BANKERS AND BROKERS.

Evans R. Dick. Robert E. Robinson.

DICK & ROBINSON,
BANKERS,
INVESTMENT BONDS,
30 BROAD STREET, NEW YORK.

E. H. Rollins & Sons
BANKERS,
19 MILK ST., BOSTON.
HIGH GRADE PUBLIC SECURITIES.

FINANCIAL.

THE AUDIT COMPANY OF NEW YORK.
AUGUST BELMONT, Acting President.
SYLVANUS A. MABE, JOHN J. MITCHELL, Vice-Presidents.
THOMAS D. GREENE, Vice-President and General Manager.
GEORGE W. YOUNG, Treasurer.
Audits, Examinations, Appraisals
NEW YORK, Mutual Life Buildings, 43 Cedar Street.
Philadelphia. Chicago.

Louisville & Nashville Railroad Co.,
120 BROADWAY,
New York, October 22, 1903.

In accordance with the terms of the mortgage of the Evansville, Henderson & Nashville Division of this Company, the following fifty-five (55) bonds have this day been drawn for the Sinking Fund, viz.:

44	255	460	648	946	1232	1492	2001
65	259	469	730	989	1243	1565	2015
97	354	541	740	1000	1275	1593	2076
100	394	544	753	1053	1298	1617	2086
146	423	549	786	1098	1326	1739	2230
155	425	613	770	1150	1380	1741	2330
198	449	640	790	1229	1477	1793	

The interest on the same will cease December 1, 1903, and the principal of the bonds will be redeemed at this office on and after that date, plus ten per cent. premium.
E. L. SMITHERS, Assistant Treasurer.

DIVIDENDS AND INTEREST.

NORTHERN SECURITIES COMPANY.
New York, October 9, 1903.
There has been this day declared a dividend of one and one-eighth (1 1-8) per cent. on the capital stock of this company, payable November 3, 1903, to stockholders of record on that date.
For this dividend, and also for the purposes of the annual meeting of stockholders, to be held November 9, 1903, the stock transfer books will be closed at noon, October 17, 1903, and reopened at 10 o'clock A. M., November 10, 1903.
E. T. NICHOLS, Secretary.

Jersey City, N. J., Sept. 14, 1903.
Distillers Securities Corporation.
DIVIDEND NO. 4.
The Board of Directors of this Corporation has this day declared the regular quarterly dividend of ONE PER CENT. (1%) on the stock of this Corporation, payable October 27, 1903, to stockholders of record at 3 o'clock P. M., October 5, 1903, at which time the transfer books will be closed and will remain closed until 10 A. M., October 22, 1903.
B. W. JONES, Assistant Treasurer.

UNITED STATES EXPRESS COMPANY.
New York, October 17, 1903.
140th Dividend.
A Semi-Annual Dividend of TWO DOLLARS per share has been declared, payable Nov. 16, 1903. Transfer books will close October 31, at 12 o'clock noon, and reopen November 17.
EDWARD T. PLATT, Treasurer.

PROPOSALS.

AQUEDUCT COMMISSIONERS' OFFICE,
Room No. 207,
Stewart Building, No. 280 Broadway,
New York, October 16, 1903.

TO CONTRACTORS:
Bids or proposals for doing the work and furnishing the materials called for in the approved form of contract now on file in the office of the Aqueduct Commissioners, for cutting timber and clearing the grounds on the Croton River Division of the new Croton Reservoir, will be received at this office until twelve o'clock noon, on Thursday, November 5, 1903. They will be publicly opened by the Aqueduct Commissioners as soon thereafter as possible, and the award of the contract for doing said work and furnishing the materials required will be made by said Commissioners as soon thereafter as practicable.
Blank forms of said approved contract and the specifications thereof, and bids or proposals and proper envelopes for their enclosure, form of bonds, and all other information can be obtained at the above office of the Aqueduct Commissioners on application to the Secretary.
For further particulars see City Record, published at No. 2 City Hall.
By order of the Aqueduct Commissioners,
WILLIAM H. TEN EYCK, President.
HARRY W. WALKER, Secretary.

PROPOSALS FOR BUCKSKIN GLOVES—Philadelphia Depot, Q. M. Dept., 1428 Arch Street, Philadelphia, Pa., October 21, 1903—Sealed proposals, in triplicate, will be received here until 11 o'clock A. M. Thursday, November 5, 1903, for furnishing this depot with 27,171 pairs of Buckskin Gloves, conforming to sealed standard sample and specifications. Bidders must state with what rapidity they will make deliveries. Government reserves the right to reject or accept any or all proposals or any part thereof. Preference given to articles of domestic production or manufacture, conditions of quality and price (including in the price of foreign production or manufacture the duty thereon) being equal. A GUARANTEE in 10 per cent. of the value of the Gloves must accompany each proposal. UNGUARANTEED BIDS will not be considered. Blanks for proposals and specifications will be furnished upon application. Envelopes containing proposals to be indorsed "Proposals for Buckskin Gloves" and addressed to Colonel J. M. MARSHALL, Asst. Q. M. General, U. S. A., Depot Quartermaster.

FORT MYER, Va., Oct. 23, 1903.—Sealed proposals, in triplicate, for constructing Blacksmith shop, Guardhouse and Extension to Riding Hall, will be received until 10 A. M., Nov. 21, 1903. The U. S. reserves right to reject any or all bids or any part thereof. Information on application. Envelopes containing bids should be indorsed "Proposals for Buildings," addressed Capt. W. F. CLARK, Q. M.

EXTRA N. P. DIVIDEND,
Making 7 Per Cent. on the Stock for the Year Thus Far.

It was announced in Wall Street yesterday that the directors of the Northern Pacific Railway Company had declared an extra dividend of one-half of 1 per cent., in addition to the regular quarterly dividend of 1½ per cent. on the stock of the company, payable Nov. 2. This makes the Northern Pacific dividends for the year thus far, including that just declared, 7 per cent.

A similar extra dividend was paid in February, but in May and August 1½ per cent. only was paid for the respective quarters. In 1902 dividends amounting to 8½ per cent. were paid; in 1901, 4 per cent.; in 1900, 4 per cent., and in 1899, 2 per cent. The first dividend in Northern Pacific common stock after the reorganization of 1896 was declared in February, 1899.

It was the great contest for the control of this stock that resulted in the historic "corner" of May 9, 1901, when the price of the stock advanced to $1,000 a share. Of the $155,000,000 stock the Northern Securities Company holds 99 per cent.

Iron Still Cheaper.

The market prices of both Northern and Southern pig iron were reduced again yesterday by from 25 to 50 cents a ton. Quoted prices for old iron were also lowered, including cuts of 50 cents on scrap iron, $1 on old "T" rails and $3 on old car wheels and old hammered car axles. The weakness of the market was attributed to the comparatively small demand and to liberal offerings of Southern iron at lower prices since the dissolution of the Southern Pig Iron Association.

FINANCIAL NOTES.

S. W. Baruch and Benjamin Loeb have been elected members of the New York Stock Exchange.

George H. Norman of Boston has been elected chairman of the board of directors of the Pere Marquette Railroad Company.

The officers of the American Malting Company say of the statement in the Driggs-Leiter circular, issued on Wednesday, that the present board of directors holds of record only 6,362 shares of stock, that the board owns or represents more than 50,000 shares.

The directors of the St. Louis and San Francisco Railroad met yesterday and elected Robert Mather third vice-president and W. H. Lyford general counsel. Mr. Lyford succeeds E. C. Henderson of Guthrie, Cravath & Henderson. The executive committee of the Chicago and Eastern Illinois, a part of the Frisco system, elected E. L. Winchell, general manager of the Rock Island, to be vice-president in place of Mr. Lyford.

FINANCIAL AND COMMERCIAL.

THURSDAY, Oct. 22.

The dominant feature of the stock market to-day was the demand for the investment issues. Evidences of a growing interest in securities of this grade have not been wanting of late and have been duly emphasized in this column. But to-day the dealings in bonds quite overshadowed operations in the stock market proper. All the established railway bonds were dealt in in good volume and at advancing prices, and, indeed, the prices of these bonds have already risen so that the choice of bargains among them is by no means what it was even two weeks since. There is a natural order in operations of this kind which is almost invariably followed. The demand converges, at first, on issues of the very best character, first mortgage bonds of the well known railway lines yielding only a small return, but furnishing the very highest security, whose prices under almost all conditions fluctuate but little. It is obvious that a very small advance, comparatively, in the prices of bonds of this kind brings them to a point where their interest yield becomes sensibly diminished and where the prospective investor is inclined to turn from them to consideration of bonds which, although not quite so well secured, are still thoroughly safe and afford a greater interest return. In time the supply of good bonds at suitable prices becomes exhausted and the buying spreads to preferred stocks, and so through the entire security list. Whether the investment of capital will proceed steadily along this path in the coming months cannot, of course, be said to be a settled question. It has, however, started on the journey after its accustomed fashion, and in the past its footsteps have rarely wavered from the beaten way.

The combined strength and dulness of the stock market are, too, just what would naturally be expected under these circumstances. Bearish operators have discovered that there is no further liquidation by the general public upon the receipt of unfavorable news, a fact which usually indicates that these unfavorable developments were long ago foreseen and duly prepared for. Hence, while a "bull market" is by no means in order yet, and while any attempt of speculators to inaugurate such an affair would undoubtedly meet with disaster, prices of stocks stubbornly resist artificial attempts to depress them and in their own good time may be expected to display the effects of the general market convalescence. It seems to be clear that a very sharp line is now being drawn by all careful students and dispassionate observers of financial affairs between such events as the collapse of overboomed local enterprises in various cities, dragging down with them trust companies and other money lending institutions which have advanced funds upon forms of security for which there is little market, and the general business life of the whole country, especially that in the Western and Southwestern agricultural sections. It would be very singular if we had seen the last of suspensions, temporary or otherwise, of institutions of this character because of reasons like the foregoing. The important point for investors and speculators alike to remember is that such disasters as these—many of them of only small importance at best—are not of such a character as to involve sales of securities in Wall Street. While of course, they have a perceptibly greater bearing upon the general situation than the bursting of such incorporation bubbles in the industrial world as prevailed so notably in 1899, the two phenomena are really kith and kin, and the wealth and prosperity of the country are such that far less harm to the business life of the country, as a whole, will be done by them than many people might suppose.

Prices of stocks to-day closed very irregularly, most of the active issues, however, showing small advances. Among the railroad issues the Rock Island shares were especially strong, while in the industrial list a sharp break in Republic Iron and Steel preferred followed the announcement that a number of the employees of the Republic Iron and Steel Company in Minnesota had been laid off. The decision of a local court in Montana awarding possession of the Minnie Healy mine to the Amalgamated Copper Company's chief antagonist, and restraining the Boston and Montana company from paying any dividends to the Amalgamated Company, but refusing to put the Boston and Montana company in the hands of a receiver, was really more favorable to the Amalgamated company than had been expected. Litigation over these matters, is of course merely in its preliminary stage and must pass through the higher courts before a final adjustment is reached. As the Amalgamated company has not been in receipt of the Boston and Montana dividends for some time, the preliminary decision to-day does not change the status of affairs in the least. The decision of the First National Bank of Allegheny, Pa., to go into voluntary liquidation, as a result of the suspension of the Federal National Bank of Pittsburg, with which it was allied, was considered as of little importance in Wall Street, because the solvent condition of the bank was perfectly realized. The one other important new development of the day was the declaration of an extra dividend of 1-2 of 1 per cent. on the stock of the Northern Pacific Railway. A distribution of 7 per cent. will thus be made upon the stock of the company during the current year.

New York Stock Exchange Sales, Oct. 22.

CLOSING PRICES OF UNITED STATES BONDS.

	Bid.	Asked.		Bid.	Asked.
US 2s r	107⅛	107⅜	4s coup	111	111½
US 2s c	107⅛	107⅜	4s reg n	134½	135¼
3s reg	108	108⅜	4s c new	135½	136¼
3s coup	108¾	109½	5s reg n	101¾	—
3s sm	106	112	5s coup	102½	—
4s reg	111	112	D C 3.65s	120	—

RAILROAD AND OTHER BONDS.

Amer Hide&L 6s		Den & Rio Gr 4s		Reading gm 4s	
2000	66	5000	99½	1000	95⅞8
Ann Arbor 1st 4s		5000	100	50000	96
5000	92¼	10000	99¾	1000	96⅛
AtchTop&SFe 4s		Denver & S W 5s		12000	96
5000	99⅞	5000	40	Rend Jersey Cen	
500	99⅜	Det City Gas 5s		col tr 4s	
17000	99⅞	4000	96½	1000	92
5000	100	Detroit Southern		Rome W & Ogdn	
18000	99⅞	Ohio So div 4s		4000	117½
2000	100	2000	83	St L & Iron Mt 5s	
6000	99⅞	5000	81	2000	110
20000	100	Distillers' Securities Cor 5s		1000	110½
1000	99⅞			5000	111
A T & S F adj 4s		20000	59½	St L & Iron Mt 4s	
9500	91	45000	59¾	5000	84
stamped		5000	59⅞	10000	84½
500	87	Edison ElecIllCo		5000	84
1000	87⅛	of N Y 1st		St L&San Fr fdg	
20000	88	1000	104	10000	82⅛
Atlantic Cline 4s		Erie prior lien 4s		10000	82¼
8000	90¾	12000	87½	10000	82½
5000	90½	Erie gm lien 4s		St Louis S W 1st	
Balt & Oh gold 4s		5000	83½	10000	94½
1000	101	15000	83⅜	2000	95
21000	100¾	52000	83½	St Louis S W 2d	
15000	100⅞	Ft Worth & D 1st		5000	70
Balt & Ohio 3½s		9000	104½	St L S W cn 4s	
13000	94½	Gila VG& Nor 1st		17000	70
Balt&Oh SW 3½s		5000	108	5000	70¼
13000	88⅞	Hocking Val 4½s		7000	70⅛
11000	89	2000	105½	7000	69⅞
Balt & Ohio PLE		Ill Cent 4s 1951		5000	70
& W Va 4s		7000	114	5000	70¾
8000	95	Ill Cent St L 3½s		5000	70⅝
Brooklyn City 1st		5000	99¼	12000	70
2000	108	Kan C Pit & M 4s		SLPG&M M cn 4s	
Bklyn Un El 1st		5000	75½	15000	102
5000	96⅞8	Kansas City So 3s		25000	101½
1000	96¾	4000	65½	San Ant&APass 4s	
Bklyn Un Gas 1st		Lack Steel 5s		1000	75
20000	114	1000	94	Seaboard A L 4s	
Canada Southern		Lake Erie & W 2d		2000	68
1000	103¾	10000	111¼	South Pacific 4½s	
Central Ga cn 5s		L Shore & M S 2d		4000	99⅛
2000	106½	registered		South Pacific 4s	
1000	106	10000	102⅛	1000	87
Cent Pacific 3½s		Lou & Nash 4s		SoPac of Cal 6s B	
5000	85½	2000	98¼	1905	
Central Ry NJ 5s		2000	98¼	3000	102
10000	130⅝	L&N NO & M 1st		Southern Ry 5s	
Ches & Ohio 4½s		5000	127½	15000	110½
5000	101¼	L & N-Southern		StandRope&T 6s	
15000	101½	Monon col tr 4s		7000	25
22000	101¼	2000	90½	StandRope&T 1s	
Ch & Alton 3s		Manhattan Ry 4s		1000	71½

	3000s	51 01¾	Tex & Pac 1st 5s		
	15000s	101¾	2000	116	
	MetWS Elevated		Third Avenue 4s		
	of Chicago 4s		2000	93½	
	2000	96½	Tol St L&West 4s		
	Mex Central 4½s		2000	69	
	2000	92½	3000	69½	
	Mex Cent 1st in		10000	69	
	50000	137⅞	Union Pacific cv		
	Mich Cent 3½s		28000	102¾	
	10000	98	23000	102½	
	Mo Kan & Tex 4s		1000	102⅜	
	53000	97½	2000	102⅞	
	5000	97⅞	25000	102½	
	Mo Kan & Tex 2d		5000	102⅝	
	5000	77½	3000	102¾	
	500	76½	Union Pacific cv		
	Mo K & T of Tex		8000	95¼	
	3000	98⅜	10000	95⅜	
	7000	98½	5000	95½	
	Mo K & Tex of T		15000	95¼	
	ex 5s		2000	95⅜	
	2000	98⅛	1000	95¾	
	2000	98⅝	60000	95⅜	
	8000	99	9000	95½	
	Mo Pacific 5s 1917		9000	95¼	
	6000	104	16000	95⅛	
	MoPacific 5s 1920		10000	95¼	
	3000	103⅞8	2000	95⅜	
	Mobile & Ohio 4s		10000	95¼	
	2000	90	4000	95⅛	
	N Y Central 3½s		United R R San		
	22000	98⅜	Fran fdg 4s		
	20000	98¾	10000	76⅞	
	5000	99	U S Steel s f 5s		
	N Y Chi & St L 4s		17000	114¼	
	3000	102½	10000	114⅛	
	N Y Gas Elec Lgt		48000	114¼	
	H & P 5s		16000	114½	
	7000	105¼	5000	114⅜	
	N Y Gas Elec Lgt		32000	114½	
	H & P 4s		10000	114⅜	
	1000	89	15000	114½	
	1000	90	21000	114⅜	
	NYOnt & West 4s		13000	114½	
	5000	93¾	26000	114⅜	
	1000	100	16000	114½	
	Norfolk&West 4s		10000	114¼	
	16000	95½	10000	114⅛	
	25000	95¾	registered		
	500	96¼	5000	92½	
	Nor R&W NRly 4s		Va & S W 1st		
	4000	126	5000	101	
	Norf & W Poca 4s		Wabash 1st		
	4000	88½	8000	115⅞8	
	North Pacific 4s		2000	116	
	60000	102	3000	114¾	
	7000	101¾	Wabash deb B		
	26000	102	20000	54½	
	North Pacific 3s		6000	54¼	
	9000	70¼	10000	54½	
	Or Short Line 4s		Wabash 1st Det		
	Or Rail & Nav 4s		5000	106	
	1000	100	Wash O & W 1st		
	10000	91¼	2000	91¼	
	10000	91⅛	West Shore 4s		
	19000	91⅜	1000	107¾	
	Penna cv 3½s		registered		
	4000	96¾	7000	107	
	Peo Gas & C cn		West Union 4½s		
	10000	116	21000	102¼	
	Peoria & East in		10000	102½	
	5000	61⅛	Wisconsin Cen 4s		
			3000	89	

Total sales of bonds (par value), $2,619,000.

RAILROAD AND OTHER SHARES.

Sales.		High-est.	Low-est.	Clos-ing.	Net Chge.
58275	Amal Cop	38⅝*	36⅛	36⅛	—1⅞
1700	Am Car & F	21½	21	21	—1
850	Am C&F pf	68	66¾	66¾	—1¼
800	Am Cot Oil	30	29	29	
200	Am Exp	185	185	185	+5
325	Am Ice	5⅝	5½	5⅝	—⅛
160	Am Ice pf	21	21	21	+⅛
950	Am Loco	14¼	13½	13¾	
900	Am Loco pf	75⅛	74¾	74¾	+¾
1800	Am Smelt	43¼	42¼	42¼	—⅛
100	Am Snuff p	81	81	81	+1
200	Am Stl Fds	41½	41½	41½	
4400	Am Sugar	116	114½	114½	—¾
34050	At T & S F	66¾	66	66⅜	+⅜
700	A T & S F pf	89½	89	89¼	—¼
10285	Bal & Ohio	75⅜	74⅛	74¼	—¼
6050	B R Transit	34⅜	33¼	33⅝	—¼
100	Buf R & P	127	127	127	
5325	Can Pacific	119¾	119	119¼	—¼
600	Ches & Oh	30	29⅝	29¾	—¼
2000	Chi & Alt	28	26⅞	27	+¼
500	Chi & Alt pf	64	64	64	+½
1370	Chi & N W	161½	160½	160½	
400	Chi Gt W	15⅛	14¾	14¾	—¼
400	C Gt W pf B	26⅞	26	26⅞	+⅞
39600	Chi M & St P	139⅝	138⅜	139	+¾
100	Chi Ter pf	18¼	18¼	18¼	+¼
150	Col F & I	31	31	31	+1¼
450	Col South	13	12⅝	12⅝	—⅛
100	Col So 1st p	52½	52½	52½	+½
100	Col So 2d pf	21	21	21	—¼
100	Con Gas	175	175	175	—¼
120	Con Tob pf	100½	100½	100½	+½
145	Corn Prod	25	25	25	—½
200	Del & Hud	155¼	155	155¼	+¾
200	Del L & W	232½	232½	232½	—½
500	Den South	9¼	9	9¼	—¼
1093	Distrs Secu	23½	22½	23	+1
17340	Erie	27½	27	27¼	+⅛
2050	Erie 1st pf	66½	66	66	—⅜
900	Erie 2d pf	49⅛	48½	49⅛	+½
200	Ev & T H	48	47	48	+1¼
850	Gen Elec Co	149¼	148½	148½	
1020	Ill Cent	131⅛	130⅝	131	—⅛
100	Int Paper	11	11	11	—½
110	Int Paper pf	61¾	61¾	61¾	+¾
800	K C Sou	18½	18	18	—¾
6500	Lou & Nash	102	100½	100½	
3300	Manhattan	134	133¼	134	+¼
700	Met Secu	77¾	77¼	77⅝	+1
2300	Met St Ry	107	106	106½	+⅛
1110	Mex Cen	10½	10	10¼	—⅜
100	M K & T	16½	16½	16½	—½
250	M K & T pf	35½	35	35	—¼
12100	Mo Pacific	91	90	90⅛	—⅛
300	Nat Bis Co	34½	34	34½	+⅛
333	Nat RR 2d p	19	19	19	—¼
1000	New Cen Co	44	44	44	—1
400	N J Central	159	158	159	+2
500	N Y Air B	114	110	114	—2
3700	N Y Cent	118⅝	117⅞	117¾	—⅝
100	NYC&SL 2p	56	56	56	+1
700	Nor & West	57¼	56¾	57	—⅜
600	Pac Mail	21¼	20½	20½	—¼
23500	Penn R R	119½	118½	118¾	+⅛
8140	Peo Gas	95	93¾	94	+½
100	PCC&StLpf	90	90	90	
450	Pres S Car	31¾	31⅛	31⅛	—⅜
150	PresSCar p	72	72	72	+2½
500	Rep Steel	8	7½	7½	—½
5450	Rep Steel p	56	51½	53	—2¼
23140	Reading	46½	45¼	45½	—⅜
32450	Rock Isl'nd	26	24½	25⅛	+½
3410	Rock Is'd p	61¼	59¾	60	+1½
300	Rub Goods	14¼	14¼	14¼	+¼
100	Rut R R pf	40	40	40	
100	SL&SF 2 pf	45½	45½	45½	—¾
16500	Sou Pac	42⅜	41⅜	41⅝	—⅛
5550	Sou Ry Co	18½	18	18	—¼
1600	Sou Ry Co p	74¾	74	74¼	+¼
3300	Tenn C & I	30	28½	28½	—1½
1700	Tex Pac	23¼	22½	22½	—¼
600	Third AveR	104	103¼	104	
100	TolSL&W p	25	25	25	
780	Twin C R T	84½	84	84½	
32750	Union Pac	72⅜	71⅜	71⅝	+¼
100	Un R in pf	46	46	46	+½
200	U S R & C p	36¾	35¾	35¾	—¼
1400	U S Leather	7¼	7	7⅛	
900	U S Leath p	76⅞	76	76¾	+1¼
10300	U S Steel	14¼	13¾	13⅞	
25640	U S Steel pf	59⅝	58⅝	59	+⅛
200	Va-Car Ch	20	19⅞	19⅞	+⅛
3400	Wabash	19⅛	18⅜	18⅝	+¾
10200	Wabash pf	31¾	30¾	31½	+¾
400	West house	134	133	134	+2
100	W UnionTel	81⅝	81⅝	81⅝	—⅛
100	W & L E	15¼	15¼	15¼	+¼
420	Wis Cent	16⅜	16⅛	16⅜	—⅛

Total sales of stocks, 496,000 shares.

*Ex dividend.

CLOSING PRICES.

	Bid.	Asked.		Bid.	Asked.
Adams Exp	220	225	Long Island	58	65
Allis Ch'lm's	8	8½	Lou & Nash	100½	100⅝
Allis Ch pf	—	80	Man Beach	8½	9
Amal Copper	36⅛*	36¼	Manhattan	133¾	134
Am C & F Co	21⅛	21¼	Met St Ry	106¼	106¾
Am C&F Co p	66½	67	Met Sec Co	77	77¾
Am Cot Oil	29⅛	29⅜	Mex Cent	10¼	10¾
Am Cot Oil p	80	90	Mich Cent	118	155
Am D Tel Co	24	30	Minn & St L	44	50
Am Express	185	190	M & St L pf	85	90
Am Grass	6¼	9	MSP & SS M	53½	54
Am Hide & L	2	3	MSP&SSM pf	113	115
Am Hide & L pf	9	15	M K & T	16	17
Am Ice	5½	5¾	M K & T pf	34¾	35
Am Ice pf	20¾	23¾	Mo Pacific	90	90¼
Am Lin Oil	9¼	9¾	Nash C&St L	93	95
Am Lin Oil p	25	28	Nat Bis Co	34	34½
Am Loco	13½	13¾	Nat Bis Co pf	95½	97
Am Loco pf	74⅝	75	Nat Lead	13	14½
Am Malt	3	3¾	Nat Lead pf	77½	80
Am Malt pf	14½	17	NatRRMex p	39	40
Am Smelting	41¾	42	N R R 2d pf	19½	19¾
Am Smelt pf	85	89¾	N J Central	159	160
Am Snuff	90	110	N Y & B Co	112	115
Am Snuff pf	79⅞	90	N Y Central	117¾	118¼
Am Sugar	114½	114¾	N Y C & St L	23½	24
Am Sug pf	117	118	NYC&StL 1p	100	105
Am T & C Co	78	82	NYC&StL 2p	55	59
Am T & T Co	124	125	N Y Dock	15	20
Am Wool	8	8½	N Y Dock pf	41	—
Am Wool pf	65	75	N Y N H & H	193	195
Ann Arbor	29	35	Nor & West	57	57⅝
Ann Arbor pf	57	62	Nor & West p	87	90
Anaconda	62	63½	North Am	73⅝	74
At T & S F	66⅝	66¾	Ont & West	30⅝	30⅞
At T & S F p	89	89⅝	Pacific Coast	42	47
Balt & Ohio	74⅛	74⅜	Pac Coast 1p	85	110
Balt & Oh pf	87	88	Pac Coast 2p	52	55
B'klyn R T	33⅜	33⅝	Pacific Mail	20¾	21⅛
Bkyn U Gas	178	190	Penna R R	118⅝	118⅞
Brunsw'k Co	6	7½	PeoG L&CO	93⅞	95

	Bid.	Asked.		Bid.	Asked.
Pec & East	15	19	Pr'd St Car p	71½	73
PCC & St L	60	61	Pullm'nPCar	215	225
PCC & St L p	90	95	Ry St Sp'g	18	19
Pr'd St Car	31	31¾	Ry St Spg pf	74	82
			Rwy Sec Co	80	90
			Reading	45⅝	45½
			Read 1st pf	75¼	76
			Read 2d pf	61½	65
			Rep'b'c Steel	7½	7¾
			Rep Steel pf	52¾	53
			Rock Island	25¼	25¼
			Rock Isl'd pf	59	69¾
			Rubber Gds	14	14¼
			Rub Gds pf	69½	70
			Sloss-Shef	25	26
			Sloss-Shef pf	67	69
			St J & G I	8	10
			St J & G I p	32	38
			St J & G I 2p	12	14
			St L & S F	53	60
			St L & S F 1p	60	70
			St L & S F 2 pf	45	46
			St L S W	13½	14¾
			S L S W pf	31	31½
			St P & Om	118	125
			So Pacific	41⅝	41¾
			So Ry Co	18¾	18⅞
			So Ry Co pf	74¼	74⅝
			Stan R & Tw	¼	1
			Tenn C & I	28¾	28¾
			Tex P L T	24	27
			Texas Pac	22¼	23
			Third Av RR	102	104
			T St L & W	16	17
			T St L & W p	25	26
			Twin City	84¼	84⅝
			Un Pacific	71⅝	71⅞
			Un Pac pf	84¼	86
			United Fr'ts	93	93½
			U S Express	100	105
			U S Leather	7¼	7¾
			U S Leath pf	76½	76¾
			USR'lty & Cn	5½	5¾
			U S R'lty&C p	35¾	36
			U S Rubber	9½	10
			U S Rub pf	34	37
			U S Steel Co	13¾	13¾
			U S Steel pf	59	59¾
			Va-Car Co	19½	20
			Va-Car Co pf	87	90
			Wabash	18¼	18⅝
			Wabash pf	31½	31¾
			Wells-F Exp	200	220
			West Un Tel	82	82¾
			West'gh'se	132	135
			We't'gh'se 1p	165	200
			Wheel & L E	15	15½
			W & L E 1 pf	44	46
			W & L E 2 pf	23	25
			Wis Central	16¼	16¾
			Wis Cent pf	34⅝	35¼

*Ex dividend.

THE OUTSIDE MARKET.

Trading was at a minimum on the outside market to-day, and the little that was done was, in the case of most securities, at the expense of values. There was no pressure to sell stocks, however, and the price changes that occurred were of slight significance. About the only securities to show any strength were Standard Oil and the copper shares. Standard Oil was even rather more active than usual. It closed at 632, an advance of 6 points over the final sale of yesterday.

Northern Securities was very dull, closing at 85, a fraction below Wednesday's quotation. Consolidated Lake Superior common sold from 1½ down to ¾. The Seaboard Air Line issues were neglected. 200 shares of the common selling at 13, and 150 shares of the preferred at 21. Greene Consolidated Copper was fractionally higher than it was yesterday, although but 300 shares of it changed hands. White Knob Copper was strong, with transactions at from 9½ to 9¾. Tennessee Copper was firm and dull, closing at 30¾. United Copper, which has not been dealt in for a considerable time, was strong, rising from 14¼ to