BANKERS AND BROKERS.

**Vermilye & Co**
BANKERS,
NEW YORK. BOSTON.
BALTIMORE.

TRUST COMPANIES.

**Empire Trust Company**
Successor to McVickar Realty Trust Co. and Empire State Trust Co.
Capital and Surplus.....$1,500,000.00
Main office 43 Broadway.
Branch offices:
887 Fifth Av., 450 Columbus Av., 242 E. Houston St.

ENGINEERS.

**H. M. BYLLESBY & CO.**
INCORPORATED.
**ENGINEERS.**
Design, construct, and operate Railway, Light, Power, and Hydraulic Plants.
Examinations and Reports.
New York Life Building, CHICAGO, ILLINOIS.


DIVIDENDS AND INTEREST.

RUBBER GOODS MANUFACTURING CO.
21st Regular Preferred Dividend.
The Directors of the Rubber Goods Manufacturing Company have this day declared the 21st Regular Quarterly Dividend of one and three-quarters per cent. (1¾%) on the Preferred Shares of this Company, out of earnings, to stockholders of record June 3rd, 1904.
The Preferred transfer books will be closed on Friday, June 3rd, 1904, at 3 o'clock P. M., and reopened June 15th. Checks will be mailed to registered addresses. H. KEENE, Treasurer.
New York, May 20, 1904.

THE PENNSYLVANIA RAILROAD COMPANY.
Philadelphia, May 2, 1904.
The BOARD OF DIRECTORS has this day declared a SEMI-ANNUAL DIVIDEND of THREE (3) PER CENT. ($1.50 per share) upon the Capital Stock of the Company, payable on and after May 31, 1904, to Stockholders as registered upon the books of the Company at the close of business May 5, 1904.
All Dividends will be paid by CHEQUE.
CHEQUES will be mailed to Stockholders who have filed Permanent Dividend Orders at this office. ROBT. W. SMITH, Treasurer.

THE PEOPLES GAS LIGHT AND COKE CO. (of Chicago.)
Notice is hereby given that a dividend of ONE AND ONE-HALF PER CENT. has been declared on the Capital Stock of this Company, payable to the Stockholders on May 25th, 1904.
The transfer books will close in New York on May 14th, 1904, at 12 noon, and will reopen May 26th, 1904, at 10 A. M.
L. A. WILEY, Secretary.

NATIONAL BISCUIT COMPANY.
The regular quarterly dividend of ONE AND THREE-QUARTERS PER CENT. on the preferred stock has been declared, payable May 31st, 1904. Transfer books will be closed from May 17th, 1904, to May 31st, 1904, both inclusive.
J. A. LEWIS, Asst. Treasurer.

ELECTIONS AND MEETINGS.

THE MUTUAL LIFE INSURANCE COMPANY OF NEW YORK.
32 Nassau Street, New York, May 19, 1904.
The Annual Election for Trustees of this Company will be held at its offices, as above, pursuant to its charter, on Monday, June 6, 1904.
The polls will be opened at 12 o'clock noon and close at 2 o'clock P. M.
WILLIAM J. EASTON, Secretary.

## LANSTON MONOTYPE REPORT.

**The Company's Good Showing in the Year Ended With February.**

The annual statement of the Lanston Monotype Company for the year ended Feb. 29, 1904, was published yesterday. President J. Maury Dove reports that the net profits of the year were $140,000 on a gross business of $706,000. The cash account shows an increase of $14,000. Bills receivable have increased from $53,000 on Feb. 28, 1903, to $165,000. Accounts receivable have increased from $75,000 to $143,000, while accounts payable have decreased from $106,000 to $42,000, which amount has been paid off since the close of the year. Last year there were no bills payable.

The company sold during the year 285 casting machines and 360 keyboards. It leased twenty-eight casting machines and thirty-two keyboards. In December, 1903, an agreement was concluded with the English Corporation by which it was authorized to lease and sell machines in continental Europe. The company is capitalized for $5,000,000, $146,100 of which is in the treasury. It has listed among its assets stocks and bonds amounting to $672,433. The book surplus is given as $139,527.

## COTTON EXCHANGE TICKET.

**Names Selected by Nominating Committee for Coming Election.**

The nominating committee of the New York Cotton Exchange has submitted the following ticket for officers for the next year: President, Henry Schaefer; vice-president, George A. Chapman; treasurer, George Brenneke; managers, George W. Bailey, Eustratius Fachiri, L. M. Fleming, Herman Hagerdorn, J. E. G. Higgins, Charles W. Lee, Arthur Layman, James F. Maurey, J. F. McFadden, Marcus J. Parrott, William Ray, Albert L. Rountree, Richard A. Springs, Edward M. Weld and Henry H. Wheeler; for trustee of the gratuity fund, to serve for three years, Charles Stillman.

John DeGraf Berkey, of Scott & Berkey, Norfolk, Va., has been elected a member of the New York Cotton Exchange. J. D. Wells, Jr., of New York has made application for membership.

## RAILROAD EARNINGS.

Central of Georgia:

| | 1904. | 1903. | Changes. |
|---|---|---|---|
| 2d week May | $150,840 | $143,870 | Inc. $6,770 |
| From July 1 | 8,370,565 | 8,151,738 | Inc. 218,827 |
| Chicago Terminal Transfer: | | | |
| 2d week May | $39,272 | $33,570 | Dec. $3,298 |
| From July 1 | 1,362,327 | 1,521,018 | Dec. 158,691 |
| Chicago, Indianapolis and Louisville: | | | |
| 2d week May | $101,300 | $100,186 | Inc. $1,114 |
| From July 1 | 4,597,247 | 4,379,176 | Inc. 218,071 |
| Detroit Southern: | | | |
| 2d week May | $20,808 | $27,555 | Dec. $6,749 |
| From July 1 | 1,840,144 | 1,836,715 | Inc. 3,429 |
| Detroit United Railways: | | | |
| 2d week May | $79,829 | $81,248 | Dec. $1,419 |
| From Jan. 1 | 1,412,084 | 1,398,861 | Inc. 15,223 |
| Minneapolis, St. Paul and Sault Ste. Marie: | | | |
| 2d week May | $103,510 | $129,357 | Dec. $25,847 |
| From July 1 | 6,058,073 | 6,240,890 | Dec. 182,817 |
| Mobile and Ohio: | | | |
| 2d week May | $126,409 | $75,681 | Inc. $50,728 |
| From July 1 | 6,755,156 | 6,642,643 | Inc. 112,513 |
| Toledo, St. Louis and Western: | | | |
| 2d week May | 963,000 | 958,282 | Inc. $10,718 |
| From July 1 | 2,862,486 | 2,759,702 | Inc. 102,734 |

NEW YORK CITY RAILWAY SYSTEM.
The subsidiary companies of the New York City Railway system report for the quarter ended March 31:

| | 1904. | 1903. | Changes. |
|---|---|---|---|
| Dry Dock; East Broadway and Battery: | | | |
| Gross earnings | $105,436 | $129,930 | Dec. $24,494 |
| Net earnings | 2,947 | 22,539 | Dec. 19,592 |
| Other income | 1,649 | | |
| Def. after charges | 23,004 | 10,340 | Inc. 22,664 |
| Forty-second street, Manhattanville and St. Nicholas Avenue: | | | |
| Gross earnings | $189,538 | $200,116 | Dec. $10,578 |
| Net earnings | 24,547 | 77,098 | Dec. 53,148 |
| Other income | 48,128 | | Dec. 48,128 |
| Def. after charges | 26,958 | 13,730 | Inc. 12,228 |
| Yonkers: | | | |
| Gross earnings | $58,106 | $58,340 | Inc. $4,766 |
| Net loss | 4,419 | 9,191 | Dec. 4,772 |
| Def. after charges | 25,977 | 25,063 | Inc. 914 |
| Twenty-eighth and Twenty-ninth Streets Crosstown: | | | |
| Gross earnings | $39,687 | $41,540 | Dec. $7,853 |
| Net earnings | 9,429 | 17,063 | Dec. 16,198 |
| Other income | 225 | | Inc. 225 |
| Def. after charges | 20,149 | 5,031 | Inc. 15,118 |
| Fulton Street: | | | |
| Gross earnings | $5,140 | $7,499 | Dec. $2,359 |
| Net loss | 2,361 | sur. 38,786 | Inc. 36,425 |
| Def. after charges | 10,436 | 5,305 | Inc. 5,131 |
| Westchester Electric: | | | |
| Gross earnings | $46,026 | $47,477 | Dec. $1,452 |
| Net loss | 11,395 | 20,440 | Dec. 9,075 |
| Def. after charges | 21,464 | 20,378 | Inc. 1,106 |
| Thirty-fourth Street Crosstown: | | | |
| Gross earnings | $114,767 | $114,625 | Inc. $142 |
| Net earnings | 38,941 | 43,481 | Dec. 13,260 |
| Other income | 275 | | Inc. 275 |
| Sur. after charges | 40,703 | 26,086 | Inc. 14,617 |
| Central Crosstown: | | | |
| Gross earnings | $129,182 | $126,875 | Inc. $2,307 |
| Net earnings | 26,471 | 41,248 | Dec. 15,774 |
| Other income | 2,575 | 248 | Inc. 2,327 |
| Def. after charges | sur. 7,915 | 14,406 | Inc. 22,320 |

## DIVIDEND DECLARATIONS.

| Company and Term. | Stock. | Amt. Payable. |
|---|---|---|
| Consolidated Gas, Light and Heating | pfd. | 3 June 15 |

## FINANCIAL AND COMMERCIAL.

FRIDAY, May 20.

There were two important developments to-day favorably affecting the security market. One of them was a further fall in the price of sterling exchange, carrying quotations for sterling bills to a point at which gold shipments for ordinary business reasons are, obviously, entirely unprofitable. The decline was caused by pressure in the market of all sorts of exchange bills and it is now very clear that our bankers are beginning to anticipate, as they usually do at this time of year, the receipt of funds from foreign purchasers later in the season of our staple articles of export. Moreover, as prevailing rates for the use of money in this market are now not below, at least, those ruling on the other side of the Atlantic, and will probably work slightly higher as the year advances, there is no particular reason why money should be sent away from here. We are at the present time, if the statistics of our foreign trade are of any value, creditors of Europe rather than debtors of merchants and financiers there. Our recent gold shipments, apart from those connected with the Panama payment, have been in the nature of loans to Europe pure and simple. With money here commanding something more than a nominal consideration for its use, the necessity of making these loans by the possessors of idle funds ceases. So far as the Panama Canal payment is concerned, there are trustworthy reasons for believing that it is nearly entirely completed. Another notable fall in the price of cotton was the second influence during the day in encouraging a more hopeful feeling regarding the future of security prices. Cotton has now fallen within less than a week over three-quarters of a cent per pound, and the long deferred readjustment of the price of the article to conditions in the mercantile and manufacturing world seems to be near at hand. Speculators for the rise in the price of cotton, whether as holders of options for the future delivery of the article or as possessors of the actual cotton bales, have, it has long been evident to careful observers of the situation, set a price altogether too high on their property. It is now very evident, too, that the supplies of cotton in the South that have thus been held have been much larger than has generally been supposed. A greater acreage of cotton than that of last year and prospects for the current crop are also admittedly better than they were a year ago. There has been a downpour of cotton in the market which, according to all indications to-day, is by no means yet at an end. To these matters should also be added in a summary of the day's events the very gratifying news that came from the Western wheat fields. The weekly report of one of the most conservative and authoritative journals in the grain trade stated that there had been further improvement in winter wheat throughout the week, even in sections where the plant had suffered most by winter damage. The facts about the wheat situation seem to be, indeed, that while the crop has been severely injured in the Ohio valley and one or two other sections of the country, it bids fair to be above the average in Kansas, Nebraska and some of the other large wheat producing States. Speculation in the grain markets was to-day governed almost solely by the manipulation in the May and July options having for its basis the short supplies of wheat of proper grade available for delivery under contract. But in the afternoon on the Produce Exchange even these "cornering" operations felt the influence of the decidedly better outlook for the crop in general that now, it must be conceded, exists.

Prices of stocks to-day, therefore, naturally rose, although the movement was sluggish and commission house business was but little increased. Estimates of the loss of cash by the banks, as it will be shown in to-morrow's bank statement, varied between five and six million dollars, though gold shipments during the week have been over $12,000,000. The influx of funds from the interior of the country to the local banks was even larger than it was a week ago. The Sub-Treasury disbursed to-day over $9,000,000 more than it received, a fact which will not, however, figure perceptibly in the bank return until next week.

**New York Stock Exchange Sales, May 20.**

CLOSING PRICES OF UNITED STATES BONDS.

| | Bid. | Asked. | | Bid. | Asked. |
|---|---|---|---|---|---|
| U S 2s r. | 104¾ | 106¼ | 4s coup. | 106¾ | 107½ |
| U S 2s c. | 104¾ | 106¼ | 4s reg n. | 132½ | 133 |
| 3s reg.. | 105¾ | 106¼ | 4s c new. | 132½ | 133½ |
| 3s coup.. | 105¾ | 106¼ | D C 3.65s | 119 | — |
| 3s sm.... | 100 | — | U S Pi 4s | 110 | — |
| 4s reg... | 106¾ | 107½ | | | |

## RAILROAD AND OTHER BONDS.

| | | | |
|---|---|---|---|
| AmerHide & L 6s 1000 | 79 | Gulf & Shipisl 5s 2000 | 104 |
| AtchTop&S Fe 4s 1000 | 101½ | Ill Central 4s 1953 10000 | 102⅝ |
| 500 | 101 | Int & Grnorth 2d 10000 | 98¾ |
| 3000 | 101 | Kan C Ft S & M 4s 6000 | 107⅞ |
| 21000 | 100⅞ | Kansas City So 3s 5000 | 70¼ |
| 6000 | 100⅞ | Kings County 4s 1000 | 85¾ |
| A T & S F adj 4s 2000 | 91½ | Lack Steel 5s 10000 | 98¼ |
| stamped 10000 | 89¼ | 5000 | 98 |
| Atlantic C Line 4s 3000 | 93⅞ | Laclede Gas 5s 5000 | 107 |
| 5000 | 95 | Leh & Wilkes 4½s 5000 | 102 |
| 10000 | 95 | 4000 | 101¾ |
| Balt & Oh gold 4s 17000 | 101 | La & Ark 5s 7000 | 100⅝ |
| 4000 | 100⅞ | 3000 | 100⅞ |
| Bklyn Ferry 5s 1000 | 62 | Lou & Nash 4s 3000 | 100⅝ |
| Bkn Rap T cv 4s 2000 | 76½ | 5000 | 100¾ |
| Bklyn Un El 1st 2000 | 103½ | Lou & N cv 4s 10000 | 97¾ |
| 23000 | 103¾ | Mex Central 4½s 7000 | 95 |
| 5000 | 103½ | Mex Cent con 4s 5000 | 66½ |
| 8000 | 104 | 10000 | 71½ |
| Bklyn Un Gas 1st 1000 | 112¾ | Minneap St Louis 4s 1000 | 96 |
| Buffalo & Susq 4s 2000 | 98¾ | Mo K & T of Tex 7000 | 101⅝ |
| 5000 | 99 | 3000 | 101¾ |
| Cent Ga cn 5s 6000 | 106⅝ | 2000 | 101⅛ |
| 50000 | 106⅝ | Nash Ch & St L 5s 2000 | 112¾ |
| 12000 | 106⅝ | 3000 | 112⅞ |
| 5000 | 106½ | Nassau Elec 4s 4000 | 80¼ |
| Central Ga 2d 1s 5000 | 85¼ | NY Cent L S 3½s 35000 | 92⅝ |
| 3000 | 85 | NY Gas Elec Lgt H & Pa 10000 | 97¾ |
| 1000 | 88 | NY Gas Elec Lgt H & Pa 10000 | 92⅞ |
| Chi Bur & Q 4s 1000 | 94 | 5000 | 93 |
| 17000 | 94¼ | NY Ont & West 4s 7000 | 94⅛ |
| 7000 | 94⅛ | 1000 | 102⅝ |
| 1000 | 94¼ | Norfolk & West 4s 5000 | 98½ |
| Chi B & Q Ill 3½s 5000 | 98 | 20000 | 98½ |
| 1000 | 93 | 2000 | 98⅜ |
| Chi & Erie 1st 5000 | 116½ | 1000 | 98¼ |
| Chi R I & P R R 4s 30000 | 75⅞ | Northern Pacific 4s 5000 | 101⅛ |
| Chi St Paul Minn & Omaha con 3000 | 133¾ | North Pacific 4s 500 | 104 |
| Chicago Terminal 2d 20000 | 76½ | registered 5000 | 103½ |
| Cass Tobacco 4s 50000 | 59⅞ | North Pacific 2s 1000 | 73¾ |
| 10000 | 60 | 1000 | 72¾ |
| 8000 | 59⅞ | Or Railway & Nav 4s 1000 | 102½ |
| Den & Rio Gr 4s 5000 | 98½ | 1000 | 102¼ |
| Det City Gas 5s 10000 | 96½ | 10000 | 102½ |
| Distillers' Securities Corp 5s 2000 | 82½ | Or Short Line 6s 8000 | 132½ |
| 1000 | 82½ | Or Short Line 4s 22000 | 94⅝ |
| 1000 | 82½ | 25000 | 94⅝ |
| 1000 | 82½ | Pacific of Mo 4s 1000 | 114⅝ |
| E T Va & Ga cons 3000 | 118½ | Penna 4½s 1000 | 101¼ |
| Erie-Penna Coal col tr 4s 1000 | 90 | Peoria & East 4s 1000 | 96¾ |
| Flint & Pere Marquette con 4s 1000 | 109 | Reading gen 4s 3000 | 98⅝ |
| | | 7000 | 98½ |
| | | St L & Iron Mt Riv & Gulf 4s 2000 | 93⅝ |
| | | 5000 | 92¾ |
| | | St L & San Frncs 4s 7000 | 82 |
| | | 12000 | 81¾ |
| | | 7000 | 81⅞ |
| | | St Louis S W 1st 3000 | 94½ |
| | | St Louis S W con 4s 1000 | 73 |
| | | San An & A Pass 4s 5000 | 80½ |
| | | 6000 | 80½ |
| | | Seaboard Air L 4s 7000 | 70 |
| | | South Pacific 4½s 2000 | 101½ |
| | | South Pacific 4s 500 | 92¼ |
| | | 500 | 91½ |
| | | Southern Ry 5s 1000 | 118½ |
| | | Tenn Cl & I 1st D 1000 | 104 |
| | | Tex & Pac 1st 5s 1000 | 118½ |
| | | 1000 | 118¼ |
| | | Third Avenue 4s 15000 | 94⅝ |
| | | 5000 | 94⅝ |
| | | Union Pacific 4s 5000 | 105 |
| | | 2000 | 104⅞ |
| | | 10000 | 105 |
| | | 5000 | 104¾ |
| | | Union Pacific cv 1000 | 96⅞ |
| | | 5000 | 96¾ |
| | | 10000 | 96⅞ |
| | | 15000 | 96⅞ |
| | | United R R San Fran 1st 4s 15000 | 78½ |
| | | U S Steel s f 5s 10000 | 72⅝ |
| | | 8000 | 72½ |
| | | 5000 | 72⅝ |
| | | 500000 | 72⅝ |
| | | 5000 | 72⅝ |
| | | 2000 | 72⅝ |
| | | 2000 | 72¾ |
| | | 10000 | 72⅞ |
| | | 5000 | 72¾ |
| | | registered 500 | 72⅞ |
| | | 500 | 73 |
| | | Virginia & Brown Bros & Co cts 10000 | 61½ |
| | | Wabash 1st 1000 | 114⅞ |
| | | Wabash deb B 1000 | 74¾ |
| | | 1000 | 77⅞ |
| | | 1000 | 57⅞ |
| | | 5000 | 57⅞ |
| | | 2000 | 57⅞ |
| | | 10000 | 57⅞ |
| | | 3000 | 57⅛ |
| | | 10000 | 57¼ |
| | | 20000 | 57⅛ |
| | | 25000 | 57⅛ |
| | | 2000 | 57¼ |
| | | 8000 | 57⅛ |
| | | 2000 | 57⅞ |
| | | West Shore 4s registered 2000 | 107½ |
| | | West Union 4½s 1000 | 111¾ |
| | | 10000 | 112 |
| | | Wisconsin Cen 4s 1000 | 90¼ |
| | | 5000 | 90⅝ |

Total sales of bonds (par value), $1,300,000.

## RAILROAD AND OTHER SHARES.

| Sales. | | High-est. | Low-est. | Clos-ing. | Net Ch'ge |
|---|---|---|---|---|---|
| 100 | Allis-Ch pf. | 39¾ | 39¾ | 39¾ | + ¼ |
| 8220 | Amal Cop.. | 49⅝ | 48⅝ | 49⅝ | + ¾ |
| 600 | Am Car & F | 17 | 16¾ | 16¾ | + ⅝ |
| 200 | Am C&F pf. | 69½ | 69½ | 69½ | — ⅝ |
| 200 | Am H&L pf | 15 | 15 | 15 | |
| 120 | Am Ice.... | 6¾ | 6¾ | 6¾ | + ⅛ |
| 180 | Am Ice pf.. | 26⅝ | 26⅝ | 26⅝ | — ⅛ |
| 300 | Am L Oil pf | 28 | 28 | 28 | |
| 500 | Am Loco... | 17¾ | 17¼ | 17¾ | + ¼ |
| 1800 | Am Smelt.. | 49¼ | 49⅛ | 49⅛ | |
| 810 | Am Smelt p | 95⅛ | 94¾ | 95 | — ¼ |
| 2625 | Am Sugar . | 125¾ | 124¾ | 125⅜ | + ¼ |
| 10200 | A T & S F.. | 68⅜ | 67½ | 68¼ | + ¼ |
| 300 | A T & S F p | 91¾ | 91¾ | 91¾ | — ¼ |
| 2446 | Balt & Ohio | 78⅛ | 77½ | 78⅛ | + ½ |
| 196 | Balt & O pf. | 91 | 91 | 91 | + ¼ |
| 6150 | Bklyn R T. | 45⅞ | 45 | 45¾ | + ½ |
| 500 | Can Pacific. | 117 | 116⅝ | 116¾ | + ¼ |
| 300 | Chi Gt W .. | 15 | 14½ | 15 | |
| 6850 | Chi M&StP. | 139¾ | 138½ | 139⅝ | + ⅝ |
| 100 | C M & St P p | 175½ | 175½ | 175½ | |
| 200 | Chi Term p | 17 | 17 | 17 | — ¾ |
| 200 | C C C & St L | 68¾ | 68⅝ | 68¾ | + ¼ |
| 100 | Col Fuel&Ir | 28 | 28 | 28 | |
| 100 | Col South.. | 15⅜ | 15⅜ | 15⅜ | + ⅛ |
| 200 | Col So 2 pf. | 20⅝ | 20½ | 20½ | — ⅜ |
| 2477 | Con Gas.... | 209 | 208 | 208⅜ | + ⅛ |
| 200 | Corn Prod.. | 11¼ | 11¼ | 11¼ | |
| 500 | Del & Hud.. | 154½ | 154¼ | 154½ | + ½ |
| 200 | Del L & W.. | 267½ | 266½ | 267½ | + 1½ |
| 200 | Detroit Gas | 70½ | 70½ | 70½ | |
| 176 | Det South.. | 8 | 8 | 8 | |
| 4710 | Erie..... | 23 | 22¼ | 23 | + ⅜ |
| 2310 | Erie 1 pf... | 59 | 58¼ | 59 | + ½ |
| 250 | Erie 2 pf... | 34⅞ | 34½ | 34⅞ | + ⅜ |
| 500 | Gen Elec Co | 155 | 154 | 155 | + ¼ |
| 100 | Hock Val... | 61⅝ | 61⅝ | 61⅝ | + ⅞ |
| 252 | Ill Central.. | 129 | 129 | 129 | + ½ |
| 500 | Int Power.. | 29½ | 29⅛ | 29½ | + ¼ |
| 510 | Kan City So | 20 | 20 | 20 | |
| 400 | Kan C So pf | 38½ | 38 | 38½ | — ⅛ |
| 400 | Lou & Nash | 107¼ | 106½ | 107 | + ½ |
| 1477 | Manhattan. | 142¾ | 142¼ | 142⅝ | + ¼ |
| 1300 | Met St Ry.. | 110½ | 110 | 110½ | + ¼ |
| 500 | Met Secu... | 77 | 76 | 77 | +1 |
| 200 | Met WSEl p | 46 | 46 | 46 | |
| 300 | Mex Cent... | 7¼ | 7⅛ | 7¼ | |
| 1100 | M K & Tex. | 15⅝ | 15½ | 15½ | |
| 400 | M K & T pf. | 35½ | 35¼ | 35½ | +1 |
| 2000 | Mo Pacific. | 90 | 89 | 90 | + ½ |
| 300 | Nat Lead .. | 19 | 18⅞ | 19 | |
| 100 | Nat Lead pf | 90½ | 90½ | 90½ | + ½ |
| 1100 | N Y Central | 114¼ | 114 | 114¼ | |
| 100 | N Y C&St L. | 26 | 26 | 26 | +1 |
| 200 | Nor & West | 56 | 56 | 56 | + ½ |
| 300 | Ont & West | 20¾ | 20⅝ | 20¾ | + ¼ |
| 100 | Pac Coast.. | 51½ | 51½ | 51½ | —1½ |
| 100 | Pacific Mail | 25½ | 25½ | 25½ | + ½ |
| 6720 | Penna R R. | 113⅝ | 113⅛ | 113⅝ | |
| 545 | Pressed S C | 25¼ | 25 | 25¼ | |
| 200 | Rep St pf.. | 38 | 38 | 38 | + ¼ |
| 1925 | Reading ... | 42 | 41⅞ | 42 | + ⅜ |
| 2290 | Rock Island | 20⅝ | 20¼ | 20½ | — ⅛ |
| 300 | Rock Isl pf. | 65 | 64 | 65 | + ½ |
| 500 | Sloss-Shef . | 35½ | 35 | 35 | —1 |
| 200 | SL&SF 2 pf | 44¾ | 44½ | 44¾ | + ¼ |
| 4850 | Sou Pacific. | 45⅞ | 45⅛ | 45¾ | + ⅜ |
| 1900 | Sou Ry Co. | 20⅜ | 20 | 20⅜ | + ⅛ |
| 700 | So Ry Co pf | 82½ | 82 | 82½ | + ½ |
| 100 | Tenn C&Ir. | 33 | 33 | 33 | |
| 200 | Tex Land.. | 25½ | 25 | 25 | |
| 100 | Tol St L&W | 24¼ | 24¼ | 24¼ | |
| 300 | Twin C R T | 94⅜ | 94 | 94 | + ¼ |
| 100 | Un B & P.. | 4 | 4 | 4 | — ⅜ |
| 22450 | Un Pacific. | 83½ | 82 | 83⅛ | + ⅞ |
| 810 | Un Pac pf. | 91 | 90¾ | 91 | + ¾ |
| 100 | Un Fruit Co | 108¾ | 108¾ | 108¾ | — ¼ |
| 100 | Un Ry In pf | 45 | 45 | 45 | + ⅛ |
| 1480 | U S R&Cons | 7¼ | 7⅛ | 7¼ | + ⅛ |
| 2914 | U S R&C pf. | 61½ | 60⅝ | 61½ | |
| 600 | U S Leather | 65⅝ | 65⅝ | 65⅝ | — ⅛ |
| 200 | USLeath pf | 70 | 70 | 70 | |
| 100 | U S Rubber | 16⅛ | 16⅛ | 16⅛ | + ⅛ |
| 345 | U S Rub pf. | 67 | 66½ | 67 | + ⅞ |
| 2055 | U S Steel... | 9 | 8⅞ | 9 | — ⅛ |
| 21300 | U S Steel pf | 53⅛ | 52½ | 52⅞ | |
| 230 | Wabash... | 16 | 16 | 16⅛ | + ⅛ |
| 400 | Wabash pf. | 33⅛ | 32⅞ | 33½ | + ¼ |
| 500 | West'gh'se. | 156⅛ | 155 | 156⅛ | — ½ |
| 375 | West U Tel. | 86¼ | 86 | 86¼ | + ¼ |
| 200 | W & L E 2 pf | 24½ | 24 | 24 | —1 |
| Total sales of stocks. | | | | 141,800 shares. | |

* Ex dividend.

## CLOSING PRICES.

| | Bid. | Asked. | | Bid. | Asked. |
|---|---|---|---|---|---|
| Adams Exp.. | 218 | 224 | Lac Gas pf... | 90 | 100 |
| Allis Ch'lm'rs | 6 | 7⅝ | L E & W..... | 28 | 29 |
| Allis Ch pf... | 30 | 39⅝ | L E & W pf... | 96 | 105 |
| Amal Copper | 49⅝ | 49½ | Long Island . | 43 | 50 |
| Am C & F.... | 16½ | 16⅝ | Lou & Nash.. | 106⅝ | 107¼ |
| Am C & F pf. | 69 | 69½ | Man Beach... | 7 | 10 |
| Am Cot Oil .. | 26½ | 27⅝ | Manhattan .. | 142⅝ | 142⅝ |
| Am Cot Oil pf | 55 | 58⅝ | Met St Ry.... | 110⅝ | 110⅝ |
| Am D Tel.... | 22 | 28 | Met Soc..... | 77 | 77½ |
| Am Express.. | 180 | 190 | Mex Cent..... | 7¼ | 7½ |
| Am Grass ... | 6 | 7⅝ | Mich Cent.... | 130 | 140 |
| Am Hide & L | 3⅝ | 4 | Minn & St L.. | 40½ | 85 |
| Am H & L pf. | 15 | 16 | M & St L pf.. | 80 | 90 |
| Am Ice ..... | 6⅝ | 6⅞ | MSP & SSM.. | 62 | 62½ |
| Am Ice pf.... | 26⅝ | 27 | MSP&SSM pf | 118 | 120 |
| Am Lin Oil .. | 7½ | 9 | M K & T..... | 15⅝ | 16 |
| Am Lin Oil pf | 28 | 24½ | M K & T pf... | 34⅝ | 35⅝ |
| Am Loco .... | 17¼ | 18⅛ | Mo Pacific... | 89⅝ | 90 |
| Am Loco pf.. | 81½ | 82 | Nash C&St L | 109 | 110 |
| Am Malt..... | 3 | 4 | Nat Bis Co... | 44 | 46⅝ |
| Am Malt pf.. | 17 | 19 | Nat Bis Co pf | 105 | 108½ |
| Am Smelt'g.. | 48⅝ | 49 | Nat Lead .... | 19 | 19½ |
| Am Smelt pf. | 95 | 95½ | Nat Lead pf.. | 90⅝ | 91 |
| Am Snuff..... | 112 | 119 | Nat RRMex p | 36 | 38 |
| Am Snuff pf. | 89 | 91 | N R R 2d pf.. | 16 | 17 |
| Am Sugar ... | 125 | 125½ | N J Central.. | 158 | 159 |
| Am Sug pf... | 124 | 126 | N Y A B..... | 125 | 135 |
| Am T & C.... | 86¼ | 90 | N Y Central.. | 114¼ | 114½ |
| Am T & T.... | 123 | 125 | N Y C & St L. | 26 | 28 |
| Am Wool.... | 10 | 11 | NYC&StL 1p. | 105 | 120 |
| Am Wool pf. | 74 | 74¾ | NYC&StL 2p. | 55 | 65 |
| Ann Arbor... | 23 | 26 | N Y Dock.... | 18 | 20 |
| Ann Arbor pf | 52 | 57 | N Y Dock pf.. | 43 | — |
| Anaconda ... | 75 | 77 | N Y N H & H. | 185 | 186⅝ |
| At T & S F.. | 68¼ | 68⅝ | Nor & West.. | 56 | 56½ |
| At T & S F pf | 92 | 92¼ | Nor & West p | 85 | 90 |
| Atl Coast L.. | 106 | — | North Am.... | 50 | * 52½ |
| B'klyn R T... | 45⅝ | 45¾ | Ont & West.. | 20⅞ | 21 |
| Balt & Ohio.. | 78 | 78¼ | Pacific Coast. | 51½ | 56 |
| Balt & Oh pf. | 90½ | 91 | Pac Coast 1 p | 85 | 100 |
| Bkyn U Gas.. | 218 | * 220 | Pac Coast 2 p | 62 | 66 |
| Brunswick... | 5⅝ | 6¼ | Pacific Mail.. | 25½ | 26 |
| Buff R & P.... | 115 | — | Penna R R... | 113½ | 113⅝ |
| Buff R & P pf. | 132 | — | Peo G L & C.. | 94⅝ | 95⅝ |
| Butterick.... | 48 | * 49 | Peo & East... | 16 | 20 |
| Can South'n. | 65 | 67 | P C C & St L.. | 55 | 60 |
| Can Pac..... | 116¾ | 117 | PCC & St L pf | 90 | 93½ |
| Ches & Ohio. | 29½ | 29¾ | Pr'd St Car.. | 25¼ | 25½ |
| Chi & Alton.. | 37¼ | 38 | Pr'd St Car p. | 66½ | 68 |
| Chi & Alt'n pf | 80½ | 81½ | PullmanPCar | 210 | 211½ |
| Chi B & Q.... | 180 | — | Ry St Sp'g.. | 16 | 18 |
| CCC & St L... | 69 | 69⅝ | Ry St Sp'g pf | 73 | 76 |
| Chi Gt West.. | 14⅞ | 15 | Rwy Secu.... | 90 | — |
| Chi Gt W (A). | 63 | 63¼ | Reading..... | 41⅞ | 42 |
| Chi Gt W (B). | 25 | 26½ | Read 1st pf.. | 77 | 79 |
| Chi Gt W deb. | 83⅞ | 90 | Read 2d pf... | 60 | 63 |
| Chi & N W... | 168 | 170½ | Rep'b Steel.. | 6¾ | 6¾ |
| Chi M & St P. | 189½ | 189⅝ | Rep Steel pf.. | 37½ | 38 |
| Chi M&StP pf | 175½ | 176½ | Rock Island.. | 20½ | 20⅝ |
| Chi Terminal. | 8 | 9 | Rock Isl'd pf. | 64 | 65 |
| Chi Term'l pf | 16⅝ | 17½ | Rubber Gds.. | 15 | 16 |
| Chi Un Trac. | 5½ | 6 | Rub Gds pf.. | 76½ | 78 |
| Cle Lo & W. | 59 | 60 | Sloss-Shef... | 35 | 37 |
| Cle Lo & W pf | 75 | 80 | Sloss-Shef pf | 80½ | 84 |
| Col Fuel & Ir. | 28 | 28½ | St J & G I... | 8½ | 10 |
| Col H C & I.. | 11 | 12½ | St J & G I p | 36 | 39 |
| Col Southern. | 15 | 15½ | St J & G I 2 p | 16 | 19 |
| Col So 1st pf. | 51½ | 52 | St L & S F 1 p | 60 | 70 |
| Col So 2d pf. | 20½ | 21 | St L & S F 2 p | 44 | 45 |
| Com Cable... | 180 | 200 | St L S W... | 12½ | 13½ |
| Con Gas..... | 208½ | 209 | St L S W pf.. | 31½ | 33 |
| Cont Tob pf.. | 110 | 110¼ | St P & Om... | 135 | 140 |
| Corn Prod... | 11 | 11¼ | So Pacific... | 45⅝ | 45⅞ |
| Corn Prod pf. | 66 | 67 | Southern Ry. | 20¼ | 20½ |
| Del & Hud... | 154¾ | 154¾ | So Ry pf..... | 82⅝ | 82⅝ |
| Del L & W... | 267½ | 269 | So Ry Mob... | 90⅝ | 92½ |
| Den & R G... | 19½ | 20 | Tenn C & I... | 32⅝ | 33⅝ |
| Den & R G pf. | 65⅝ | 67 | Tex P L T... | 26 | 27½ |
| Des M & F D. | 17 | 20 | Texas Pac... | 20½ | 21 |
| Det U Ry.... | 61⅝ | 63 | Third Av R R | 116 | 120 |
| Det South'n.. | 8 | 9 | T St L & W... | 24 | 25 |
| Det South pf. | 15½ | 18 | T St L & W pf | 36¼ | 37½ |
| Dis Secur... | 20½ | 22¼ | Twin City.... | 94¼ | 94⅝ |
| D S S & A... | 6¼ | 7½ | Un Pacific... | 83½ | 83½ |
| D S S & A p. | 10⅞ | 12 | Un Pac pf.... | 90⅝ | 91½ |
| Erie..... | 23 | 23¼ | U S Express. | 100 | 105 |
| Erie 1st pf... | 58⅝ | 59 | U S Leather.. | 6⅝ | 6¾ |
| Erie 2d pf.... | 34¾ | 35 | U S Leath pf. | 78½ | 79½ |
| Ev & T H.... | 56 | 60 | USRl'ty & Cn | 7½ | 7⅝ |
| Ev & T H pf.. | 70 | 75 | USRl'ty&Cp. | 61½ | 62 |
| Gen Elec Co.. | 154 | 156 | U S Rubber.. | 16 | 16¼ |
| Gt North pf.. | 168 | 175 | U S Rub pf.. | 66¼ | 67¼ |
| Hock Val.... | 61 | 61½ | U S Steel.... | 9 | 9½ |
| Hock Val pf. | 77 | 78 | U S Steel pf.. | 52⅝ | 53⅝ |
| Illinois Cent.. | 128⅝ | 129 | Va-Car ..... | 27 | 27½ |
| Int Paper... | 10 | 11 | Va-Car pf.... | 100 | 101½ |
| Int Paper pf. | 65 | 65½ | Wabash..... | 16⅝ | 16 |
| Int Power... | 29⅝ | 29⅝ | Wabash pf... | 33½ | 33⅝ |
| Int Pump... | 37 | 39 | Wells-F Exp. | 200 | 206 |
| Int Pump pf. | 70 | 75 | West Un Tel. | 86¼ | 86½ |
| Iowa Central. | 16⅝ | 18 | West'gh'se... | 155 | 158 |
| Iowa Cent pf. | 33 | 36 | West'h'se 1 p. | 120 | 125 |
| Kan & Mich.. | 22¾ | 25 | Wheel & L E. | 15 | 16 |
| K C F S & M p | 65⅝ | 66⅝ | W & L E 1 pf. | 43 | 44 |
| Kan City So.. | 19½ | 20 | W & L E 2 pf. | 23 | 24⅝ |
| Kan City So p | 38⅝ | 39 | Wis Central... | 16⅝ | 17 |
| Keo & Des M. | 12½ | 15 | Wis Cent pf.. | 