WHEELMEN IN SESSION.

AN ADJOURNED MEETING OF THE NATIONAL ASSEMBLY.

President Willison Resigns, but Is Persuaded to Withdraw His Resignation—Measures Taken On the Financial Situation of the Organization—An Official Organ Provided for—Annual Dues Reduced—President Willison's Appointments.

An adjourned meeting of the National Assembly of the League of American Wheelmen was held at the Grand Union Hotel yesterday. Among the delegates present were: A. C. Willison, Cumberland, Md.; George A. Perkins and Abbott Bassett, Boston; C. F. Cossum, Poughkeepsie; William S. Bull, Buffalo; T. W. Neary, Cohoes; I. B. Potter and R. G. Betts, New York; Sterling Elliott, J. F. Adams, and C. W. Fourdinier, Boston; J. J. Van Nort, J. F. Keenan, and C. A. Dehlon, Pennsylvania; Robert Gentle, Fred Keer, and J. W. Dickinson, New Jersey; George L. Cook and L. Kaufman, Rhode Island. President Willison presided.

The meeting was called for the purpose of providing an official organ for the league members, and arranging for a redistribution of the league's funds, but President Willison created a sensation among the delegates toward the close of the meeting by tendering his resignation as President, an office to which he was elected less than a month ago. The President's action was unexpected, and created great excitement. In explaining his action he announced that he did not deem the financial provision made for the national body in the distribution of the league moneys sufficient to carry on the league work successfully, and that he did not desire to accept the duties of the office with a knowledge that he would be unable to turn over his office at the end of his term to his successor with a creditable and satisfactory report.

The Chief Consuls and leading officers of the New York, New Jersey, Pennsylvania, and Massachusetts divisions, upon recovering from the surprise, which the resignation caused, persuaded Mr. Willison to reconsider and withdraw his resignation upon the assurances that they were confident that the increased membership in their respective divisions, the abolishment of the Racing Board's financial demands upon the national body, and the discontinuance of the *Good Roads* magazine would be a great benefit to the league and would aid in materially increasing its revenue.

The withdrawal of the resignation gave great satisfaction.

At the morning session of the assembly the consideration of plans to provide members of the league with an official organ was taken up. Proposals were received from several cycling papers, and the Chief Consul of the Massachusetts division, Sterling Elliott, to furnish the League of American Wheelmen with a paper. The latter's proposition consisted in furnishing a weekly paper at the nominal fee of 25 cents per annum for each member, and was adopted.

A number of the delegates, including President Willison and Vice-President Morrison, favored discontinuing the practice of furnishing the members with an official organ, and wished to devote the funds that would be spent in this manner to the L. A. W. treasury. A majority favored maintaining an official paper, and as a result, the suggestions of the executive officials did not have any weight.

The color question was again resurrected by Secretary Bassett sending the following communication received from Secretary W. C. Payne of the Equal Rights Councils of the District of Columbia:

As a delegate meeting of the local orders of the National Equal Rights Council of the District of Columbia it was agreed to petition your much respected body in behalf of equal rights and justice as follows:

First—Be the members of the league believe in the "Brotherhood of Man and the Fatherhood of God?"

Second—Do they believe in the prevalence of law and order, of equal rights to all, and partisan favors to none?

Third—Are they patriotic, loyal endorsers of the Constitution of the United States?

Of course, we believe that every delegate assembled in your Convention will answer upon these questions in the affirmative. Therefore we pray that the most sane and unprejudiced of your minds may prevail in your deliberations with reference to discriminating between this nation and others in peace or full civilized in discord and affliction eventually.

Gentlemen (and if I mistake not, ladies also), won't you agree with our E. R. councils that before you pass laws to instruct us in your sacred mysteries you should wait until your superior Congress gives you the status of authority? And won't you agree that life is too short and too precious for people taking to this advanced age to be quibbling for place superiority?

Why, in 50 or 60 years to come you may be all in heaven—Gabriel's trombone and it's soon will find it there as here—everywhere you meet black face and shiny eyes is by your side with a smile and a warm heart. May God bless you and give us all to understand that we love, and that it is hard to keep a lover apart from his affianced.

The Assembly determined that as the color question had been disposed of at the league meeting early in February it was impossible to again take up this subject this year.

The reduction of the dues of the league from $1 per annum to 75 cents, occasioned considerable discussion. After a careful consideration of the subject it was decided to make the reduction and leave it optional with members to subscribe 75 cents additional for the official organ. The initiation fee remains at $1 as before. It was decided to embody the *Good Roads Magazine*, now published by the L. A. W., with the new official organ to be published in Boston.

The finances of the league have caused considerable trouble, and the plans for the redistribution of the funds provoked many suggestions. The Assembly seemed utterly unable to come to any conclusion upon this matter, and as a result the settlement of the question was referred to a special committee, who, after considering the suggestions offered, recommended that the Secretary of the league retain from all annual dues and renewal fees 40 cents, the balance and the whole amount of initiation fees, with fifty per cent. of all back dues, to be returned to the division treasuries.

This recommendation was adopted, and its adoption was directly the result of President Willison's resignation. The adoption of the new resolution reduced the income of the national body 10 cents per member from that received last year, and this reduction, in the face of the fact that the national body is now in debt, was particularly discouraging to the President, who viewed the new rule with disfavor.

President Willison's decision to withdraw his resignation was due mainly to a consideration of the facts that the abolishment of the *Good Roads Magazine* and the recent creation of rules making the Racing Board self-supporting will save the organization an annual expenditure of about $8,000. Before the meeting adjourned President Willison announced that he had appointed the following committeemen: Chairman of the Highway Improvement Committee, Isaac B. Potter, Brooklyn; Chairman of the Rights and Privileges Committee, Howard E. Raymond, Chicago; Chairman of the Transportation Committee, William M. Brewster.

THE SEVENTH'S BICYCLE CORPS.

A Preliminary Organization Effected at the Armory Last Night.

Adjt. Frank G. Landon of the Seventh Regiment issued a call a few days ago for volunteers from the various companies of the regiment to meet at the armory last night to form a bicycle corps. He expected that enough men would respond to make a platoon, but was entirely unprepared for the large number of applicants who presented themselves last night. Fifty-seven men responded, representing seven of the ten companies of the regiment, besides both the commissioned and non-commissioned staffs. The largest representation was from Company F, which had fourteen men present. From Company K there were nine men, and from each of the other companies from three to seven men appeared. The officers present were Adjts. Landon and Appleton and Lieut. Wilson. Among the non-commissioned officers were Sergeant-Major Fair, Sergeant Black, and Corporals Strong, Frothingham, Labnes, and Meyer.

The meeting was called for 8:45 o'clock, and it was Adjt. Landon's intention to organize the corps last night, but in view of the large number of volunteers it was decided to postpone the formal organization until next Tuesday evening. The details of the formation will be decided upon and the guidons presented then, though the general plan was announced last night.

The commandant of the new corps will be Adjt. Landon. There will be three platoons, each of sixteen men and each commanded by an officer. The first platoon will be commanded by Adjt. Appleton, the second by Sergeant-Major Fair, and the third by Lieut. Wilson. The guides and file closers will bring the total number up to nearly sixty men. The first drill will be held after the meeting next Tuesday evening, and thereafter the corps will drill on each Wednesday evening after company drills.

The bicycle work will be in addition to the regular regimental duty for all who volunteer. None of the men composing it is exempt from regular duty, or will be unless the corps is officially recognized. As soon as the corps becomes reasonably proficient in squad and platoon evolutions, it is the intention of the commandant to order open-air drills. Street drills will be attempted if the city ordinance against the riding of bicycles more than two abreast does not interfere. Road rides will be taken on Saturday afternoons as soon as the weather becomes mild enough.

An adaptation of the regular regimental uniform will be used by the bicycle corps. It will consist of the regular summer blouse and grey trousers with the regulation canvas leggings. The hat will be the recently adopted service slouch of the same material and shape as those worn by the Pennsylvania National Guard, but gray in color to match the Seventh's well-known uniform. As these are all parts of the regulation uniform there will be nothing for the members of the corps to buy. They will, of course, use their own wheels.

The formation of a bicycle corps in the regiment has been talked of since several men on wheels proved themselves very valuable messengers at the State camp in 1893. The experiment was also tried of mounting the officers' orderlies in a similar manner at the regimental manoeuvres at Van Cortlandt Park last summer. Both these experiments were so successful that the present corps has resulted from them.

There is a bicycle corps attached to the Connecticut National Guard, and similar corps exist in the militia of several other States. The United States Government has also experimented very successfully with them, and a series of drill regulations for bicycle corps has been issued by the War Department, which will be followed in Adjutant Landon's command.

TO CHANGE THE FOOTBALL RULES.

The Intercollegiate Association Ask for Suggestions as to What Should Be Done.

NEW HAVEN, March 6.—Walter Camp, the Secretary of the Advisory Committee of the Intercollegiate Football Association, will send out to-night a letter addressed to all the old college players and others interested in the game, which reads as follows:

DEAR SIR: Last year the Advisory Committee adopted the football rules proposed by the University Athletic Club and regret that this club has not taken up the matter further, some revision of rules having been called for annually since the introduction of the game. The signed and published statements of the captains of the most prominent teams offer, however, an indication of the general desire, and are therefore appended. The committee begs to ask your cooperation in securing a consensus of opinion upon these points, and has adjourned the annual meeting for a period of two weeks. You are earnestly requested to forward your views regarding the effect and proper wording of such rules, as well as any other suggestions regarding the play. Very truly yours,

ADVISORY COMMITTEE I. F. B. A.

The letter is accompanied by the following statements from the leading football captains of college teams:

"Captain Thorne of the Yale team favors a change which will allow the side making the fair catch to have the ball on a down at the point where the catch was made. He thinks the linesman might be clothed with the power of umpire, and that thus it would be difficult for any unfair work to go unpenalized. He wishes a strict enforcement of the rule against piling on a man who is down.

"Ex-Captain Charles Brewer of Harvard thinks no men should be allowed to start before the ball is put in play, and that only the three backs should stand behind the line. He would have no opponent within five yards of a man making a fair catch.

"Capt. Williams of Pennsylvania says the present rules are satisfactory to him, but he will accede to the wishes of the public. He would like to have full power of interpretation given to the officials who he thinks this would obviate the need of a change.

"Capt. Lea of Princeton says the linesman's duties should be increased so that he may take official notice of any unnecessary roughness. He agrees with Brewer that it would be well to do away with all plays in which the forwards are brought back and grouped behind the line for a mass play on any position, and favors protection to the full back when catching."

Walter Camp says: "At the annual meeting of the Rules Advisory Committee, held in New York last week, it was voted to secure as general an expression of opinion as possible from all interested in football upon the needed changes in the rules. Last year this committee adopted word for word the rules proposed by the University Athletic Club, and probably would have taken similar action this year had the latter organization taken up the matter. As soon as these opinions are collected it is the intention of the committee to hold another meeting, and the opinions will then probably be submitted to the representatives of the Intercollegiate Football Association."

The Advisory Committee of the I. F. B. A. means Camp, representing Yale, and Moffatt, representing the other college of the association, which at present consists of only Yale and Princeton. The committee is not assuming any authority, but is simply trying to draw out all good advice possible and formulate it. Before it was binding even upon Yale and Princeton it would be submitted to the undergraduates of those institutions.

Harvard and the University of Pennsylvania are not considered as factors in the present scheme, but the players of both universities, as well as those of the minor college, will receive the letters of the I. F. B. A. asking for suggestions. In fact all of the big football men in the country are to be consulted on this proposed change of rules.

The University of Michigan A. A. to Pay Up.

ANN ARBOR, Mich., March 6.—The directors of the University of Michigan Athletic Association last night ordered back dues in the American Intercollegiate Association of Amateur Athletics for the last nine years to be paid. The university will send a team to the great Mott Haven meet of the Intercollegiate Association if the men show up sufficiently well.

FINANCIAL AND COMMERCIAL.

New York Stock Exchange—Sales March 6.

UNITED STATES AND STATE BONDS (IN $1,000s).

11 U S 4s, r	111	10 N Car Spl tax, W	
2 U S 4s, c	112¾	N C 6s issue	2
55 U S 5s, c	113⅝@113¾	20 Va F debt 2-3s of 1991	59⅝
29 U S 5s, r	116		
1 Louisiana 4s, N	92½		

CLOSING PRICES OF UNITED STATES BONDS.

	Bid.	Asked.		Bid.	Asked.
U S 2s, r	95		U S 5s, c, 1904	115¾	115¾
U S 4s, r, 1907	110¾	110¾	U S 6s, 1895	100	—
U S 4s, c	112	112¾	U S 6s, 1896	102	—
U S 4s, r, 1925	119¾	119¾	U S 6s, 1897	105	—
U S 4s, c	119	119¼	U S 6s, 1898	108	—
U S 5s, r, 1904	115¾	116⅛	U S 6s, 1899	110	—

RAILROAD AND OTHER BONDS (IN $1,000s).

28 Atchison 4s	63⅝	15 N Y & N J Tel 2s	104¾
10 do 2s	63⅝	1 N Y, Ch & St L 4s	102½
12 Broadway & 7th Ave 5s	110	10 Nor R R of Cal 5s	91¾
3 Balt & O 5s, 1885	110	1 N W con	140
1 Bur C R & N 1st	104⅝	9 N Y, L & W 4s	96
45 Beech Creek 1st	103½	2 Ohio & Me 2d, S F	107
5 Ch & Ohio 5s	105¾	5 Ohio Sou 1st	91⅞
1 do 1st	105¾	1 do 2d	91⅞
10 Ch & O gtd 4½s	71¾	7 Oregon S L 6s	90⅝
4 do 7s	77	10 Oregon S L & U N 1st	90⅝
5 C, R & Q 4s, Nebr	87⅞	5 do 5s	107
1 C, B & Q 4s, D div	94	2 Oregon Imp 1st	95
1 do 1st	94⅝	5 Oregon Imp 5s	54¾
1 Canada So 1st	109½	5 do 1st	54¾
9 do 2d	110⅝	5 do 5s	55
3 Chic & Nor P 1st, T R	40	5 Pa & C gtd 6s	106
5 do	39⅝	2 Peo, D & E 1st, E div	93
1 Ch & El gtd 5s	80½	1 Peo & East n 1st	75
4 do 7s	103⅞	1 Ro, W & Ore 5s	118
8 Col Mid 1st	35	8 Rock Isl ex 5s	100½
5 Chic & E Ill	109	2 do 4s	100⅝
2 Den & R G con	87	5 Sh & Dny 1st	110
1 Erie 2d con	103½	5 Reading 2d pf in	69⅝
3 E Tenn 5s	109½	2 Reading 3d pf in	68
4 do	105¼	5 do	68⅝
5 Ft Worth 1st	67¾	10 do	68⅝
10 Gen Elec deb 5s	89½	7 So Pac of N M 1st	100⅝
11 do	88¾	1 So Pac of Ariz 1st	88
5 do	88	6 M P & Mo ext 4s	118
12 do	88½	2 M P & Mo 1st 4s	101¾
1 Black Val 5s	87⅝	1 St L & S F gen 6s	104
1 do	87⅝	3 St L & S F con 4s	70⅝
1 do	88	1 St P con	142
6 Iron Mt 1st	109½	5 M Penn, s g	100⅝
2 Iron Mt 2d	42	5 M P 1st, S M d	116⅝
2 Int & G N 1st	71½	10 El L So W 1st	67½
2 Iowa Cen 1st	63	12 do	67½
3 Kan Pac con 6s	52	9 St L So W 2d	21¾
10 Kan & Tex 4s	68	2 do	22
1 do	68½	9 San A & A Pass 4s	79
1 do	68½	5 do C & G 1st	97
3 do 7s	106	3 Seattle L & E, T B	40
1 do 4	42½	11 So Ry 5s	86¾
1 do	42½	5 do	86⅝
1 do	42½	4 do	86
1 Lacledе Gas 1st	94	1 Tex Pac 1st 5s	86¾
1 do	94	1 do	86⅝
2 L & W R con 6s	85	2 Tex Pac 2d 5s	26¾
1 Long Isl 7s	79¾	1 do	26⅝
2 L N & N A M Div 2d	100¾	1 do	26⅝
13 Lou & N E RR 1st	113⅝	1 do	26⅝
1 Long Isl 4s	94	1 do	26⅝
1 L, N & Ch con	94⅞	1 do	26⅝
1 do	95	1 Third Av 5s	118¾
8 do	95⅛	10 M, S L & R 1st	104
3 Lehigh Val of N Y 1st	100¾	2 Union Pac 6s	102⅝
2 do	100¾	4 do	102⅝
12 Mo, K & T 2d	34⅞	2 Union Pac, 4s	102⅝
1 do	34⅞	1 Union Pac, 4s	102⅝
1 Rex Sti 1st	90	10 Pac Dis & O 1st	82½
2 Mo, Kan & Tex of 1st 4s	73	10 do	82½
5 Mil & L S 1st	136⅝	4 Va Midland gtd 5s	94⅝
1 Nor Pac 1st, c	113	1 do	94
5 Nor Pac 1st, r	113½	1 Va Midland 2d	94
5 Nor P 2d, c	82⅝	5 Wabash 2d	91¾
1 do	82⅝	9 West Shore 4s	84½
1 do	82⅝	4 West Sh 4s, reg	84½
1 Nor Pac ca 5s	20¾	4 W & S 1st 5s	100
15 N Y Cen deb 5s	106	2 Wh & L E W div	22
2 N Y El 1st	109⅝	4 West N Y & Pat	103¾

Total sales of railway bonds (par value), $397,000.

RAILROAD AND OTHER SHARES.

Sales.		Open-ing.	High-est.	Low-est.	Closing. Bid.	Asked.
84142	Am Sug Ref	92⅝	92⅞	91⅝	91⅞	92
110	Am Sug Ref pf	92½	92½	92½	92½	92½
1183	Am Tob	91⅝	91⅞	91¼	91⅝	91⅞
110	Am Tob pf	105	105	105	105¼	107
200	Amer Cot Oil	23⅝	23⅝	23	23⅛	23¾
610	Atch T & S Fe	4	4	3⅞	3⅞	4
700	Atlantic & P	5⅝	5⅝	5⅝	5⅝	6
3643	Balt & Ohio	57	57	55⅝	56¾	58
700	Bay State Gas	14⅝	15⅝	14⅝	15⅛	15⅝
360	Canada So	40	40	40⅝	40⅝	40
800	Central Pac	40¼	40¼	40¼	39⅝	40¼
130	Central Pac	14	14⅛	14	14	14⅝
500	Ches & Ohio	16¼	16¼	16¼	16¼	16½
5975	Chicago Gas	70½	71⅝	70⅝	71	71¼
5	Chic & Alton	150	150	150	147	—
925	C, C, C & St L	86⅝	86⅝	86⅝	85⅞	86⅝
8395	Chic & N W	89⅝	89⅝	89⅝	89⅝	89⅝
640	C, B & Q	70⅝	70⅝	70⅝	70⅝	70⅝
18350	C, M & St P	55⅝	56	54⅝	54⅝	54⅞
400	C M & St P pf	117	117	117	116½	118
2555	C, R I & Pac	65⅝	65⅝	61⅝	61⅝	61⅞
600	C H V & Tol	19¼	19⅛	19¼	19	19½
100	C, H V & Tpf	61	61	61	60½	—
200	Consol Gas	131⅛	131⅛	130½	130½	132
360	Del & Hud	126⅞	127	126½	125½	127⅛
100	Del, L & W	157½	158	157½	157½	158
100	Den & R G pf	34⅝	34⅝	34⅝	34⅝	35
6565	East Tenn	12⅝	12⅞	12⅝	12⅞	12⅞
9933	General Elec	26⅝	27	26⅝	26¼	26⅝
200	Illinois Cent	86	86	84½	84	86
100	Iowa Cent	16	16	16	15⅝	16
100	L E & Western	15⅝	15⅝	15⅝	15⅝	16
10	L E & West pf	70⅝	70⅝	70⅝	70	71⅝
100	Lake Shore	136½	136½	136½	136	137
410	Lead	21	21⅛	21	21	21¼
7835	Louis & Nash	49⅝	49⅝	49⅝	49⅝	49⅞
200	Louis N & St	6	6⅛	6	6	6⅛
100	Lou & Ky	21⅝	21⅝	21⅝	21⅝	21⅝
504	Manhat Con	107⅝	107⅝	107⅝	107⅝	108
2580	Missouri Pac	20	20⅝	19⅞	19⅝	19⅞
850	Mo, K & T pf	21¼	21⅝	21⅛	21⅛	21⅝
50	Mob & Ohio	12½	12½	12½	12½	—
12590	N J Central	87	87	85⅝	85⅝	86⅝
3067	N Y Central	96⅝	96⅝	95⅝	95⅝	95⅞
1500	N Y Chic & St L	20	20⅝	20	20⅛	20⅝
155	Nat Lead pf	83	83	83	83	85⅝
100	North Amer	3⅝	3⅝	3⅝	3⅝	3⅞
700	N Y, L E & W	5⅝	5⅝	5⅝	5⅝	6
200	N Y & N E	12½	12½	12½	12½	12⅞
200	N Y, S & W pf	37⅝	37⅝	37⅝	37	38
400	Nor'n & W pf	16⅝	16⅝	16⅝	16⅝	16⅝
100	North Pacific	5⅝	5⅝	5⅝	5⅝	6⅝
400	Ontario & W	16⅝	16⅝	16	16	16⅛
4	Oregon S L	4⅝	4⅝	4⅝	4	6
100	Pacific Mail	22⅝	22⅝	22⅝	21⅝	22⅛
1770	Pullman Palace	163	164	162	162	163
1	Pull Pal Car	156	156	156	153⅝	155
100	P, C, C & St L	16⅝	16⅝	16⅝	16	16⅝
430	P C C & St L pf	40⅝	47⅝	46⅝	47⅝	49
7	Pitts & W pf	33	33	33	31	33
150	St L S W pf	10	10	10	9⅝	16½
100	St L & Omaha	29⅝	29⅝	29⅝	29⅝	30⅝
300	Southern Pac	17⅝	17⅝	17⅝	17⅝	18
1470	South Ry	9⅝	9⅞	9⅝	9⅝	9⅞
2502	South Ry pf	31⅝	31⅝	29⅞	29⅞	30⅝
900	Tenn C I	14⅝	14⅝	14⅛	14⅛	15
500	Texas Pac	8⅝	8⅞	8⅝	8⅝	8⅝
100	T, A & N M	1	1	1	1	1⅛
119	Union Pacific	9⅝	9⅝	9	9	9⅛
25	U S Express	41	41	41	40	42
800	U S Cordage	5⅝	5⅝	5⅝	5⅛	5⅝
800	U S Cord pf	18	18	18	18	18⅝
200	U S Leather	17	17	17	16½	17
100	U S Rubber	30½	30⅝	30⅝	30⅝	30⅝
100	U S Rub pf	94	94	94	93⅝	94⅝
2517	U S Leather pf	69	69⅛	68	68⅝	69⅝
100	Wabash	5⅝	5⅝	5⅝	5⅝	5⅝
10	Wabash pf	12½	12½	12½	12⅝	13
2759	West Un Tel	87	87⅝	86⅝	86⅝	87
500	Wheel & L E	9	9⅝	9	9⅛	9⅝
814	Wh & L E pf	35½	36⅝	35½	34⅝	37

Total sales of stock were 138,845 shares.

BOSTON CLOSING QUOTATIONS.

	Bid.	Asked.		Bid.	Asked.
Bos & Albany	208		Westinghse E	20¼	23
Bos & Maine	160	162	West End L d	87	91
Cent Mass	10⅝		Bos & Mon	30	58¼
Chi Junc com	80		Butte & Bos	2	2⅝
Chi Junc pf	99	99	Cal & Hecla	20	202
Fitchburg pf	84⅝	85¼	Osceola	21	21⅝
N Y & N E pf	60	65	Quincy Min	101	103
Mex Central	56⅝	57	Tamarack	140	145
Old Colony	175		Franklin Jr	11⅝	12
Am Bell Tel	190½	191⅝	A, T & N Fe 4s	62⅝	63⅝
Erie Tel	49⅝	49⅝	A, T & S Fe 2ds	16¼	17

PHILADELPHIA CLOSING QUOTATIONS.

	Bid.	Asked.		Bid.	Asked.
U G I	22½		Leh C & N Co	45	45½
Con Tract	29	31	Penna R R	50	50⅛
Con Tract 5s	82½	83	Phila Tract	87⅝	88⅝
People's Tract	48⅝	49	Met Tract	97⅝	97⅞
Lehigh Valley	50⅝	50⅝			

CHICAGO CLOSING QUOTATIONS.

	Bid.	Asked.		Bid.	Asked.
Alley "L"	12⅝	13	Lake St "L"	13⅝	18⅝
Am Strawbd	25		N Y Biscuit	53⅝	54⅝
Canal & Dock	28	30	Chi Sh St Ry	20¼	20¾
City Railway	300	305	Street's Stc Car	13	13⅝
Diamond Match	122	123½	W Chi St Ry	117⅝	118

LATEST LONDON QUOTATIONS.

Atchison	4⅛		Northern Pac pf		14⅝
Canadian Pacific	49⅝		Ontario & West		10⅝
Erie common	9⅝		Pennsylvania		50⅝
Erie 2d consols	58⅝		Reading		4⅝
Illinois Central	96⅝		St Paul		56⅝
Kansas & Texas	14⅝		South Ry		10⅝
Lake Shore	136⅝		Ry pf		32
Lou & Nash	50⅝		Wabash pf		18⅝
N Y Central	99		Union Pacific		9⅝
Norfolk & W pf	19				

WEDNESDAY, March 6.

The trading in stocks to-day presented very little of interest to the public either in or out of Wall street. A net decline of 4⅛ ₱ cent. in Baltimore and Ohio, on moderate transactions, appeared to be significant, though a prominent bear operator seemed to be chiefly responsible for the movement. There was no news to explain the decline, which extended to the lowest price yet recorded for the stock. The break in Baltimore and Ohio, which was promptly followed by renewed weakness in Southern Railway preferred, influenced the course of speculation during the last half of the day, and in consequence a slight improvement in prices that had taken place during the morning hours disappeared. Room traders, who had become slightly hopeful, abandoned the long side of the market and joined in the general attack upon values. The net results were materially lower prices for Sugar Refining, Jersey Central, New York Central, and Southern Railway preferred, and fractional declines throughout the remainder of the list, except in the cases of Chicago Gas and a few stocks in which the dealings were practically nominal. The transactions as a whole were as professional as ever, and were on a smaller scale than for several days past, presumably because there was a dearth not only of news, but of reports affecting values.

Final sales compare with those of yesterday as follows:

	Mar. 5.	Mar. 6.		Mar. 5.	Mar. 6.
Amer Cot Oil	23⅝	23	Nat Lead pf	82⅝	83
Am Sug Ref	93	91⅞	Nor Amer	3⅝	3⅝
Am Sug Ref p	92⅝	92⅝	Nor'n & W pf	16⅝	16⅝
Balt & Ohio	57	52⅝	North Am Co	8⅝	8⅝
Can Pacific	41	40⅝	North Pac pf	14⅝	13⅝
C, C, C & St L	86⅝	86⅝	N Y Central	96⅝	95⅝
C B & Q	70⅝	70⅝	N Y Lake E	18⅝	18⅝
Con Gas	132⅝	131⅝	Omaha com	29⅝	29⅝
Ches & Ohio	16⅝	16¼	Ont & West	16⅝	16
Chicago Gas	70⅝	70	Rock Island	62⅝	61⅝
Del, L & W	158⅝	157⅝	Reading	4⅝	4⅝
Del & Hud	126⅝	127⅝	St Paul com	55⅝	54⅝
Den & R G pf	34⅝	34⅝	St Paul pf	117	117
Dis & C F	13	13⅝	St Paul Ch	97⅝	98
Erie	8⅝	8⅝	South Ry pf	31⅝	30
Gen Elec	26⅝	26⅝	Tex Pac	8⅝	8⅝
Illinois Cen	84	84	Tenn Coal	54	54⅝
Kan & Tex pf	21⅝	21⅝	U S Cord pf	18⅝	18⅝
Louis & Nash	49⅝	49⅝	U S Leath pf	69⅝	69⅝
Lake Shore	136⅝	136¼	Wabash com	5⅝	5⅝
Man Con	197⅝	197⅝	West Un Tel	87⅝	86⅝
Missouri Pac	20	19⅝	Wheel & L E	9⅝	9⅝

Government bonds easier. The 4s closed ¼ ₱ cent. lower bid. Railway bonds irregular. The features were Atchison 4s, Hocking Valley 5s, Northern Pacific 2d c., Oregon Short Line 6s, U. P. D. & G. Oregon Improvement 5s, St. Louis Southwestern 1sts, Southern Railway 5s, Texas Pacific 2ds, and Kansas and Texas issues. The more important net advances were in Hocking Valley 5s, ⅛ ₱ cent, to 88½; Kansas and Texas 4s, 4s, to 80¼; and 2ds, ⅛, to 45⅛; Oregon Short Line 6s, 7, R., ⅜, to 90⅝, and Oregon Improvement 5s, 1 ₱ cent., to 55. The noteworthy declines were in Atchison 4s, ⅛ ₱ cent., to 63⅝; Northern Pacific 2d c., ⅜, to 82¼; St. Louis Southwestern 1sts, ⅜, to 67⅝; Southern Railway 5s, ⅛, to 86, and Texas Pacific 2ds, 1 ₱ cent., to 25⅝.

In bank stocks 35 shares of Seaboard sold at 168.

Bar silver in London 27 11-16d.

Money on call, 1½@2 ₱ cent. Time money is quoted at 3 ₱ cent. for sixty to ninety days, 3½ ₱ cent. for four months, and 4 ₱ cent. for six months, on good mixed Stock Exchange collateral. Commercial paper is quoted as follows: Prime endorsed bills receivable at 4@4½ ₱ cent., choice single-name paper at 4½@5½ ₱ cent., and good at 6 ₱ cent. and upward.

Foreign exchange was dull for both sterling and Continental, with very little change in rates. Posted asking rates for sterling, $4.88½, for long bills and $4.90 for demand. Actual rates are: Long bills, $4.87¾; sight drafts, $4.89¼, and cable transfers, $4.89½. Francs are quoted at 5.16⅞@5.16¼ for long and 5.15⅝@5.15 for short; reichsmarks, 95⅝@95⅞ for long and 95⅝@95¾ for short; guilders, 40 5-16@40⅜ for long and 40⅝ for short.

Domestic exchange on New York: Boston—25 cents discount. Charleston—Buying, 1-32 premium; selling, ⅛ premium. Savannah—Buying, par; selling, amounts $100 to $1,000, at ¼ ₱ cent.; $1,000 and over at 150 ₱ $1,000. New Orleans—Bank, 150 premium; commercial, 150 cents discount. San Francisco—Sight, 12½ cents; telegraph, 15 cents. St. Louis—50 cents premium offered at 75 cents. Chicago—70 cents premium.

Railway gross earnings for February compare with those for the same month of last year as follows:

Buff., Roch. and Pitts	$187,569	Dec. $21,821
Chi., Milwaukee and Mackinaw	43,008	Dec. 7,317
Eighth, Joliet and Eastern	83,867	Dec. 6,113
Fitchburg	513,327	Dec. 1,564
Grand Trunk and Rio Grande	95,811	Inc. 1,039
Kanawha and Michigan	25,017	Inc. 1,602
Louisville, New Albany & Chi.	194,293	Inc. 21,915
Texas, National	122,781	Inc. 9,388
Missouri, Kansas and Texas	797,157	Inc. 165,488
New York Central	2,066,088	Dec. 37,302
Northern Pacific	914,442	Dec. 1,205
Ohio Southern	60,068	Dec. 5,883
Southern Railway	1,292,729	Dec. 155,795
Toledo, St. L. and Kansas City	103,748	Inc. 17,818

The Atchison, Topeka and Santa Fé Railroad proper reports gross earnings for January of $2,780,530, an increase of $34,346 as compared with the same month of last year, and net $317,100, a decrease of $5,951. For the seven months ending Jan. 31 the gross earnings were $17,559,945, a decrease of $2,707,340 as compared with the corresponding period of last year, and net $4,539,771, a decrease of $2,485,045.

The St. Louis and San Francisco Railroad reports gross earnings for January of $453,210, a decrease of $5,510 as compared with the same month of last year, and net $107,870, an increase of $12,121. For the seven months ending Jan. 31 the gross earnings were $3,772,008, a decrease of $116,794 as compared with the correspon