |
| — | Asso Mer 1st pf | — | — | — | — | 95½ | 96½ |
| 1,200 | Atchison | 85 | 85⅝ | 85 | 85½ | 85⅛ | 85⅜ |
| 700 | do pref | 100⅛ | 101⅛ | 100⅛ | 101 | 101 | 101¼ |
| 300 | A C L e d 3¼pc | 123 | 123½ | 123 | 123½ | 123½ | 124 |
| 2,950 | Balt & Ohio | 99¼ | 99⅞ | 99¼ | 99⅝ | 99⅝ | 99⅞ |
| 100 | do pref | 95¾ | 95¾ | 95¾ | 95¾ | 95 | 96 |
| — | Boston A L pf | — | — | — | — | 105 | — |
| 1,900 | B'klyn Rap Tr | 59⅞ | 60½ | 59⅞ | 60⅛ | 60 | 60¼ |
| — | B'klyn Un Gas | — | — | — | — | 203 | 210 |
| 100 | Brunswick | 11⅛ | 11⅛ | 11⅛ | 11⅛ | 11⅛ | 11½ |
| — | Buff R & Pitts | — | — | — | — | 155 | 160 |
| — | do pref | — | — | — | — | 155 | 160 |
| — | Buff & Sus pref | — | — | — | — | 84 | 88½ |
| — | *Butterick Co | — | — | — | — | 60 | 63 |
| — | Canada South | — | — | — | — | 70½ | 71⅛ |
| 400 | Canadian Pacific | 129¼ | 129⅝ | 129¼ | 129⅝ | 129⅝ | 130 |
| 200 | *do subs | 126½ | 126½ | 126½ | 126½ | — | — |
| 100 | C & So Am Tel | 120 | 120 | 120 | 120 | 119 | 122 |
| 300 | Cent C & Coke | 65⅝ | 66 | 65⅝ | 66 | — | — |
| 100 | Central of N J | 190⅝ | 190⅝ | 190⅝ | 190⅝ | 190 | 191 |
| 1,600 | Ches & Ohio | 47 | 48 | 47 | 47⅝ | 47½ | 47⅝ |
| 900 | Chicago & Alton | 43 | 43 | 42¼ | 43 | 42½ | 43 |
| — | do pref | — | — | — | — | 78 | 84 |
| — | Ch & E Ill pref | — | — | — | — | 130 | 145 |
| — | Chic Bur & Qy | — | — | — | — | 210 | — |
| 1,775 | Chic Gt West | 21⅞ | 22¼ | 21⅞ | 22⅛ | 22⅛ | 22¼ |
| — | do pref A | — | — | — | — | 65 | 67 |
| — | do pref B | — | — | — | — | 34⅞ | 35½ |
| — | do deb | — | — | — | — | 85 | 88½ |
| — | Ch Ind & L pref | — | — | — | — | 75 | 85 |
| 6,200 | Chic Mil & St P | 168⅝ | 169½ | 168⅛ | 169¼ | 169½ | 169⅝ |
| 25 | do pref | 182⅝ | 182⅝ | 182⅝ | 182⅝ | 181 | 183 |
| 600 | Chic & Northw | 204 | 204½ | 202⅛ | 204½ | 204 | 205 |
| — | Ch St P M & O | — | — | — | — | 150 | 156 |
| — | do pref | — | — | — | — | 187 | 195 |
| — | Chic Term Tr | — | — | — | — | 12 | 12½ |
| 100 | do pref | 22 | 22 | 22 | 22 | 22 | 22¾ |
| 2,000 | Chic Union Trac | 9⅜ | 9⅜ | 8 | 9¼ | 9¼ | 9½ |
| — | do pref | — | — | — | — | 39½ | 41 |
| — | C C C & St L | — | — | — | — | 89½ | 90½ |
| — | do pref | — | — | — | — | 115½ | — |
| 100 | Clev Lor & Wh | 70 | 70 | 70 | 70 | 65 | 80 |
| 100 | do pref | 100¼ | 100¼ | 100¼ | 100¼ | 90 | 120 |
| — | Clev & Pitts | — | — | — | — | 184 | — |
| 2,820 | Col Fuel & Iron | 44 | 45 | 44 | 45 | 44⅞ | 45⅛ |
| 1,800 | Col & Southern | 22½ | 23⅝ | 22½ | 23½ | 23½ | 23¾ |
| 2,000 | do 1st pref | 59½ | 60⅝ | 59½ | 60⅝ | 60⅛ | 60⅝ |
| 900 | do 2d pref | 36 | 36½ | 36 | 36½ | 36 | 39½ |
| 700 | Col & H C & Ir | 17 | 17 | 17 | 17 | 17 | 17¾ |
| — | Com Cable | — | — | — | — | 210 | — |
| — | Consol Coal | — | — | — | — | 60 | 80 |
| 1,300 | Consol Gas | 194⅝ | 196½ | 194⅝ | 196½ | 195½ | 196⅝ |
| — | *Cont Tob pref | — | — | — | — | 127¾ | 128⅝ |
| †100 | Corn Products | 20 | 20½ | 20 | 20½ | 20¼ | 21 |
| — | do pf e d 1¾ pc | — | — | — | — | 77⅜ | 78 |
| 200 | Del & Hudson | 186 | 186½ | 186 | 186½ | 186½ | 187 |
| — | Del Lack & W | — | — | — | — | 330 | 335 |
| — | Denv & Rio Gr | — | — | — | — | 30 | 33 |
| 500 | do pref | 87½ | 88 | 87½ | 88 | 87⅝ | 88 |
| — | Des M & Ft D | — | — | — | — | 23½ | 27½ |
| — | do pref | — | — | — | — | 100 | 125 |
| — | Detroit Gas | — | — | — | — | 73 | 80 |
| 100 | Detroit Southern | 7¼ | 7¼ | 7¼ | 7¼ | 7 | 7¼ |
| — | do pref | — | — | — | — | 30 | 32 |
| — | Det United R R | — | — | — | — | 77½ | 78 |
| 550 | *Dist Securities | 37 | 37⅞ | 36⅞ | 37⅞ | 37 | 37½ |
| 100 | *Dul So S & Atl | 12⅝ | 12⅝ | 12⅝ | 12⅝ | — | — |
| — | *do pref | — | — | — | — | 25½ | 26 |
| 6,800 | Erie | 36½ | 36⅝ | 36 | 36¼ | 36¼ | 36⅜ |
| 1,500 | do 1st pref | 73⅞ | 74¼ | 73⅞ | 74¼ | 74⅛ | 74⅜ |
| 500 | do 2d pref | 54½ | 54⅝ | 54½ | 54¼ | 54⅝ | 54½ |
| — | Evans & T H | — | — | — | — | 66 | 67 |
| — | do pref | — | — | — | — | 83 | 90 |
| — | Federal M & S | — | — | — | — | 62 | 65 |
| — | do pref | — | — | — | — | 76 | 77½ |
| — | *Ft W & D City | — | — | — | — | 39½ | 40 |
| — | Gen Chem Co | — | — | — | — | 60 | 64 |
| — | do pf e d 1½ pc | — | — | — | — | 99½ | 102 |
| 570 | Gen Electric Co | 184 | 185 | 184 | 185 | 185¼ | 186 |
| — | Gt Northern pf | — | — | — | — | 236 | 242 |
| 100 | Hocking Valley | 90 | 90 | 90 | 90 | 91 | 91¼ |
| — | do pref | — | — | — | — | 93 | 95 |
| 50 | Homestake | 73 | 73 | 73 | 73 | 70 | 73 |
| 800 | Illinois Central | 153½ | 153⅞ | 153½ | 153⅞ | 153⅞ | 154 |
| — | do Leased L | — | — | — | — | 103 | — |
| 550 | Int Paper | 24¼ | 24¼ | 24 | 24 | 24¼ | 24½ |
| 200 | do pref | 77 | 77 | 77 | 77 | 76½ | 77 |
| 200 | *Int Power | 69 | 69 | 68 | 68 | 67¼ | 68½ |
| — | Int Pump | — | — | — | — | 38 | 40 |
| — | do pref | — | — | — | — | 85 | 86½ |
| 300 | Iowa Central | 28½ | 29 | 28½ | 29 | 28¼ | 29½ |
| — | do pref | — | — | — | — | 55½ | 56 |
| — | Kana & Mich | — | — | — | — | 36½ | 38½ |
| 300 | Kan City South | 28 | 28 | 28 | 28 | 28 | 29 |
| 100 | do pref | 52 | 52 | 52 | 52 | 52½ | 53¼ |
| — | K C F S & M pf | — | — | — | — | 81½ | 82½ |
| — | Keok & Des M | — | — | — | — | 13 | 15 |
| — | do pref | — | — | — | — | 47 | 51 |
| — | Knick Ice of Ch | — | — | — | — | 10 | 12 |
| — | do pref | — | — | — | — | 63 | 65 |
| — | Laclede Gas pf | — | — | — | — | 90 | — |
| — | L E & Western | — | — | — | — | 38½ | 40 |
| — | do pref | — | — | — | — | 98 | 102 |
| — | Lake Shore | — | — | — | — | 280 | — |
| — | Long Island | — | — | — | — | 56 | 62 |
| 6,675 | Louis & Nash | 138 | 139¼ | 138 | 138⅝ | 138⅝ | 139¼ |
| — | Man Beach | — | — | — | — | 9½ | 11 |
| 269 | Manhattan El | 163⅞ | 163⅞ | 163½ | 163½ | 163 | 163½ |
| — | Md Coal pref | — | — | — | — | 125 | — |
| 600 | *Met Sec Subs | 79 | 79⅝ | 79 | 79⅛ | 79 | 79¼ |
| 1,100 | *M S R e d 1¾pc | 119¼ | 120 | 119⅝ | 120 | 119½ | 120 |
| 2,000 | Mexican Central | 19⅞ | 20⅛ | 19⅞ | 20⅛ | 20⅛ | 20½ |
| — | Michigan Cent | — | — | — | — | 135 | 140 |
| 100 | Minn & St L | 58 | 58 | 58 | 58 | 58 | 62 |
| — | do pref | — | — | — | — | 91 | 100 |
| 200 | M St P & S S M | 89 | 89½ | 89 | 89½ | 89 | 90 |
| 200 | do pref | 147 | 147¼ | 147 | 147¼ | 147 | 147½ |
| 400 | Mo Kan & Tex | 30¼ | 30¼ | 30⅛ | 30¼ | 30¼ | 30½ |
| 200 | do pref | 62 | 62 | 61½ | 61½ | 61½ | 63 |
| 3,150 | Missouri Pacific | 105⅛ | 105⅞ | 105⅛ | 105⅝ | 105⅝ | 105⅞ |
| 100 | Nash & Chat | 145 | 145 | 145 | 145 | 144 | 146 |
| 200 | *Nat Biscuit | 57⅛ | 57⅛ | 57⅛ | 57⅛ | 57⅛ | 57⅝ |
| — | *do pref | — | — | — | — | 115 | 118½ |
| — | Nat Enam & St | — | — | — | — | 20 | 22½ |
| — | do pref | — | — | — | — | 85 | 95 |
| — | *National Lead | — | — | — | — | 23⅝ | 23⅞ |
| — | *do pref | — | — | — | — | 96½ | 98 |
| — | N R R of M pf | — | — | — | — | 39¼ | 40 |
| — | do 2d pref | — | — | — | — | 21½ | 23 |
| 100 | New Cent Coal | 42 | 42 | 42 | 42 | 42 | 45 |
| — | *N Y Air Brake | — | — | — | — | 158 | 162 |
| 8,600 | N Y Central | 140 | 142⅝ | 140 | 142⅝ | 142¼ | 142⅝ |
| — | N Y Ch & St L | — | — | — | — | 43 | 45 |
| — | do 1st pref | — | — | — | — | 110 | 120 |
| — | do 2d pref | — | — | — | — | 74 | 78 |
| 260 | N Y Dock | 25 | 25 | 25 | 25 | 24 | 26 |
| — | do pref | — | — | — | — | 54 | 60 |
| — | *N Y & N J Tel | — | — | — | — | 166 | 170 |
| — | N Y N H & H | — | — | — | — | 195½ | 197½ |
| 1,300 | N Y Ont & W | 40 | 40 | 39½ | 39⅞ | 39¾ | 40 |
| 800 | Norfolk & West | 78 | 78½ | 77⅞ | 78½ | 78⅛ | 78½ |
| — | do pref | — | — | — | — | 93 | 94 |
| — | North American | — | — | — | — | 100½ | 101 |
| — | Ontario Silver | — | — | — | — | 3½ | 4½ |
| — | Pacific Coast | — | — | — | — | 77½ | 78½ |
| — | do 1st pref | — | — | — | — | 98 | 104 |
| — | do 2d pref | — | — | — | — | 81 | 83½ |
| 100 | Pacific Mail | 42½ | 42½ | 42½ | 42½ | 42½ | 43½ |
| 15,133 | Penn R R | 135⅝ | 136⅝ | 135⅝ | 136⅝ | 136½ | 136⅝ |
| — | Peoria & East | — | — | — | — | 27 | 31 |
| 820 | Peo Gas & Coke | 105⅝ | 106 | 105⅝ | 106 | 106 | 106⅛ |
| — | Pere Marquette | — | — | — | — | 75 | 80 |
| — | P C C & St L | — | — | — | — | 75 | 77 |
| — | do pref | — | — | — | — | 105 | 107 |
| — | P Ft W & Ch | — | — | — | — | 183 | — |
| — | do special | — | — | — | — | 179 | — |
| — | Pressed Stl Car | — | — | — | — | 38⅛ | 39¼ |
| — | do pref | — | — | — | — | 89¼ | 90 |
| — | Pullman P Car | — | — | — | — | 234 | 236 |
| — | Quicksilver | — | — | — | — | 1½ | 2½ |
| — | do pref | — | — | — | — | 3⅜ | 5⅜ |
| — | R R Securities | — | — | — | — | 90 | 10⅛ |
| — | *Ry Stl Spring | — | — | — | — | 32¼ | 32½ |
| — | *do pref | — | — | — | — | 91½ | 93 |
| 30,900 | Reading | 76¼ | 78 | 76¼ | 77½ | 77½ | 77⅝ |
| — | do 1st pref | — | — | — | — | 90 | 91 |
| — | do 2d pref | — | — | — | — | 81½ | 82 |
| — | Rens & Sara | — | — | — | — | 206 | — |
| 100 | *Rep Iron & Stl | 16¼ | 16¼ | 16¼ | 16¼ | 16 | 16¼ |
| 25 | *do pref | 66⅞ | 66⅞ | 66⅞ | 66⅞ | 67 | 69⅛ |
| 37,600 | Rock Island | 32⅝ | 34⅜ | 32⅝ | 34½ | 34½ | 34⅝ |
| 2,900 | do pref | 84⅝ | 85⅝ | 84⅝ | 85 | 85 | 85¼ |
| — | Rome W & Ogd | — | — | — | — | 134 | 137 |
| 100 | *Rubber Goods | 26¼ | 26¼ | 26¼ | 26¼ | 26⅛ | 26½ |
| — | *do pref | — | — | — | — | 92 | 94¾ |
| — | St Jos & Gd I | — | — | — | — | 15 | 17 |
| — | do 1st pref | — | — | — | — | 53 | 58 |
| — | do 2d pref | — | — | — | — | 24 | 28 |
| — | St L&S F 1st pf | — | — | — | — | 75½ | 76 |
| — | do 2d pref | — | — | — | — | 67 | 67½ |
| — | do C & E I cts | — | — | — | — | 175 | 177 |
| — | do pref | — | — | — | — | 130 | 135 |
| 300 | St Louis Southw | 24 | 24⅝ | 24 | 24⅝ | 24 | 25 |
| 400 | do pref | 57 | 57¼ | 57 | 57¼ | 56⅞ | 57⅝ |
| 200 | Sloss-Sh St & Ir | 60 | 60 | 59⅝ | 59⅝ | 59¼ | 61 |
| — | do pref | — | — | — | — | 100 | 101½ |
| 5,600 | Southern Pacific | 62⅝ | 63⅝ | 62⅝ | 63⅝ | 63½ | 63⅝ |
| 875 | do pref | 118⅝ | 118⅝ | 118⅝ | 118⅝ | 118½ | 118⅝ |
| 2,800 | Southern R R | 33⅞ | 34⅜ | 33⅞ | 34¼ | 34⅛ | 34¼ |
| 100 | do pref | 97 | 97 | 97 | 97 | 96½ | 96⅞ |
| — | do M & O ctfs | — | — | — | — | 97 | 100 |
| 1,200 | Stand Rope & T | 2⅞ | 3⅜ | 2⅞ | 3 | 3 | 3¼ |
| 1,000 | Tenn Coal & Ir | 70 | 71½ | 70 | 71¼ | 71¼ | 71½ |
| 100 | Texas & Pacific | 34 | 34 | 34 | 34 | 34⅛ | 34½ |
| — | do Land Trust | — | — | — | — | 34 | 35 |
| 100 | Third Ave R R | 131 | 131 | 131 | 131 | 130 | 131 |
| — | Tol Peo & W | — | — | — | — | 17 | 20½ |
| — | Tol Ry & Light | — | — | — | — | 22½ | 23 |
| 300 | Tol St L & W | 35⅝ | 36½ | 35⅝ | 36½ | 36 | 36⅞ |
| 100 | do pref | 53⅝ | 53⅝ | 53½ | 53⅝ | 53½ | 53⅝ |
| — | Twin City R Tr | — | — | — | — | 105 | 105⅝ |
| 500 | *Union Bag & P | 10⅞ | 11 | 10⅞ | 10⅞ | 11 | 12 |
| 15 | *do pref | 75⅛ | 75¼ | 75⅛ | 75⅛ | 72 | 75 |
| 14,600 | Union Pacific | 109½ | 110⅝ | 109½ | 110⅛ | 110⅛ | 110⅝ |
| 700 | do pref | 96 | 96¼ | 96 | 96¼ | 96 | 97 |
| — | Un Ry Invest | — | — | — | — | 20 | 22½ |
| 100 | do pref | 65½ | 65½ | 65½ | 65½ | 65 | 66 |
| — | *U S C I P & F | — | — | — | — | 18¼ | 19 |
| 1,100 | *do pref | 79 | 79⅝ | 79 | 79¼ | 79⅛ | 79⅝ |
| — | U S Express | — | — | — | — | 118 | 122 |
| 1,700 | *U S Leather | 14 | 14¼ | 14 | 14⅛ | 14 | 14⅛ |
| 2,835 | *do pref | 101¼ | 101½ | 101⅛ | 101½ | 101⅜ | 101½ |
| — | U S Ry & Imp | — | — | — | — | 78 | 80 |
| 700 | U S Rubber | 32¼ | 32¼ | 32¼ | 32¼ | 32¼ | 32⅝ |
| 300 | do pref | 94 | 94⅛ | 94 | 94¼ | 94 | 94⅝ |
| 29,400 | U S Steel | 28⅛ | 28⅞ | 28 | 28⅞ | 28⅞ | 28⅞ |
| 31,100 | do pref | 90⅞ | 91⅞ | 90⅝ | 91⅞ | 91⅞ | 91⅞ |
| — | Va-Caro Chem | — | — | — | — | 41 | 42 |
| 100 | do pref | 114 | 114 | 114 | 114 | 112½ | 114 |
| — | Va Iron C & C | — | — | — | — | 37 | 40 |
| 30 | *Vulc Detin pf | 45 | 45 | 45 | 45 | — | — |
| 200 | Wabash | 21⅞ | 21⅞ | 21⅞ | 21⅞ | 21⅞ | 22 |
| 300 | do pref | 43 | 43 | 43 | 43 | 42⅞ | 43 |
| — | Wells Fargo Ex | — | — | — | — | 237 | 249 |
| 200 | West Union Tel | 92½ | 92½ | 92¼ | 92¼ | 92¼ | 92⅜ |
| 700 | Westingh Mfg | 180 | 181 | 180 | 180½ | 180½ | 181 |
| — | do 1st pref | — | — | — | — | 190 | 196 |
| — | Wheel & L E | — | — | — | — | 19 | 19½ |
| — | do 1st pref | — | — | — | — | 45 | 48 |
| — | do 2d pref | — | — | — | — | 26½ | 28 |
| 100 | Wisconsin Cent | 21⅝ | 21⅝ | 21⅝ | 21⅝ | 21½ | 21⅞ |
| 100 | do pref | 45 | 45 | 45 | 45 | 45 | 45½ |

289,582 Total sales for the day. *Unlisted. †Small lots.

## IMPORTS OF DRYGOODS.

| Week ended Dec. 23— | 1904. | 1903. | 1902. |
|---|---|---|---|
| Entered at the port | $3,091,577 | $2,038,856 | $3,005,692 |
| Thrown on the market | 3,121,062 | 2,058,542 | 2,833,854 |
| From January 1— | | | |
| Entered at the port | $120,404,700 | $130,600,648 | $126,697,327 |
| Thrown on the market | 118,773,855 | 129,077,070 | 125,462,275 |

## CONSOLIDATED EXCHANGE SALES.

STOCKS.

| Shares sold. | | Opening. | Highest. | Lowest. | Last sale. |
|---|---|---|---|---|---|
| 5,420 | Amal Copper | 65⅛ | 66¼ | 65⅛ | 65⅞ |
| 50 | Am Car & Fdy | 34 | 34 | 34 | 34 |
| 60 | Am Locomotive | 33⅜ | 33⅞ | 33⅜ | 33⅞ |
| 20 | Am Smelting | 80¼ | 80¼ | 80 | 80 |
| 1,350 | Am Sugar | 141⅛ | 142⅛ | 141⅛ | 141⅝ |
| 670 | At Top & S F | 85 | 85⅝ | 84⅞ | 85⅞ |
| 40 | Balt & Ohio | 99¼ | 99⅝ | 99¼ | 99⅝ |
| 390 | Bklyn Rap Tr | 59⅞ | 60⅛ | 59⅞ | 60⅛ |
| 10 | Ches & Ohio | 47 | 47 | 47 | 47 |
| 140 | Chi Gt West | 22¼ | 22¼ | 22¼ | 22¼ |
| 530 | Chi Mil & St P | 168⅝ | 169⅝ | 168⅝ | 169¼ |
| 10 | Chi Un Trac | 9⅛ | 9⅛ | 9⅛ | 9⅛ |
| 570 | Col Fuel & I | 44⅛ | 45¼ | 44⅛ | 45⅛ |
| 80 | Col Southern | 23½ | 23½ | 23⅛ | 23⅜ |
| 40 | Dist Securities | 37¼ | 37¼ | 37¼ | 37¼ |
| 510 | Erie | 36⅛ | 36⅝ | 36⅜ | 36½ |
| 330 | Louis & Nash | 138½ | 139¼ | 138½ | 138⅞ |
| 230 | Met Street | 119⅞ | 120⅛ | 119½ | 120 |
| 10 | Mex Central | 21⅛ | 21⅛ | 21⅛ | 21⅛ |
| 10 | Mo K & Tex | 30⅝ | 30⅝ | 30⅝ | 30⅝ |
| 10 | do pref | 62 | 62 | 62 | 62 |
| 310 | Mo Pacific | 105⅞ | 105⅞ | 105½ | 105⅞ |
| 30 | N Y Central | 140 | 140¼ | 140 | 140¼ |
| 10 | N Y Ont & W | 39⅞ | 39⅞ | 39⅞ | 39⅞ |
| 580 | Pennsylvania | 135⅝ | 136¼ | 135⅝ | 136¼ |
| 20 | People's Gas | 105⅞ | 105⅞ | 105⅞ | 105⅞ |
| 14,080 | Reading | 76⅛ | 77⅝ | 76⅛ | 77⅝ |
| 60 | Rep Steel | 16 | 16 | 16 | 16 |
| 100 | do pref | 67½ | 67½ | 67½ | 67½ |
| 4,350 | Rock Island | 32⅝ | 34⅜ | 32⅝ | 34⅜ |
| 920 | Southern Pac | 62⅝ | 63⅝ | 62⅝ | 63⅝ |
| 260 | Southern Ry | 33⅞ | 34⅜ | 33⅞ | 34⅜ |
| 110 | Tenn Coal & I | 69⅞ | 71 | 69⅞ | 71 |
| 40 | Texas Pac | 33⅞ | 34 | 33⅞ | 34 |
| 1,830 | Union Pac | 109⅝ | 110¼ | 109⅝ | 110¼ |
| 700 | U S Leather | 14 | 14⅛ | 14 | 14⅛ |
| 1,650 | U S Steel | 28⅛ | 28⅞ | 28 | 28⅞ |
| 10,910 | do pref | 90⅞ | 91⅞ | 90⅝ | 91⅞ |

45,440 Total sales.

MINING STOCKS.

| Shares sold. | | Opening. | Highest. | Lowest. | Last sale. |
|---|---|---|---|---|---|
| 100 | Caledonia | .42 | .42 | .42 | .42 |
| 500 | C K & N | .23 | .23 | .23 | .23 |
| 500 | Con Cal & Va | 1.50 | 1.50 | 1.50 | 1.50 |
| 500 | Crip Crk Con | .09 | .09 | .09 | .09 |
| 100 | Gould & Curry | .18 | .18 | .18 | .18 |
| 500 | Horn Silver | 1.50 | 1.50 | 1.50 | 1.50 |
| 300 | Isabella | .28 | .28 | .28 | .28 |
| 600 | Julia | .05 | .06 | .05 | .06 |
| 100 | Mexican | 1.15 | 1.15 | 1.15 | 1.15 |
| 1,000 | Mollie Gibson | .04 | .04 | .04 | .04 |
| 20 | Ontario | 4.00 | 4.00 | 4.00 | 4.00 |
| 50 | Quicksilver | 2.50 | 2.50 | 2.50 | 2.50 |
| 50 | do pref | 4.00 | 4.00 | 4.00 | 4.00 |
| 1,500 | Work | .11 | .11 | .10 | .10 |

5,820 Total sales.

WHEAT.

| Sales, bush. | | Opening. | Highest. | Lowest. | Last sale. |
|---|---|---|---|---|---|
| 425,000 | May option | $1 11⅝ | $1 12¼ | $1 11¼ | $1 12¼ |

## WALL STREET AND EXCHANGES.

FOREIGN TRADING.—Foreign houses dealt in less than 10,000 shares in the local market, evenly distributed. In London price changes were unimportant, and there was no material movement in the discount market.

STOCK LOAN QUOTATIONS.—Loan quotations were: Amalgamated Copper, Brooklyn Rapid Transit, Erie common, Southern Pacific, Sugar, Tennessee Coal and Iron, Union Pacific common and preferred, United States Steel common and preferred, United States Leather preferred and Wabash preferred, 2¾ per cent; Atchison common and preferred, Baltimore and Ohio common, Canadian Pacific, Consolidated Gas, Delaware and Hudson, New-York Central, Norfolk and Western, Metropolitan Street Railway, Pennsylvania, Rock Island preferred, St. Paul and Southern Railway preferred, 2½ per cent; Erie first and second preferred, Louisville and Nashville, Manhattan and Missouri Pacific, 2½@2¾ per cent; People's Gas, Reading and Rock Island common, 3 per cent; Western Union, 1 per cent.

PIG IRON CERTIFICATES MARKET.—Pig iron certificates at the New-York Produce Exchange opened irregular, near months showing firmness, while distant positions were a shade lower, as compared with the final quotations of last night. There were no sales. Prices on the call were: Cash and December, $17 30; January, $17 20@$17 30; February, $17 15@$17 30; March and April, $17 10@$17 35; May, $17@$17 20; June, $16 95@$17 16; July, $16 90@$17 15. On the afternoon call no new features were revealed, and quotations were practically unchanged. There were no sales. Closing prices follow: Cash and December, $17 15; January, $17 15@$17 35; February, $17 15@$17 30; March, $17 10@$17 30; April, $17@$17 35; May, $17@$17 20; June, $17@$17 25; July, $16 90.

STRONG POSITION OF COPPER.—Copper prices were strong in the local and London markets, spot copper in London advancing 7s. 6d. over the preceding day's close. It is probably not generally known that the surplus supply of copper in this country is practically exhausted, owing to the large exports and the heavy demand for home consumption in the last few months, and although certain men in the trade are trying to keep the prices of the metal down, the chances are that in the new year quotations will rule at a materially higher level. The demand from the Chinese for copper has been exceedingly heavy. The large increase in the orders of the General Electric Company and other electrical concerns, which cover many months ahead for actual delivery, means an enormous demand for copper in the new year. Of course, activity in the copper trade will favorably affect the stocks of the various copper companies.

CHESAPEAKE AND OHIO.—The idea that the Chesapeake and Ohio will be placed on a higher dividend basis, and also Norfolk and Western, may not appeal to the management of the properties, now that there are indications that both companies will be forced to share part of their traffic with the Deepwater and Tidewater Railroad, which is being built from West Virginia to tidewater. Seventy-five miles of this road have already been finished. The grades are easy, there are fewer curves, and it is estimated that the cost of operation will be well under the older company. Substantial New-York interests are interested in the new property.

BALTIMORE AND OHIO.—The coal shipments of Baltimore and Ohio so far this calendar year make a favorable comparison with those of the preceding year, notwithstanding the fact that the coal tonnage during the early part of 1904 was on a comparatively small scale, due to the depression in general business. There are those who believe that if present conditions continue to exist in the soft coal industry it is not unlikely that Baltimore and Ohio common stockholders will receive higher dividends before a great while, and the strength in the company's stock lately is regarded by well informed interests as tending to confirm this view; but whether there will be any change in the dividend rate during 1905 is a question that is undetermined at the present time.

JANUARY DISBURSEMENTS.—Dividend and interest disbursements which will be made in January will, it is estimated, be larger than ever before recorded, aggregating more than $136,000,000. Dividends on railroad, industrial, New-York traction stocks and bank and trust company stocks will amount to more than $59,000,000, while interest payments on railroad, industrial and traction shares, government and New-York City bonds will amount to more than $77,000,000.

MOVEMENT OF MONEY.—The reported movements of currency this week indicate a gain in cash for the banks of over $3,000,000. The banks gained from the interior and on new gold over $5,000,000, and lost on gold exports over $2,000,000. The gain from the interior was the largest since the return movement of currency from the interior began.

KANSAS WINTER WHEAT.—According to reports from Topeka, the winter wheat crop in Kansas began the winter months in a worse condition than for many years. There has been little rain in this State in the last six months, and it is estimated that the injury from drouth is at least 30 per cent, and that it will be 50 per cent within thirty days if the crop does not receive more moisture.

GOLD EXPORTS.—The National City Bank engaged $1,000,000 in gold coin for shipment to South America, and Goldman, Sachs & Co. took $500,000. Since the beginning of the current outward movement of gold $33,850,000 has been shipped or engaged. Of this amount, over $10,000,000 has been taken for Cuba and $3,000,000 for South America.

GRAIN EXPORTS.—Bradstreet's reports the exports of wheat, including flour, for the week at 1,080,708 bushels, against 1,444,890 last week and 2,335,606 last year. Since July 1, 33,777,087 bushels, against 83,235,550 last year. Corn, 1,862,393 bushels, against 453,713 last week and 816,054 last year. Since July 1, 13,917,992 bushels, against 27,698,351 last year.

JERSEY CENTRAL'S EARNINGS.—Earnings of the Jersey Central for November show an increase in gross of $38,930 and an increase in net of $21,634. Owing to a decrease in renewals and additions of $147,730 and an increase in charges and taxes of $96,047, the surplus for the month showed an increase of $72,317.

## CONDITION OF TRADE.

"Dun's Review" says:

Demand for holiday goods has exceeded expectations, but trade in staple merchandise is seasonably quiet. Business conditions are satisfactory, however, manufacturing plants producing freely, except where insufficient water supply restricts operations, and a large volume of option trading was recorded for the week at the leading commodity exchanges. Dispatches from the leading cities are encouraging: At Boston there are excellent returns of holiday trade, and, while many lumber mills are idle, the textile plants are more active; wholesale trade is good at Philadelphia, building is quiet, but materials are firmly held; trade is below expectations at Baltimore, the decline in cotton having reduced purchases of supplies by dealers in the South; Pittsburg retailers receive larger orders, consumers purchasing more freely as the glass factories and steel mills resume; holiday trade at Cincinnati equals last year's, with sales of staples about normal. Traffic returns continue favorable, railway earnings for December thus far exceeding last year's by 7.6 per cent. Foreign commerce at this port during the last week showed increases of $1,415,369 in exports and $2,689,050 in imports, as compared with the same week in 1903. More gold has gone abroad, without causing any stringency, but securities became less active. This is reflected in somewhat smaller gains for the week in bank exchanges, which were only 41.5 per cent larger than last year, while at other leading cities the increase was 12.6 per cent.

"Bradstreet's" says:

Holiday trade and retail business generally hold the centre of the stage, wholesale business and speculation in stocks and staples quieting down. In some lines of industry too seasonable influences make for quiet, but a marked exception is noted in iron and steel, which display activity and strength and still further advances on crude and finished products. On the other hand, the drouth in the upper Alleghany Mountain regions and in New-England affects blast furnace operations, coke production, and the output of paper and other mills dependent upon water for power. In the Upper Ohio Valley the low and unsuitable water supply affects railroad operations to some extent. Aside from this single drawback, however, transportation is in enormous volume and exceeds car capacity in some industries, notably bituminous coal, the output and shipment of which is limited by the car embargo in New-England and the shortage of equipment between the mines and tidewater. Railroad earnings (gross) are up to the best of the year, and exceed all previous periods at this time. Net returns indicate present profitable operation, about making up for lessened earnings earlier in the year. Clearings have slumped off from preceding weeks' enormous totals, but still largely exceed returns of a year ago. A preliminary survey indicates close to, if not in excess of, record proportions in holiday business, except in some portions of the South and the Pacific Coast; good collections, except at a few Southern and Western points, easy money in all directions, a good volume of spring business already booked, and the general feeling one of conservative optimism.

## OUTSIDE SECURITIES.

The market for outside securities was extremely dull, the volume of business transacted being the smallest in several months. Prices moved somewhat irregularly, although the general undertone was firm. At the opening fractional recessions took place in the prominent issues, but on a slightly better inquiry they regained the loss and moved up fractionally above the last final. Northern Securities sold up ¾ per cent. Greene Consolidated Copper improved ⅝ per cent. American Can issues were firm. Seaboard stocks were again under pressure and suffered losses from ⅛ to ¾ per cent. Standard Oil improved a point, but subsequently broke 4 points. In the copper stocks relatively littlt business was transacted and prices moved within a narrow range. The bond department was dull but generally firm.

## STREET RAILWAYS.

STOCKS AND BONDS.

(Furnished by J. Thomas Reinhardt, No. 15 Wall-st.)

| | Int. | Period. | Bid. | Ask'd. |
|---|---|---|---|---|
| Atlantic Ave 1st, 1909 | 5 | A & O | 103 | 107 |
| Atlantic Ave gen, 1931 | 5 | A & O | 111 | 115 |
| Atl Coast El 1st, 1945 | 5 | M & N | 75 | — |
| Atl Coast El gen, 1946 | 5 | J & J | 37½ | — |
| Bleecker St & F F | 1½ | J & J | 31 | 34 |
| Broadway & 7th Ave | 16 | Q-J | 240 | 250 |
| Brooklyn City | 15-16 | Q-J | 240 | 245 |
| Bklyn Heights 1st, 1941 | — | A & O | 103 | 107 |
| Bklyn B & W E gen, 1933 | 5 | A & O | 101 | 103 |
| Bklyn R T gen, 1945 | 5 | A & O | 107 | 108½ |
| Bklyn City E con, 1941 | 5 | J & J | 108⅛ | 110⅛ |
| Bklyn Un El 1st, 1950 | 4-5 | F & A | 103 | 107 |
| Bklyn Crosstown 1st, 1908 | 6 | J & J | 101 | 104 |
| Bklyn C & N 1st, 1933 | 5 | J & J | 112 | 116 |
| Bleecker St & F F ex, 1950 | 4 | J & J | 94 | 97 |
| Bway & 7th Ave 1st, 1904 | 5 | J & D | 99½ | 100⅛ |
| Bway & 7th Ave 2d, 1914 | 5 | J & J | 104 | 107 |
| Bway Surface 1st, 1924 | 5 | J & J | 107 | 110 |
| Bridgeport Trac 1st, 1923 | 5 | J & J | 108 | 111 |
| Buffalo Crosstown 1st, 1932 | 5 | J & J | 110½ | 113 |
| Buffalo & N F 1st, 1935 | 5 | J & J | 107 | 109 |
| Buffalo 1st con, 1931 | 5 | F & A | 111½ | 113⅛ |
| Buffalo Ry deb, 1917 | 6 | A & O | 105 | 107 |
| Buffalo & N F 2d, 1921 | 5 | J & J | — | 102 |
| Central Crosstown | 15 | Q-J | 325 | 350 |
| Central Park & N E R | 10 | Q-J | 203 | 207 |
| Christopher & 10th Sts | 8 | Q-J | 180 | 187 |
| Coney Island & Brooklyn | 10 | Q-F | 340 | 365 |
| Coney I & Bklyn 1st 4s 1948 | — | — | 93 | 96 |
| Cons Tract of N J | — | — | 78½ | 80 |
| Cal Cem & B 1st, 1907 | 6 | J & D | 103 | 108 |
| Cent Crosstown 1st, 1922 | 6 | M & S | 116 | 120 |
| Col & 9th Ave 1 g 5s, 1923 | 5 | M & S | 116 | 119 |
| Chris & 10th St ex, 1918 | 4 | A & J | 93 | 97 |
| Capital Trac, 1920 | 4 | A & O | 105 | 110 |
| Citizens' (Det) con, 1905 | 5 | J & J | 99⅝ | 100⅛ |
| Columbus St con, 1932 | 5 | J & D | 109 | — |
| Columbus Crosstown, 1933 | 5 | J & D | 108 | — |
| Cons Trac of N J, 1933 | 5 | J & D | 110 | 111 |
| City & S (Wash), 1948 | 5 | F & A | 100½ | 102 |
| Cent Passenger, 1908 | 6 | M & N | 100 | 105 |
| Cleve Elec con, 1913 | 5 | M & S | 101 | 103 |
| Cleve C Cable 1st, 1909 | 5 | J & J | 101 | 103 |
| Cleve & Ober 1st, 1917 | 6 | F & A | 102 | 107 |
| Cleve & Chi F 1st, 1916 | 6 | M & N | 100 | 101⅛ |
| Cleve P & E 1st, 1916 | 5 | A & O | 95 | 100 |
| Cleve P & E deb, 1907 | 5 | J & J | — | 85 |
| Cin & Hamilton 1st, 1918 | 6 | J & J | 102 | 108 |
| Dry Dock & E R & B | — | Q-F | 115 | 125 |
| D D E B & B 1st, 1932 | 5 | J & D | 110 | — |
| D D E B & B scrip, 1914 | 5 | F & A | 99½ | 101 |
| Denver Trans, 1910 | 6 | J & J | 105 | 107 |
| Denver Metropol, 1911 | 6 | J & J | 105 | 110 |
| Denver Con Tram, 1933 | 5 | A & O | 99⅛ | 101⅛ |
| Denver Con Tram pur, 1919 | 5 | A & O | 100 | 102 |
| Eighth Avenue | 15 | Quar. | 380 | 400 |
| E Cleve 1st, 1916 | 5 | M & N | 100 | 102 |
| 42d St M & St N Ave | — | — | 50 | 70 |
| 42d St & Grand Ry | 18 | Q-F | 390 | 410 |
| Fulton St 1st, 1905 | 4 | M & N | 97 | 100 |
| 42d St & G St F ex, 1909 | 6 | J & J | 104 | 106⅛ |
| Grand Rapids St Ry com | — | — | 55 | 60 |
| Grand Rapids St Ry pref | — | — | 85 | 90 |
| Grand St & N'n 1st, 1906 | 6 | M & N | 100 | 104 |
| Indianapolis St gen, 1922 | 4 | J & J | 85½ | 86 |
| Jam & Bklyn 1st, 1930 | 5 | J & J | 105 | — |
| Jersey City H & Pat, 1949 | 4 | M & N | 76½ | 77½ |
| Kings County L, 1940 | 4 | — | 90 | 95 |
| Kansas City El, 1922 | 4 | J & J | 85 | 90 |
| Kans City Guar 6s, 1922 | — | J & J | 116 | 120 |
| Kansas City Met, 1909 | 5 | M & S | 100 | 101 |
| Kansas City con, 1910 | 5 | M & N | 99 | 100⅛ |
| Lex Ave & P F 1st, 1933 | 5 | M & S | 117 | — |
| Louisville St, con, 1930 | 5 | J & J | — | 114 |
| Lorain & Cleve 1st, 1927 | 5 | J & J | 100 | 102 |
| Louisville City Ry, 1909 | 6 | J & J | 105 | 109 |
| Louisville St con, 1930 | 5 | J & J | 113 | 114½ |
| Louisville St 2d, 1940 | 4½ | M & S | 104 | 107 |
| Met Elev 1st, 1908 | 6 | F & A | 108 | 109 |
| Manhat El con, 1900 | 4 | A & O | 102 | 104 |
| Mil El Ry & Lt c, 1926 | 5 | F & A | 108 | 109⅝ |
| Minn St con, 1919 | 5 | J & J | 108 | — |
| Minn St 2d, 1913 | 6 | M & N | 100 | 105 |
| Market St Cable, 1913 | 6 | J & J | 125 | 130 |
| Market St C con, 1924 | 5 | M & S | 115 | 120 |
| New-Orleans Ry com | — | — | 3⅝ | 4¼ |
| New-Orleans Ry pref | — | — | 13½ | 14½ |
| Nassau Elec 1st, 1941 | 5 | A & O | 110¼ | 112⅛ |
| North Hud Co Ry, 1928 | 5 | J & J | 110 | — |
| North Hud Co Ry, 1914 | 6 | J & J | 114 | — |
| North Jersey St, 1948 | 4 | M & N | 76½ | 77½ |
| N O City & L, 1943 | 5 | J & J | 111 | 113 |
| N O City 1st, 1903 | 6 | J & D | 100½ | 101¼ |
| N O City gen, 1943 | 4-5 | J & J | 110 | 111 |
| New-Orleans Rys | 4½ | — | 72 | 76 |
| Oakland Trans, 1918 | 6 | J & J | 115 | 120 |
| Rochester St, con, 1930 | 5 | A & O | 108 | 110 |
| Rochester St, 2d, 1933 | 5 | J & D | 103⅛ | 106 |
| Richmond Tr 1st, 1925 | 5 | J & J | 100 | 105 |
| Second Avenue | 10 | Q-M | 205 | 215 |
| Sixth Avenue | 7 | Q-J | 170 | 175 |
| Sea Beach 1st, 1916 | 4 | M & S | 82½ | 83⅛ |
| Second Ave con, 1948 | 5 | M & N | 111⅝ | 113 |
| Second Ave 1st, 1909 | 5 | M & N | 102½ | 104 |
| Second Ave deb, 1909 | 5 | J & J | 102 | 104 |
| South Boulevard, 1st, 1945 | 5 | J & J | 102 | 106 |
| South Ferry 1st, 1919 | 5 | A & O | 105 | 108 |
| Scranton Ry con, 1932 | 5 | J & J | 96 | 99⅛ |
| St Paul Cable, 1937 | 5 | J & J | 110 | 112 |
| Steinway (L I C), 1922 | 6 | J & J | 118 | 121 |
| Syracuse R T, 1940 | 5 | M & N | 106¼ | 109⅛ |
| 23d Street | 18 | Q-F | 390 | 410 |
| 28th & 29th St, 1st, 1996 | 5 | A & O | 111 | 114 |
| 23d St Ry ext, 1909 | 6 | J & J | 95 | 99 |
| Third Ave 1st, 1937 | 5 | J & J | 120 | 123 |
| 34th St Crosstown 1st, 1990 | 5 | A & O | 110 | 115 |
| T W H & M 1st, 1990 | 5 | M & S | 102 | 105 |
| Toledo R T, 1940 | 5 | J & J | 76 | 81 |
| U T of Providence | — | — | 97 | 100 |
| Union Ry 1st, 1942 | 5 | F & A | 108 | 111 |
| U T of Troy 1st 5s | — | — | 109⅛ | — |
| Un Elec Co of N J, 1949 | 4 | J & D | 78½ | 80 |
| U R & E (Bal) 1st, 1949 | 5 | M & S | 90 | 91 |
| U R & E (Bal) inc, 1949 | 4 | J & D | 44⅛ | 45⅛ |
| Union Trac (Pitts), 1937 | — | J & D | 110 | 113 |
| Wash Ry & Elec | — | — | 26 | 27½ |
| Wash Ry & Elec pref | — | — | 83 | 85½ |
| Wash Ry & Elec 4s | — | — | 84 | 86 |
| Westchester El 1st, 1943 | 4 | J & J | 103 | 107 |
| Yonkers Ry 1st, 1946 | 5 | A & O | 106 | 109 |

## GAS SECURITIES.

(Furnished by J. Thomas Reinhardt, No. 15 Wall-st.)

| | Bid. | Asked. |
|---|---|---|
| Am L & Trac | 66 | 71 |
| do pref | 98 | 100 |
| Bay State Gas | 15-32 | ½ |
| Bing Gas 5 p c, 1938 | 94 | 96½ |
| Bklyn Bor Gas | 50 | 55 |
| do 5s | 96 | 100 |
| Bklyn U G deb 6s, 1909 | 194 | 196 |
| Buf G 5s, 1947 | 65½ | 68 |
| Buf City Gas | 5¼ | 6¼ |
| Cent Un Gas 5s, 1927 | 108½ | 110 |
| Con Gas of N J 5 p c, 1936 | 92 | 95 |
| Columbus Gas | — | 102 |
| do pref | 102 | 103 |
| Den Gas & El | 37 | 40 |
| do prior lien 6 p c, 1918 | 102 | — |
| D G & E 1st 5 p c, 1949 | 87 | 90 |
| Gr Rapids Gas Lt Co 5 p c, 1915 | 101 | 103 |
| Hud Co Gas 5s, 1949 | 107 | 108 |
| Hud Co Gas | 102 | 104 |
| Indianap Gas | 64 | 69 |
| do 1st 6 p c, 1920 | 102½ | *106 |
| J Gas 5s, 1937 | 97 | 100 |
| Laclede G new ref 5 p c, 1934 | 101 | 103 |
| Mad Gas & E 6 p c, 1926 | 106 | 108⅝ |
| M G Cons 6 p c, 1910-30 | 104 | 108 |
| Mutual Gas | 295 | 315 |
| N-Am G 1st 5s, 1948 | 112 | 114 |

| | Bid. | Asked. |
|---|---|---|
| N Y & E R G Co 1st 5 p c, 1944 | 113 | 116 |
| N Y & Q Co El Lt & Power | 63 | 68 |
| do pref | 94 | 97 |
| do 1st con 5 p c, 1930 | 100 | 105 |
| N Y & R Gas | 35 | — |
| do 5 p c, 1921 | 95 | 100 |
| N G 6 p c, 1944 | 135 | 136 |
| N H Lt H & P 5 p c, 1938 | 100 | 102 |
| N U Gas 5 p c, 1927 | 104½ | 108 |
| Pat & P G & E | 70 | 72 |
| do con 5 p c, 1949 | 103 | 105 |
| R Gas & El 5s, 1912 | 103½ | 106 |
| St Joe (Mo) G 5 p c, 1937 | 92 | — |
| St P G Lt 1st 6 p c, 1915 | 109 | 112 |
| do 5 p c, 1944 | 94 | 96 |
| Standard Gas | 130 | 135 |
| do pref | 155 | 175 |
| do 1st 5 p c, 1930 | 110 | 113 |
| Syra lighting | 62 | 67 |
| do pref | 94 | — |
| do 5 p c, 1951 | 101 | 103 |
| do 5s, 1946 | 101½ | — |
| Tol G Lt & C | 102 | 107 |
| Tor El Light | 147 | 152 |
| T G & El 5s, 1949 | 107 | 108½ |
| Troy (N Y) G Co | 165 | 175 |
| Wash (D C) Gas Co (par $20) | 64⅞ | 65 |
| West Light Co | 56 | — |
| do pref | 98 | — |

*Ex dividend.

## MISCELLANEOUS SECURITIES.

STOCKS.

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

| | Int. rate. | Int. period. | Bid. | Ask'd. |
|---|---|---|---|---|
| American Bank Note | 4 | Q-M | 50 | [illegible] |
| American Brass | 5 | Q-F | 115 | [illegible] |
| American Can com | — | — | 11⅝ | [illegible] |
| American Can pref | 5 | A & O | 61⅝ | [illegible] |
| American Chicle | 12 | Mo | 120 | [illegible] |
| American Chicle pref | 6 | Q-J | 95 | [illegible] |
| American Graphophone | 4 | Q-M | 50 | — |
| American Graphophone pref | 7 | Q-F | 87½ | — |
| Amer Press Association | 6 | Q-J | 90 | [illegible] |
| Am Soda Foun com | — | — | 2 | [illegible] |
| Am Soda Foun 1st pref | 6 | An-N | 62 | [illegible] |
| Am Soda Foun 2d pref | — | — | 10 | [illegible] |
| Am Thread Co pref | 5 | J & J | 3¾ | [illegible] |
| American Writing Paper | — | — | 4⅝ | [illegible] |
| American Writing Paper pf | — | — | 21½ | [illegible] |
| Ban de L Gold M Co | — | — | 4 | [illegible] |
| Barney & S Car Co | — | — | 16 | [illegible] |
| Barney & S Car Co pref | 8 | Q-F | 110 | [illegible] |
| Bay State Gas | — | — | ⅜ | [illegible] |
| Borden's Cond Milk pref | 6 | J & J | 110 | [illegible] |
| British Columbia Copper | — | — | 6 | [illegible] |
| Casein Co of Am com | — | — | 5 | [illegible] |
| Casein Co of Am pref | 2 | Quar | 55 | [illegible] |
| Cen Fireworks | 1 | S-A | 15 | [illegible] |
| Cen Fireworks pref | 7 | M & S | 57 | [illegible] |
| Cent Foundry com | — | — | 3¼ | [illegible] |
| Cent Foundry pref | — | — | 17½ | [illegible] |
| Chesebrough Mfg | V | Mo | 420 | [illegible] |
| Colts' Arms | 4 | Q-J | 75 | [illegible] |
| Con Car Heating | V | F & A | 60 | [illegible] |
| Consol Refrigerator | — | — | 5 | [illegible] |
| Cons Rubber Tire com | — | — | ½ | [illegible] |
| Cons Rubber Tire pref | — | — | 3 | [illegible] |
| Compressed Air | — | — | ⅛ | [illegible] |
| Cramps' S & E Bldg | — | — | 24 | [illegible] |
| Dominion Securities | — | — | 10 | [illegible] |
| Electric Boat com | — | — | 38 | 42 |
| Electric Boat pref | 2 | Q-J | 68 | 72 |
| Electric Lead Red | — | — | ¼ | [illegible] |
| Electric Vehicle com | — | — | 12 | 17 |
| Electric Vehicle pref | — | — | 22 | [illegible] |
| Electro Pneumatic | — | — | ⅛ | [illegible] |
| Empire Steel | — | — | 9 | 11 |
| Empire Steel pref | 3 | J & J | 40 | 50 |
| Gold Hill Copper | — | — | ⅝ | [illegible] |
| Greene Copper | — | — | 24⅝ | 24⅞ |
| Greene Gold | — | — | 6⅞ | 7 |
| Hackensack Meadows | — | — | 5 | 14 |
| Hall Signal | 6 | Q-J | 88 | 95 |
| Havana Tobacco com | — | — | 32 | 34 |
| Havana Tobacco pref | — | — | 42½ | 45 |
| Herr-Hall M com | — | — | ½ | 1½ |
| Herr-Hall M 1st pref | — | — | 30 | 40 |
| Herr-Hall M 2d pref | — | — | 3 | — |
| Hudson River Tel | 4 | Q-J | 95 | 108 |
| Interborough Rap Transit | 2 | — | 163¾ | 164¼ |
| Inter Mer Marine | 2 | — | 12 | 12½ |
| Inter Mer Marine pref | — | — | 28 | 28½ |
| International Salt | — | — | 20 | 21 |
| International Silver pref | 4 | Q-J | 35 | 45 |
| Lord & Taylor pref | 6 | F & A | 103 | 105 |
| Lorillard pref | 8 | Q-J | 130 | — |
| Mackay | 2 | — | 40 | 40⅜ |
| Mackay pref | 7 | Quar. | 74 | 75 |
| Madison Square Garden | — | — | 17 | — |
| Manhattan Trans | — | — | 3⅞ | 4⅛ |
| Mexican Nat com | — | — | 8 | 10 |
| Montreal & Boston Con | — | — | 1 1-16 | 1¼ |
| National Cash Register pref | 7 | J & J | 117½ | — |
| New-York Trans | — | — | 7½ | 8 |
| N Y & Q E L & P | — | — | 63 | 65 |
| N Y & Q E L & P pref | — | — | 94 | 97 |
| Niles-Bement-Pond com | 6 | Q-M | 110 | — |
| N Y Loan & Imp Co | V | Dec | 100 | 110 |
| No Amer Lum & Pulp | — | — | 1 | 2 |
| Northern Securities | 5½ | Q-J | 128½ | 128⅝ |
| Otis Elevator com | 2 | An-Ap | 45 | 47 |
| Otis Elevator pref | 6 | Q-J | 99 | 101 |
| Pacific Pack & Nav com | — | — | ¼ | 1 |
| Pacific Pack & Nav pref | — | — | ½ | 1½ |
| Phenix Mining | — | — | 15 | 17 |
| Pittsburg Bess & L E | 3 | A & O | 33 | 38 |
| Pope Manuf com | — | — | 4 | 6 |
| Pope Manuf 1st pref | — | — | 70 | 74 |
| Pope Manuf 2d pref | — | — | 15 | 17 |
| Pratt & Whitney pref | 6 | Q-F | 100 | — |
| Rock Island new 4s | — | — | 95½ | 96 |
| Royal Baking Powder pref | 6 | Q-J | 108 | 110 |
| Safety Car Heat & Light | 12 | Q-J | 185 | — |
| Seaboard Air Line com | — | — | 15½ | 15¾ |
| Seaboard Air Line pref | — | — | 33¾ | 34 |
| Singer Mfg Co | 16 | Q-J | 650 | 700 |
| Standard Coupler | 1 | An-Dec | 25 | [illegible] |
| Stand Flour Mill com | — | — | 8½ | [illegible] |
| Stand Flour Mill pref | 1 | An-Ap | 32½ | [illegible] |
| Standard Oil | V | Q-M | 631 | 633 |
| Tonopah Mining of Nev | — | — | 9½ | 10 |
| Trenton Potteries com | — | — | 12 | 15 |
| Trenton Potteries new pref | 8 | Q-M | 82 | 86 |
| Trenton Potteries fdg ctfs | 4 | J & J | 70 | 75 |
| Trow Directory | 4 | A & O | 65 | 75 |
| Union Ferry | 2 | Q-J | 30 | 32 |
| Un Typewriter com | 6 | A & O | 93 | 94 |
| Un Typewriter 1st pref | 7 | A & O | 120 | 122 |
| Un Typewriter 2d pref | 8 | A & O | 118 | 120 |
| White Knob Copper | — | — | ⅛ | [illegible] |

BONDS.

| | | | | |
|---|---|---|---|---|
| American Writing Paper | 5 | J & J | 82½ | 83½ |
| Barney & Smith | 6 | J & J | 105 | — |
| C & O Grain El inc | — | — | 10 | 20 |
| C & O Grain El | 4 | A & O | 85 | — |
| Continental Tobacco | 7 | A & O | 101 | 103 |
| Hecker-Jones-Jewell | 6 | M & S | 101 | 104 |
| International Silver | 6 | J & D | 101 | 113 |
| Iron steamboat | 4 | J & J | 40 | 45 |
| New-York Biscuit | 5 | M & S | 105 | — |
| N J Steamboat | 5 | M & S | 87½ | — |
| Page W Wire Fence | 5 | A & O | 60 | — |
| Standard Flour Mill | 5 | M & N | 77 | 78 |
| Swift & Co 1st | 5 | J & J | 100 | 102¼ |
| Tex & Pac Coal 1st | 6 | A & O | 105 | 110 |
| 10th & 23d St Ferry | 5 | J & D | 92 | 96 |

## BANK STOCKS.

(Reported by Clinton Gilbert, No. 2 Wall-st.)

| Name. | Capital. | Dividend, when payable. | Bid. | Ask'd. |
|---|---|---|---|---|
| America | $1,500,000 | 20 J. & J. | 515 | 530 |
| American Exch | 5,000,000 | 10 M. & N. | 272½ | 280 |
| Astor National | 350,000 | 20 Quar. J. | 775 | 825 |
| Bank of Discount | 100,000 | — | 150 | 160 |
| Bowery | 250,000 | 12 Quar. F. | 325 | — |
| Butchers & Drov. | 300,000 | 6 J. & J. | 165 | — |
| Coal & Iron Ex. | 300,000 | — | 195 | 205 |
| Consolidated | 1,000,000 | — | 150 | 155 |
| Century | 100,000 | — | 180 | — |
| Chase | 1,000,000 | 20 J. & J. | 650 | — |
| Chatham | 450,000 | 16 Quar. J. | — | 330 |
| Chemical | 300,000 | 150 Bi-m. J. | 4,275 | 4,325 |
| Citizens' Cen Nat | 2,550,000 | 6 J. & J. | 165 | 175 |
| City | 25,000,000 | 8 M. & N. | 300 | 305 |
| Commerce | 25,000,000 | 8 Quar. J. | 233 | 237 |
| Colonial | 100,000 | 10 J. & J. | 450 | — |
| Columbia | 300,000 | 8 J. & J. | 400 | — |
| Corn Exchange | 2,000,000 | 14 F. & A. | 390 | 410 |
| East River | 250,000 | 8 J. & J. | 157½ | 165 |
| Fidelity | 200,000 | — | 180 | 200 |
| First National | 10,000,000 | 20 Quar. J. | 740 | — |
| Fifth National | 250,000 | 12 J. & J. | 300 | — |
| Fifth Avenue | 100,000 | 100 Quar. J. | 3,450 | 3,750 |
| Fourth National | 3,000,000 | 7 J. & J. | 225 | 230 |
| Fourteenth Street | 100,000 | 6 M. & N. | 300 | — |
| Gallatin | 1,000,000 | 12 A. & O. | 410 | 420 |
| Gansevoort | 200,000 | — | 140 | — |
| Garfield | 1,000,000 | 20 Quar. M. | 500 | — |
| German-Amer. | 750,000 | 6 F. & A. | 170 | 175 |
| German Exch | 200,000 | 14 J. & J. | 350 | 380 |
| Germania | 200,000 | 20 M. & N. | 500 | 530 |
| Greenwich | 500,000 | 6 M. & N. | 225 | 245 |
| Hamilton | 200,000 | 6 J. & J. | 170 | — |
| Hanover | 3,000,000 | 10 J. & J. | 530 | 540 |
| Importers & Trad | 1,500,000 | 20 J. & J. | 600 | 615 |
| Irving | 1,000,000 | 8 J. & J. | 225 | 235 |
| Jefferson | 400,000 | 5 J. & J. | 145 | 150 |
| Liberty | 1,000,000 | 16 Quar. J. | 515 | 530 |
| Maiden Lane | 250,000 | — | 105 | — |
| Lincoln | 300,000 | 18 Quar. F. | 1,150 | — |
| Manhattan Co. | 2,050,000 | 12 J. & J. | 318 | 325 |
| Market & Fulton | 1,000,000 | 10 J. & J. | 264 | 268 |
| Metropolis | 1,000,000 | 12 J. & D. | 425 | 445 |
| Mechanics' | 3,000,000 | 10 J. & J. | 295 | 305 |
| Mechanics' & Tr. | 700,000 | 8 J. & J. | 140 | — |
| Mercantile | 3,000,000 | 8 J. & J. | 255 | 265 |
| Merchants' | 2,000,000 | 7 J. & J. | 180 | 190 |
| Merchants' Exch. | 600,000 | 6 J. & J. | 165 | 175 |
| Mount Morris | 250,000 | 8 M. & N. | 215 | 225 |
| Mutual | 200,000 | 6 J. & J. | 290 | 315 |
| Nassau | 500,000 | 8 M. & N. | 190 | 200 |
| New-Amster Nat. | 500,000 | 24 Quar. J. | 500 | — |
| N Y N B A | 2,000,000 | 10 J. & J. | 325 | 335 |
| N Y County | 200,000 | 100 J. & J. | 1,300 | — |
| N Y Nat Exch | 1,000,000 | 8 Quar. M. | 190 | — |
| Nineteenth Ward | 200,000 | — | 190 | — |
| North America | 2,000,000 | 8 J. & J. | 220 | 230 |
| Northern Nat | 300,000 | — | 120 | — |
| Oriental | 750,000 | 10 J. & J. | 235 | — |
| Pacific | 422,700 | 8 Quar. F. | 255 | 265 |
| Park | 3,000,000 | 16 Quar. J. | 530 | 540 |
| People's | 200,000 | 10 J. & J. | 285 | 300 |
| Phenix | 1,000,000 | — | 130 | 135 |
| Plaza | 100,000 | 20 J. & J. | 500 | — |
| Produce Exch | 1,000,000 | 7 A. & O. | 175 | 185 |
| Riverside | 100,000 | 8 J. & J. | 250 | 280 |
| Seaboard | 500,000 | 6 J. & J. | 625 | 700 |
| Second | 300,000 | 12 J. & J. | 600 | — |
| Shoe & Leather | 1,000,000 | — | 152½ | 160 |
| State | 100,000 | 50 J. & J. | 1,200 | — |
| Thirty-fourth St. | 200,000 | — | 195 | 200 |
| Twelfth Ward | 200,000 | 6 J. & J. | 120 | — |
| Twenty-third Wd. | 100,000 | 5 F. & A. | 125 | — |
| Union Exchange | 750,000 | — | 200 | — |
| United Nat | 1,000,000 | — | 93 | 98 |
| Washington Hts. | 100,000 | — | 200 | — |
| West Side | 200,000 | 12 J. & J. | 525 | — |
| Yorkville | 100,000 | 10 J. & J. | 400 | — |

## ACTIVE CURB STOCKS.

| Shares sold. | | Opening. | Highest. | Lowest. | Last sale. |
|---|---|---|---|---|---|
| 1,500 | American Can | 11⅝ | 12 | 11⅝ | 12 |
| 3,010 | do pref ex div | 61⅛ | 63⅛ | 61⅛ | 62⅞ |
| 100 | Ariz Con Min | 25¾ | 25¾ | 25¾ | 25¾ |
| 500 | Amer Nickel | 1⅜ | 2 | 1⅜ | 2 |
| 100 | Am Writ Paper | 4⅝ | 4⅝ | 4⅝ | 4⅝ |
| 500 | Bay State Gas | ⅞ | ⅞ | ⅞ | ⅞ |
| 200 | Brit Col Copper | 6⅛ | 6⅛ | 6⅛ | 6⅛ |
| 500 | Baldermero Min | 4⅛ | 4⅛ | 4⅛ | 4⅛ |
| 1,000 | California Cop | 3-16 | 3-16 | 3-16 | 3-16 |
| 10 | Con Lake Sup pf | *16 | 16 | 16 | 16 |
| 700 | Con Refrig | 5½ | 5⅝ | 5½ | 5⅝ |
| 700 | Douglas Copper | 7⅞ | 7⅞ | 7⅞ | 7⅞ |
| 100 | Electric Boat | 39⅞ | 39⅞ | 39⅞ | 39⅞ |
| 100 | Gold Hill | ⅞ | ⅞ | ⅞ | ⅞ |
| 2,900 | Greene Copper | 24 | 24⅞ | 23⅞ | 24⅞ |
| 2,400 | do Gold | 7⅛ | 7⅛ | 6⅞ | 6⅞ |
| 200 | Rapid Transit | 163½ | 164 | 163½ | 164 |
| 500 | Mercantile Mar | 12 | 12 | 12 | 12 |
| 400 | do pref | 28 | 28¼ | 28 | 28⅛ |
| 100 | Inter Salt | 22 | 22 | 22 | 22 |
| 100 | Kan City Ry & L | 30 | 30 | 30 | 30 |
| 300 | do pref | 81½ | 82½ | 81½ | 82½ |
| 300 | Mackay Cos | 40⅛ | 40¼ | 40⅛ | 40⅛ |
| 28 | do pref | *74⅞ | 74⅞ | 74½ | 74⅞ |
| 2,400 | Manhattan Trans | 4 | 4 | 4 | 4 |
| 8,100 | M & B Cons | 1 1-16 | 1⅛ | 1 | 1 1-16 |
| 3,800 | Northern Sec | 128 | 129 | 127⅞ | 128 |
| 100 | New-Orleans Ry | 3½ | 3½ | 3½ | 3½ |
| 100 | Otis Elevator | 45 | 45 | 45 | 45 |
| 900 | Seaboard A L | 15⅜ | 15⅜ | 15⅜ | 15⅜ |
| 1,400 | do pref | 34½ | 34½ | 33⅞ | 34 |
| 110 | Standard Oil | *634¼ | *635 | *630¼ | *630 |
| 625 | Tennessee Co | 35 | 36⅞ | 34 | 35 |
| 100 | U S Leather w i | 44⅞ | 44⅞ | 44⅞ | 44⅞ |
| 100 | do pref w i | 93 | 93 | 93 | 93 |
| 1,700 | White Knob | ⅛ | ¼ | ⅛ | ¼ |
| 750 | do new | 2⅜ | 2⅜ | 2 | 2 |

36,433 Total sales. *Odd lots.

BONDS.

| Sales. | | Opening. | Highest. | Lowest. | Last sale. |
|---|---|---|---|---|---|
| $4,000 | So Elb Land 5s | 21½ | 21½ | 21½ | [illegible] |
| 45,000 | U S Shipb ctfs | 47 | 47½ | 47 | [illegible] |
| 15,000 | W P Tm 2d 4s | 43⅞ | 43⅞ | 43⅞ | [illegible] |
| 35,000 | Wash Elec Ry 4s | 83⅞ | 84 | 83⅞ | [illegible] |

$99,000 Total sales.