**Kennedy, Corlandt St.**

A novelty in swell Derbys, the "Top Coat Hat," in Russet, Tan, and Stone, with 2-inch cloth band to match, $3.40.

Silk Hats in the height of fashion, $3.90, $4.50, $5.90.

*Men's Shoes.*

**$6.00 SHOES AT $3.98 PAIR.**

Uppers the very best calfskin, soles of oak-tanned leather, welt sewed by hand, in Russet, Enamel, Patent Leather or Calf; all sizes and all styles of toe; $3.98 pair.

At $2.97—The new English Bulldog, of Imported Patent and Enamel Leather; $2.97; worth $4.00.

**SPECIAL GLOVE OFFERING.**

Reindeer, full outseam, 98c.; worth $1.50.

Reindeer, fleece lined, 98c.; worth $1.50.

Cheverette Gloves, full pique, 98c. pair.

*Underwear Bargain.*

A lot of high-class Shirts and Drawers came to us at a bargain; of pure Australian Lamb's Wool, full, regular made; general price $3.25 to $3.50; they go at $1.50 each.


## *MRS. BANNISTER'S QUEER STORY.*

**Says She Was Struck on the Head by a Strange Man in Her Own Home.**

Mrs. Kate Bannister, the wife of C. E. Bannister, a gold watch case maker of this city, told this story to the Williamsburgh police yesterday. She says that while she was in the front room of her flat on the first floor of a four-story double apartment house at 848 Bushwick avenue, in the morning, she was called into the kitchen by the ringing of the electric door bell. She pressed a button which opened the front vestibule door of the house, and presently there were raps on the kitchen door. She opened the door and was confronted by a good looking, well-dressed man about 25 years old, who asked if her husband was out. She told him he was, and then the man wanted to know if the house was for sale. She replied that the building had been sold. She was on the point of closing the door when the man asked if he could step into the room and warm his hands at the kitchen stove. She let him in and shut the door. The man went toward the stove, and, as Mrs. Bannister turned to go into another room, she was struck on the head. She fell backward, and for a moment was stunned. When she revived the man was kneeling beside her and holding a handkerchief to her face. She lost consciousness again, and when she revived again the man was gone.

Whatever the cause, Mrs. Bannister certainly screamed, and her screams brought some of the neighbors, who found her bleeding from a wound in the top of her head. Mrs. Bannister became hysterical as she related her experience. She said that the man must have struck her with a slungshot or a piece of iron. The police of the Ralph avenue station were notified, and Capt. Ennis and Detectives Ward and Tracey went to the flat. Dr. John G. Dickert of 833 Bushwick avenue was there before them. He had been sent for by Mrs. Bannister to treat her injury. Mrs. Bannister missed a black-and-tan dog, and told the police that her assailant must have stolen it. Nothing else was missing. Mrs. Bannister told the police that the man was of medium build, weighed about 135 pounds, and wore dark clothes and black Fedora hat. His hair was dark and his face smooth shaven. The police examined the kitchen and discovered slight spots of blood on a table cloth. It was the opinion of Capt. Ennis that Mrs. Bannister might have fallen, and, striking her head against the kitchen table, so received her injury. Mrs. Bannister declared that she was not near the kitchen table at the time the man struck her. The police searched the other rooms in the flat, and between a feather bed and a straw mattress they found the dog. He seemed to be very much frightened. Neighbors told the police that they heard no noise in the Bannister flat.

Annie Harth, the ten-year-old daughter of the owner of the house who lives on the top floor, told Capt. Ennis that she saw Mrs. Bannister talking to a man at the kitchen door of the flat. The girl said that the man wore dark clothes, but that she did not see his face.

Mrs. Bannister became very ill after the police left the house, and nobody was allowed to see her. Her husband was summoned, and he volunteered to help the police in running down the assailant. Bannister was satisfied that his wife told the truth, and believes that robbery was the motive of the man. Capt. Ennis said last night that he didn't believe the man's object in striking the woman was for the purpose of robbing the flat. Dr. Dickert said that when he called at Mrs. Bannister's flat yesterday afternoon he found her suffering severely from shock. He gave it as his opinion that she was in a serious condition, and that her wound was either made by a blunt instrument or a heavy fall. Mrs. Bannister is thirty-eight years old and has no children.

## *CIVIL SERVICE REFORM TALKS.*

**C. J. Bonaparte to Lecture To-Night for the Women's Auxiliary.**

The Women's Auxiliary of the Civil Service Reform Association and the League for Political Education is making special efforts to convince the public of the need of a further extension of civil service rules in the public service. Its officers, of whom Mrs. W. H. Schieffelin is head, have issued a circular calling attention to the fact that it was organized to aid and help pay the expenses of the Civil Service Reform Association. It says that the net expense of the recent investigation of alleged abuses in the State Department of Public Works was paid from its treasury, and it makes an appeal for the practical and moral support of the public.

A number of lectures have been given in the Berkeley Lyceum at 23 West Forty-fourth street, and the officers announce three additional popular addresses during the present month. The first of these will be delivered at the Lyceum to-night by Charles J. Bonaparte on the subject, "The Moral Aspects of Civil Service Reform."

**Business Troubles.**

Henry A. Forrest and William E. Lucas, (H. A. Forrest & Co.), export and commission merchants at 132 Pearl street, made an assignment yesterday to John H. Parker, giving a preference to Jennie P. Lucas for $8,900. Their trade was principally with Mexico and the West Indies.

George T. McKinney, importer and jobber in olive oil, fruits, nuts, and grass mats at 81 North Moore street, made an assignment yesterday to William T. Wood, giving preference to Alice M. McKinney of $2,000 and R. J. Davila of $268.

Helen Kopciowsky, dealer in millinery at 3 Canal street, made an assignment yesterday to Israel Epstein.

Judge Truax has appointed Theo. E. Smith receiver for the George A. Schaney & Sons Manufacturing Company, interior decorations, of 428 Fifth avenue, whose factory is at 49 and 51 West Sixty-sixth street, on the application of the officers of the company.

Deputy Sheriff Loub yesterday took charge of the place of business of the Tropical Decorating Company at Lexington avenue and Forty-fourth street on an attachment for $3,114 in favor of L. R. Mestanjiz.

**$50,000 for a New Fireboat.**

The Board of Estimate voted $50,000 yesterday for a new fireboat. The total amount allowed to the Fire Department for 1897 is $3,435,926, an increase of $80,471 over last year.


**SUBSTITUTION**

is the **FRAUD** of the day.

See you get Carter's,
Ask for Carter's,
Insist and demand
**CARTER'S** Little Liver Pills,
The only perfect
Liver Pill.
Take no other,
Even if
Solicited to do so.
Beware of imitations
of Same Color Wrapper.
RED.


## *FINANCIAL AND COMMERCIAL.*

**New York Stock Exchange—Sales Dec. 15**

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

| | |
|---|---|
| 2 U S 4s, c, 1925 | 120⅛ |

CLOSING PRICES OF UNITED STATES BONDS.

| | Bid. | Asked. | | Bid. | Asked. |
|---|---|---|---|---|---|
| U S 2s, r, at pl of'a | 95⅛ | — | U S 5s, r, 1904 | 113⅝ | 114⅝ |
| U S 4s, r, 1907 | 109⅝ | 110 | U S 5s, c, 1904 | 113⅝ | 114⅝ |
| U S 4s, c, 1907 | 110⅝ | 111⅝ | U S 6s, r, 1897 | 99⅝ | — |
| U S 4s, r, 1925 | 120 | 120⅝ | U S 6s, r, 1899 | 102⅝ | — |
| U S 4s, c, 1925 | 120 | 120⅝ | U S 6s, r, 1919 | 105⅝ | — |

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

| | | | | | |
|---|---|---|---|---|---|
| 20 Ateh adj 4s | 41⅛ | | 4 Nor Pac on 5s, t r, as | 53⅛ | |
| 65 | 41⅛ | | 18 | 53⅛ | |
| 7 | 41⅝ | | 4 | 53⅝ | |
| 85 | 42 | | 5 N Y Cen ex 4s | 102 | |
| 5 | 41⅝ | | 5 N W gold, c | 115⅛ | |
| 65 | 41⅛ | | 5 N W gold, r | 114⅝ | |
| 3 Atch gal 4s | 78⅝ | | 5 N W s f deb 5s, 1908 | 110⅛ | |
| 3 | 78⅝ | | 1 Am S Mfg 6s | 74⅝ | |
| 11 | 78⅝ | | 1 N Y, O & W r 4s | 89⅝ | |
| 1 Am S Mfg 6s | 74⅝ | | 1 | 89⅝ | |
| 1 | 74⅛ | | 1 N Y, O & W cm 5s | 107 | |
| 1 | 74 | | 9 Ohio & M cm s f. | 105 | |
| 1 | 73⅝ | | 1 Ohio & Miss 2d | 111 | |
| 1 | 73 | | 5 O & M 1st sp d | 98 | |
| 2 | 72⅝ | | 14 Or R & N 1st | 113⅝ | |
| 4 Ann Arbor 4s | 74 | | 19 Or R & N 4s | 80⅝ | |
| 5 Atch & C 1st | 27 | | 5 | 80 | |
| 5 Aus & N W 1st | 83⅝ | | 10 Ohio South 1st | 94⅛ | |
| 7 | 83 | | 5 Oregon S L 6s | 112⅝ | |
| 3 B'way & 7th Av cm 5s | 116⅝ | | 2 Or S L 6s, t r | 111 | |
| 2 B, C R & N 1st s | 104⅝ | | 20 Ore Imp 5s, t r | 18⅛ | |
| 2 Brook Un G 5s | 105⅝ | | 17 Oregon Imp 5s | 18⅛ | |
| 5 | 105⅝ | | 1 P, D & E 1st, E & I | 101 | |
| 5 Ch & O cn 5s | 107⅛ | | 1 Peo P & Un 2d | 75 | |
| 42 | 108 | | 1 Pitts & W 1st | 74 | |
| 5 Ch & O cn 5s, r | 107 | | 8 R & Pitts cn | 116⅛ | |
| 6 Ch & O gnl 4½s | 73⅛ | | 7 Rock Isl ex 5s | 104⅛ | |
| 1 | 73⅛ | | 1 | 104⅝ | |
| 7 | 73 | | 5 Rock Isl deb 5s | 92 | |
| 5 C, B & Q 7s | 118⅛ | | 15 Read gnl 4s | 80⅛ | |
| 15 | 118⅝ | | 44 | 80⅛ | |
| 2 C, B & Q deb 5s | 97 | | 20 | 80⅝ | |
| 2 C, Ir & D 1st 6s | 107⅝ | | 13 | 80⅝ | |
| 1 C, C, C & I cn | 131 | | 5 Read 1st pf in | 43⅛ | |
| 6 | 130 | | 8 Read 2d pf in | 32⅛ | |
| 4 Can So 1st | 110 | | 15 | 32⅝ | |
| 1 Can So 2d | 105⅛ | | 5 | 32⅝ | |
| 1 Cen Pac g '97s | 102⅛ | | 25 Read 3d pf in | 32 | |
| 1 Cen Pac g '98s | 102⅛ | | 1 Sol Val & N E 6s | 82 | |
| 2 Ch & E Ill 6s | 101 | | 1 St P & Minn 1st | 126 | |
| 1 Col Coal 6s | 97 | | 1 St P & Mal ex 4s | 86 | |
| 5 Ch Gas L & C Co 1st | 95 | | 10 St L & S F gnl 6s | 111 | |
| 2 Ch & E 1st | 110⅛ | | 10 St L & S F 4s | 65⅛ | |
| 1 Den & R G 1st | 110 | | 5 | 65⅛ | |
| 5 E Tenn 5s | 106⅝ | | 5 | 65⅝ | |
| 26 | 107 | | 1 St P con | 130 | |
| 5 | 107⅛ | | 2 St P Ist, W & M 5s | 111⅛ | |
| 10 Edison E Ill cn 5s | 106⅝ | | 5 Stand R & T 6s | 72 | |
| 5 G, H'g & S A, M P 5s | 90⅝ | | 5 | 71⅛ | |
| 10 | 90 | | 11 San A & A P 1st 4s | 56⅝ | |
| 30 Harlem 1st, r | 111⅛ | | 1 | 57 | |
| 2 Hock Val 5s | 87 | | 2 | 56⅝ | |
| 1 Rock Val 6s | 86 | | 1 | 90⅛ | |
| 8 Kan P, D & a, r | 98⅝ | | 12 | 90⅝ | |
| 1 Kan & Tex 4s | 81 | | 6 Tex & P 1st 5s | 85⅛ | |
| 1 Kan & Tex 2d | 58⅝ | | 4 | 85 | |
| 9 | 59 | | 10 Tex Pac 9d ln | 20⅛ | |
| 50 Lake Sh 1st, r | 111⅝ | | 5 | 20⅛ | |
| 1 Lou & N 5s | 97 | | 4 Third Av 5s | 121⅛ | |
| 1 L Val cr Y 1st | 102 | | 10 Tex & N O cn 6s | 93 | |
| 3 Mo, K & E 1st | 91⅛ | | 12 Un P '97s, t r | 103 | |
| 1 | 90⅝ | | 5 Un Pac 96s, t r | 102⅝ | |
| 9 Mob & Ohio gn | 67⅝ | | 36 | 103 | |
| 5 Mo Pac 3d | 103 | | 1 Un P 99s, t r | 103 | |
| 1 Mil L S 1st | 130 | | 1 | 103⅝ | |
| 3 Mutual U cn | 111⅛ | | 77 U P g 6s, C T R | 101⅛ | |
| 2 Nor Pac Ter 5s | 107⅝ | | 3 | 101⅛ | |
| 46 North Pac prior 4s | 85⅛ | | 20 | 101⅛ | |
| 20 | 85⅝ | | 48 | 101 | |
| 20 North Pac gnl 5s w i | 50⅝ | | 1 Un P, D & G 1st | 34⅝ | |
| 9 | 50⅛ | | 85 Utah & Nor 7s | 115 | |
| 15 | 50⅛ | | 2 U S L 6s | 111⅛ | |
| 1 Nort & W gnl | 119 | | 1 Va Mid gnl, s | 99 | |
| 1 N J Midland | 118 | | 2 Wabash 1st | 106⅝ | |
| | | | 3 | 100⅛ | |
| | | | 3 West Sh 4s, r | 106 | |

Total sales of railway bonds (par value), $1,486,000.

**RAILROAD AND OTHER SHARES.**

| Sales. | Name. | Opening. | High-est. | Low-est. | Closing Bid. | Closing Asked. |
|---|---|---|---|---|---|---|
| 10 | Ad's Exp | 149⅝ | 149⅝ | 149⅝ | 148 | 150 |
| *54883 | Am'n Ref | 112⅝ | 112⅝ | 110⅝ | 110⅝ | 110⅝ |
| *270 | Am S R p | 100⅝ | 100⅝ | 100⅝ | 100 | 101 |
| 2924 | Am S M | 12⅛ | 12⅛ | 11⅛ | 11⅛ | 11⅝ |
| 1503 | Am S M p | 27 | 27⅛ | 22 | 24⅝ | 25 |
| 120 | Am Cable | 90 | 90 | 90 | 89 | 90⅛ |
| 2150 | Am Tob | 73⅝ | 74⅝ | 73⅝ | 74 | 74⅝ |
| 300 | Am Tob p | 101⅝ | 101⅝ | 101⅝ | 101⅝ | 102 |
| 25 | Am Exp | 111 | 111 | 111 | 109 | 111 |
| 212 | Am C O p | 50 | 50 | 50 | 49 | 51 |
| 2450 | A, T & S Fe | 13⅝ | 13⅝ | 13⅛ | 13⅛ | 13⅝ |
| 3960 | At, Top & S Fe pf | 21⅛ | 22⅛ | 21⅛ | 21⅛ | 22 |
| 800 | Brwk M | .20 | .20 | .20 | — | — |
| 600 | Balt & O | 14⅝ | 15 | 14⅝ | 14⅝ | 15 |
| 1824 | B State G | 10⅛ | 11⅛ | 10⅛ | 11 | 11⅝ |
| 10 | Bkln R T | 19⅝ | 19⅝ | 19⅝ | 19⅝ | 20 |
| 100 | Can Pac | 55 | 55 | 55 | 54 | 55 |
| 1407 | Ches & O | 16⅝ | 16⅝ | 16 | 16 | 16⅝ |
| 6870 | Chic Gas | 72⅛ | 73⅝ | 71⅝ | 71⅝ | 71⅝ |
| 83 | Ch & Alt | 162 | 163 | 162 | 163 | — |
| 508 | C, C, C & St L | 26⅛ | 27 | 26⅛ | 26⅛ | 27 |
| 118 | Ch & N W | 102⅛ | 102⅛ | 102⅛ | 102 | 102⅛ |
| 16187 | C, B & Q | 75 | 75⅝ | 74⅝ | 74⅝ | 74⅝ |
| 15775 | C, M & St P | 73⅝ | 74⅛ | 73⅝ | 73⅝ | 73⅝ |
| 50 | C M & St P p | 129⅛ | 129⅛ | 129⅛ | 129⅝ | 130 |
| 4949 | C, R I & P | 67⅝ | 67⅝ | 67 | 67⅝ | 67⅝ |
| 350 | Col Fuel | 24 | 24 | 24 | 23⅝ | 24 |
| 50 | C, H V & T | 18⅛ | 18⅛ | 18⅛ | 17⅝ | 18 |
| 2517 | Con Gas | 151 | 153 | 150 | 150 | 150⅛ |
| 128 | Del & H | 125⅝ | 125⅝ | 125⅝ | 125 | 125⅝ |
| 1 | D & R G p | 43 | 43 | 43 | 41⅛ | 42⅛ |
| 20 | Erie | 14⅝ | 14⅝ | 14⅝ | 14⅛ | 15 |
| 100 | Erie 2d p | 20 | 20 | 20 | — | — |
| 100 | Er T & T | 65⅛ | 65⅛ | 65⅛ | 65⅛ | 66 |
| 100 | E & T H p | 43 | 43 | 43 | 41 | — |
| 1970 | Gen Elec | 30⅛ | 30⅝ | 30⅛ | 30⅝ | 31 |
| 10 | Ill Steel | 41⅛ | 41⅛ | 41⅛ | 42 | 43⅝ |
| 50 | Iowa Cen | 7⅛ | 7⅛ | 7⅛ | 7⅛ | 8 |
| 600 | K & P M | .25 | .25 | .25 | — | — |
| 175 | Lake Sh | 154 | 154 | 154 | 153 | 154⅛ |
| 300 | Lacl Gas | 24⅛ | 24⅛ | 24⅛ | 24 | 25 |
| 4970 | L & Nash | 48⅛ | 48⅛ | 48 | 48 | 48⅛ |
| 20930 | Man Con | 94⅝ | 95⅛ | 92⅝ | 92⅝ | 93 |
| 100 | Min Iron | 59 | 59 | 59 | 59 | 60 |
| 790 | Met Trac | 108⅝ | 109⅛ | 107⅝ | 107 | 108⅛ |
| 30 | Mich Cen | 94⅛ | 94⅛ | 94⅛ | 92 | 94 |
| 2365 | Mo Pac | 20⅝ | 20⅝ | 19⅛ | 20 | 20⅛ |
| 100 | Mo, K & T | 13 | 13 | 13 | 12⅝ | 13⅛ |
| 500 | M, K & T pf | 27 | 27⅛ | 27 | 27 | 27⅛ |
| 30 | Nat Star | 4⅛ | 4⅛ | 4⅛ | 5 | 7 |
| 100 | N J Cent | 102⅝ | 102⅝ | 101⅛ | 102 | 102⅝ |
| 21 | N Y Cent | 94⅛ | 94⅛ | 94⅛ | 94⅛ | 95 |
| 88 | Nat Lead | 23⅛ | 23⅛ | 23⅛ | 24⅛ | 25⅛ |
| 186 | N Lead pf | 88⅛ | 88⅛ | 88⅛ | 87⅛ | 88 |
| 20 | Nor Am | 4⅛ | 4⅛ | 4⅛ | 4⅛ | 4⅛ |
| 325 | N Y, S & W p | 25⅛ | 25⅛ | 25 | 25⅛ | 25⅝ |
| 455 | Nor Pac | 13 | 13 | 12⅝ | 12⅝ | 13⅛ |
| 480 | Nor Pac pf | 22⅛ | 22⅛ | 22⅛ | 22⅛ | 22⅝ |
| 1565 | N P p, v s r | 31⅝ | 32 | 31⅛ | 31⅝ | 31⅝ |
| 420 | Ont & W | 14⅝ | 14⅝ | 14⅝ | 14⅝ | 14⅝ |
| 200 | Ore S L | 14 | 14⅛ | 14 | — | — |
| 885 | Pac Mail | 24 | 24⅝ | 24 | 24 | 24⅛ |
| 17790 | P & Read | 25⅛ | 25⅝ | 25⅛ | 25⅛ | 25⅝ |
| 100 | Pull P C | 154 | 154 | 154 | 153 | 154 |
| 100 | P, C, C & St L | 13⅝ | 13⅝ | 13⅝ | 12 | 14 |
| 286 | St L & S F | 4⅛ | 4⅛ | 4⅛ | 4⅛ | 4⅛ |
| 908 | St L & S F 1st pf | 35⅛ | 35⅛ | 35⅛ | 35⅛ | 36⅝ |
| 216 | St L & S F 2d pf | 13 | 13 | 13 | 12⅛ | 13⅝ |
| 510 | St L S W | 4⅛ | 4⅛ | 4⅛ | 4⅛ | 4⅝ |
| 200 | St L S W p | 9⅛ | 9⅛ | 9⅛ | 9⅝ | 9⅝ |
| 6 | St P & D p | 77 | 77 | 77 | 80 | 87 |
| 400 | St P & Om | 48⅛ | 48⅛ | 47⅝ | 47⅝ | 48⅛ |
| 190 | Stan R & T | 8⅝ | 8⅝ | 8⅝ | 8⅝ | 8⅛ |
| 300 | South Pac | 15⅛ | 15⅛ | 15⅛ | 15 | 15⅝ |
| 670 | South Ry | 9⅝ | 9⅝ | 9⅝ | 9⅝ | 9⅝ |
| *1705 | Sou Ry p | 27⅛ | 27⅛ | 26⅝ | 26⅛ | 26⅝ |
| 4130 | Tenn C & I | 26 | 26⅛ | 25⅛ | 25 | 25⅝ |
| 810 | Tex Pac | 9 | 9⅛ | 9 | 9⅝ | 9⅝ |
| 4175 | Un Pac | 9⅝ | 9⅝ | 8⅞ | 9 | 9⅝ |
| 600 | U P, D & G | 2⅝ | 2⅝ | 2⅝ | 2⅝ | 3 |
| 625 | U S Rub | 23 | 23⅛ | 23 | 23 | 23⅝ |
| 267 | U S Rub p | 80 | 80 | 80 | 79 | 80⅛ |
| 200 | U S Cord | 5⅛ | 5⅛ | 5⅛ | 5⅛ | 5⅛ |
| 5 | U S L | 8⅝ | 8⅝ | 8⅝ | 8⅝ | 9 |
| 3300 | U S Leath p | 59 | 59⅝ | 58⅝ | 58⅛ | 59⅝ |
| 350 | Wabash | 6⅛ | 6⅛ | 6⅛ | 6⅛ | 6⅛ |
| 375 | Wab p | 15⅛ | 15⅛ | 15⅛ | 15⅛ | 15⅝ |
| 8715 | West U T | 86⅝ | 86⅝ | 85 | 85 | 85⅛ |
| 1030 | Wh & L E | 7⅝ | 8 | 7⅝ | 7⅝ | 7⅝ |

* Ex dividend.

Total sales 206,439 shares.

**BOSTON CLOSING QUOTATIONS.**

| | Bid. | Asked. | | Bid. | Asked. |
|---|---|---|---|---|---|
| Bos & Alb | 207 | 209 | Erie Tel | 65⅛ | 66 |
| Bos & Me | — | 166 | West Elec | 24 | — |
| Ch J com | — | 104 | Gen Elec p | 68 | 73 |
| Ch J pf | — | 105⅛ | Bos & Mon | 90⅝ | 90⅝ |
| Fitchburg p | 93⅝ | 94 | Cal & Hecla | 323⅝ | 324 |
| Mex Cen | — | 67 | Osceola | 28⅝ | 29⅛ |
| Old Colony | 177 | 178 | Quincy M | 118 | 120 |
| Domin'n C | 9⅝ | 10⅛ | Tam Min | 91 | 93 |
| Am Bell Tel | 209⅝ | 210 | | | |

**PHILADELPHIA CLOSING QUOTATIONS.**

| | Bid. | Asked. | | Bid. | Asked. |
|---|---|---|---|---|---|
| Lehigh Val | 81 | 81⅝ | U G Imp Co | 71⅝ | 72 |
| L C & N Co | 40 | 41 | W G L Co | 40 | 42 |
| Penn R R | 51⅝ | 52 | E B Bcom | 26⅝ | 27⅝ |
| Phila Trac | 66⅝ | 67 | E B Bpf | 29 | 30 |
| Union Trac | 10⅝ | 10⅝ | P H, L & Fs | 13⅝ | 13⅝ |
| E & P T Co | 70 | 70⅛ | P H, L & Fp | 25⅛ | 25⅝ |
| Met Trac | 107 | 107⅛ | Wels Cocm | — | 25 |
| C T of N J S | — | 2⅛ | Wels Com p | — | 65 |
| C T N J S 5s | 83 | 84 | | | |

**CHICAGO CLOSING QUOTATIONS.**

| | Bid. | Asked. | | Bid. | Asked. |
|---|---|---|---|---|---|
| Am Str'bd | 37 | 39 | Lake S "L" | 19⅝ | 20⅝ |
| Canal & D | 67 | 68⅝ | N Y Biscuit | 55⅛ | — |
| Chi Br pf | — | 36 | N'h C St Ry | 200 | 202⅝ |
| Diam'd M | 123⅝ | 125 | W'h C St Ry | 92⅛ | 94⅛ |

**LATEST LONDON QUOTATIONS.**

| | | | |
|---|---|---|---|
| Atchison A A P | 14⅛ | Norfolk & W pf | 17 |
| Canadian Pacific | 58⅝ | Northern Pac pf | 22⅝ |
| Chesapeake & O | 16⅝ | Ontario & West | 16 |
| Erie com A A P | 15⅝ | Pennsylvania | 53⅝ |
| Erie 1st pf | 34⅝ | Reading 1st A P | 13⅛ |
| Illinois Central | 95⅝ | St Paul | 76 |
| Kansas & Texas | 13⅝ | South Railway | 9⅝ |
| Lake Shore | 158 | South Railway pf | 27⅛ |
| Lou & Nash | 50 | Union Pacific | 9⅛ |
| N Y Central | 97⅝ | Wabash pf | 15⅝ |

TUESDAY, Dec. 15.

It would be exceedingly interesting, possibly instructive, if some of the recent sellers of securities on the Stock Exchange who profess to base their operations upon fears of a rupture of diplomatic relations between the United States and Spain, incidental to the Cuban insurrection, would enlighten the public as to what, in their opinion, would take place affecting the value of securities in such an event. Certainly the most sanguinary bear does not in his gloomiest moments indulge in expectations of an international conflict. The sober judgment of the people of this country and the impoverished resources of Spain are factors that must not be underestimated in calculating the possibilities of an event that would have a bearing upon the actual value of American railway and industrial securities. As a matter of fact, the Cuban question, so far as its effect upon the prices of securities is concerned, has been and still is purely sentimental. It is quite likely that stocks would have declined at the present time if there were no agitation at Washington in favor of Cuba or local expressions of sympathy. Now that the discussion at Washington has apparently begun to lose force as a bearish influence, the steps taken here toward a formal expression of sympathy with the Cubans was made much of to-day by the advocates of lower prices.

The trading in stocks was upon about the same scale as yesterday, but the fluctuations, both maximum and net, were, except in a few cases, much narrower. The efforts to depress prices were more pronounced, presumably because those who made them were encouraged by the extent of yesterday's decline. Only two of the stocks that were actively dealt in closed materially lower than yesterday. They were Sugar Refining, which supplied fully 25 ⅌ cent. of the total transactions, and Manhattan Railway. There was not a particle of news regarding either of them. Reading was conspicuously firm throughout and closed fractionally higher. A hearing upon the question raised by the Attorney-General of Pennsylvania as to the validity of the charter of the new Reading company will be held to-morrow evening, and the probabilities seem to be that counsel to the company and to the reorganization managers will have no difficulty in demonstrating that the charter is legal in every respect. St. Paul was also exceptionally firm, and a number of the less active stocks closed slightly higher or unchanged as compared with the final prices of yesterday. Western Union and Missouri Pacific, though not extensively dealt in, appeared to move in sympathy with Manhattan Railway, but more probably were moved in unison with that stock. A sharp drive against American Spirits preferred left that stock 2½ ⅌ cent. lower than yesterday, and was seemingly responsible for a sympathetic net decline of nearly a point in the common stock. At the close the market presented the same oversold condition that it did last night; but in the absence of substantial buying that circumstance is not likely to prevent operators for short account, who are rapidly becoming overconfident, from endeavoring to press the advantage they have already gained.

Final sales compare with those of yesterday as follows:

| | Dec. 14. | Dec. 15. | | Dec. 14. | Dec. 15. |
|---|---|---|---|---|---|
| A, T & S Fe | 13⅝ | 13⅝ | Northw c'm | 102⅛ | 102⅛ |
| A, T & S Fe p | 22 | 22 | Nor P com | 12⅝ | 13 |
| Am S Ref | 115⅝ | *110⅛ | Nor Pac pf | 22 | 22⅛ |
| Am Sug R p | 103⅛ | *100⅝ | N J Cent | 101⅛ | 102⅝ |
| Am Tob | 74⅛ | 74 | Omaha com | 48⅛ | 47⅝ |
| Am Spir M | 12⅝ | 11⅝ | Ont & West | 14⅝ | 14⅝ |
| Am S M pf | 27 | 24⅝ | Pacific Mail | 24⅝ | 24 |
| C, C, C & St L | 26⅝ | 26⅝ | Pull Pal Car | 154⅝ | 154 |
| C, B & Q | 75⅝ | 74⅝ | Rock Island | 67⅛ | 67⅝ |
| Con Gas | 151 | 150⅝ | Reading | 25⅛ | 25⅝ |
| Ch & Ohio | 16⅝ | 16 | St Paul com | 73⅝ | 73⅝ |
| Chicago G | 72⅝ | 71⅝ | So Railway | 9⅝ | 9⅝ |
| Del & Hud | 125⅛ | 125⅝ | South R'y p | 27⅝ | *26⅝ |
| Gen Elec | 30⅛ | 30⅝ | Texas Pac | 9⅛ | 9⅝ |
| Kan & Tex | 13 | 13 | T, P & C I & R | 26⅛ | 25⅛ |
| Kan & T pf | 27⅛ | 27 | Union Pac | 9⅛ | 9 |
| Louis & N | 48⅝ | 48⅛ | U S Cord | 5⅝ | 5⅛ |
| Lake Shore | 154⅝ | 154 | U S Leathp | 60⅛ | 58⅝ |
| Laclede Gas | 24⅝ | 24⅛ | W & P com | 6⅝ | 6⅛ |
| Man Con | 95⅛ | 93 | Wab & P pf | 15⅝ | 15⅛ |
| Missouri P | 20⅝ | 19⅝ | West Un T | 86⅛ | 85⅛ |
| Nat Lead pf | 88⅝ | 88⅛ | Wheel & LE | 7⅝ | 7⅝ |

* Ex dividend.

Government bonds irregular. The c. 4s of 1907 closed ¼ ⅌ cent. higher bid, and the 4s of 1925 closed ⅛ ⅌ cent. higher bid. Railway bonds weak. The features were American Spirits Manufacturing 6s, Austin and Northwestern 1sts, Burlington and Quincy 7s, Chesapeake and Ohio general 4½s, East Tennessee, Virginia and Georgia 5s, Ohio Southern 1sts, Southern Railway 5s, St. Louis and San Francisco 4s, Standard Rope and Twine 8s, Atchison, Northern Pacific, Oregon Improvement, Reading, and Union Pacific issues. The more important net declines were in Atchison adj. 4s, ⅝ ⅌ cent., to 41½, and general 4s, ¾, to 78⅝; American Spirits Manufacturing 6s, ⅞, to 72⅝; Austin and Northwestern 1sts, ⅝, to 83; Chesapeake and Ohio general 4½s, ⅛, to 73; Northern Pacific consol 5s, t. r., as., ¼, to 53¾; and general 3s, w. i., ¼, to 50⅝; Ohio Southern 1sts, ⅛, to 94⅛; Oregon Improvement 5s, t. r., ¼, to 18¼, and 5s, ⅝, to 18½; Reading 1st preference incomes, ⅛, to 43⅛; 2d preference incomes, 1, to 32¼, and 3d preference incomes, ⅛, to 32; St. Louis and San Francisco 4s, ⅛, to 65⅛; Standard Rope and Twine 8s, ⅛, to 71⅛, and Union Pacific gold 6s, c. t. n., ¼ ⅌ cent., to 101. The noteworthy advances were in Burlington and Quincy 7s, ⅝ ⅌ cent., to 118⅝; East Tennessee, Va., and Ga. 5s, ⅝, to 107¾; Northern Pacific prior 4s, ¼, to 85⅝; Reading general 4s, ¼, to 80⅛; Southern Railway 5s, ⅝, to 108⅝, and Union Pacific '97s, t. r., ⅛ ⅌ cent., to 103.

In bank stocks 5 shares of Bank of Republic sold at 154, 100 shares of Broadway at 235, and 1 share of Central National at 128.

Sales of silver bullion certificates for 5,000 ounces were made on the Stock Exchange at 65⅝c. Commercial price of bar silver in New York, 65⅝c. Bar silver in London closed at 30d. Mexican silver dollars were quoted at 51@52c. Exports to Europe to-morrow 580,000 ounces.

Money on call, 1½@2 ⅌ cent. Time money, 2 ⅌ cent. for thirty days, 2½ ⅌ cent. for sixty days, 3 ⅌ cent. for ninety days, 3@3½ ⅌ cent. for four months, and 3½@3¾ ⅌ cent. for six months. on good mixed Stock Exchange collateral. The demand for commercial paper is active. Prime endorsed bills receivable sell at 3⅝@4 ⅌ cent., choice single names at 4@4½ ⅌ cent., and good names 4½@5 ⅌ cent.

Sterling exchange made a further advance, and the highest figures of the current upward movement were attained. The factors of higher discount at London and a demand for remittance for January interest and dividend money were again in evidence. Continental exchange was strong. Posted asking rates for sterling, $4.84½ for long bills and $4.88 for demand. Actual rates are: Long bills, $4.83⅝@$4.84; sight drafts, $4.87@$4.87½, and cable transfers, $4.87½. Francs are quoted at 5.20⅝@5.20 for long and 5.18¾@5.18⅝ for short; reichsmarks, 94⅝@95 for long and 95⅝@95¾ for short; guilders, 40 1-16@40⅛ for long and 40⅜@40 5-16 for short.

Domestic exchange on New York: Boston, 5 cents discount and par. Charleston—Buying, ⅛ discount; selling, ⅛ premium. Savannah—Buying, 1-16 off; selling, par. New Orleans—Bank, par; commercial, $1.50 discount. San Francisco—Sight, 7½ cents premium; telegraph, 10 cents premium. St. Louis—75c@$1 premium. Chicago—25 cents premium bid. Cincinnati—Between banks, par; over counter, 40 cents premium.

The exports of general merchandise from the port of New York for the week ending to-day were valued at $6,399,140, against $8,616,171 last week and $9,141,539 for the corresponding week of last year.

The Baltimore and Ohio Railroad Company reports gross earnings for November of $2,157,418, an increase of $73,589 as compared with the same month of last year.

The Union Pacific Railroad proper reports gross earnings for October of $1,694,087, an increase of $47,681 as compared with the same month of last year, and net earnings of $807,078, an increase of $4,256. For the ten months ending Oct. 31 the gross earnings were $11,843,361, an increase of $12,315 as compared with the corresponding period of last year, and net $4,439,846, a decrease of $129,149.

The Oregon Short Line and Utah Northern Railroad reports gross earnings for October of $570,009, a decrease of $42,790 as compared with the same month of last year, and net $278,377, a decrease of $70,890. For the ten months ending Oct. 31 the gross earnings were $4,578,805, an increase of $156,433 as compared with the corresponding period of last year and net $1,972,971, an increase of $56,211.

The St. Joseph and Grand Island Railroad reports gross earnings for October of $90,630, an increase of $18,017 as compared with the same month of last year, and net $12,041, a decrease of $13,240. For the ten months ending Oct. 31 the gross earnings were $570,934, an increase of $61,925 as compared with the corresponding period of last year, and net $120,064, an increase of $29,514.

The Kansas City and Omaha Railroad reports gross earnings for October of $16,713, an increase of $8,878 as compared with the same month of last year, and net $3,394, an increase of $4,652. For the ten months ending Oct. 31 the gross earnings were $92,351, an increase of $34,805 as compared with the corresponding period of last year, and net $1,890, an increase of $30,781.

The Central Branch Railroad reports gross earnings for October of $43,092, an increase of $4,517 as compared with the same month of last year, and net $21,095, an increase of $2,170. For the ten months ending Oct. 31 the gross earnings were $351,258, an increase of $96,258 as compared with the corresponding period of last year, and net $155,232, an increase of $88,175.

The Union Pacific, entire system, reports gross earnings for October of $2,622,292, an increase of $49,378 as compared with the same month of last year and net $1,163,059, a decrease of $89,505. For the ten months ending Oct. 31 the gross earnings were $18,883,810, an increase of $541,665 as compared with the corresponding period of last year and net $6,835,992, an increase of $108,665.

The Utica Belt Line Railroad Company reports for the quarter ending Sept. 30:

| | 1896. | 1895. | Changes. |
|---|---|---|---|
| Gross earnings | $48,008 | $45,597 | Inc. $2,411 |
| Operating expenses | 37,791 | 31,134 | Dec. 6,348 |
| Net earnings | $10,217 | $14,463 | Inc. $5,734 |
| Other income | 80 