# STOCK MARKET LIFELESS.

## The Downward Movement in the Prices of Shares Still Continues.

### Favorable News Regarding Railways Fails to Give Any Comfort to the Bears.

### TOBACCO SHOWS GREAT WEAKNESS.

### Shares Fall Nearly Three Points, Closing at the Lowest—Baltimore & Ohio Stock Also Takes a Big Drop.

Wall Street, Friday, March 6.

The market was lifeless during the greater part of the day, and when activity developed in spots a downward movement resulted. A rumor that J. Pierpont Morgan was dead, circulated in the early afternoon, had a momentary effect, but was quickly denied.

The bears tried to make something out of the withdrawal of $1,000,000 gold from the Sub-Treasury by a railroad company, which was almost immediately redeposited on bond account. There is so much gold in the Treasury, however, that no one pays much attention to withdrawals or deposits. The acquisition of the Memphis & Charleston Railroad by the Southern Railway by lease through a reorganization plan and the announcement of a forthcoming plan of reorganization of the Oregon Short Line were all favorable features. The market, however, failed to respond much to any news, and is apparently slowly sagging to a lower level through the visible lack of buying power.

There are no distinctly unfavorable factors in speculation, but the room traders, who are an important element in the market at present, seeing no outside demand for stocks, prefer to operate for short account. Several of the larger bear operators are also active, and they have not met much oppositon in any of the targets which they have selected, except Burlington. This stock, which on account of the attitude of the management apparently had no friends, has for two days received the support of a speculative interest, which has transferred its operations from St. Paul to Burlington. In a narrow market this support has been sufficient to make the strength of Burlington for two days as conspicuous as was its weakness in the rst half of the week.

American Tobacco common and Baltimore & Ohio displayed the greatest weakness. Tobacco dropped 2⅝ per cent and closed at the lowest point.

The insiders apparently give no support to this stock, and leave it at the mercy of the professionals, who force it down or put it up according to their whim. Just now the bears fancy that it is a soft spot in the market, and prophesy a big drop in the price.

The plug tobacco opposition is no doubt giving the company much trouble, and may eventually force a trade agreement upon practically its own terms. It is known that a certain element in the management is opposed to the war with the plug tobacco manufacturers.

Baltimore and Ohio declined 2¼ per cent, and rallied, closing with a net loss of 1⅛. The remainder of the list closed weak, with average declines of ½ to 1½.

Following are the sales of stocks and range of prices:

| Sales. | Stocks. | Open. | High. | Low. | Clos. |
|---|---|---|---|---|---|
| 12 | Albany & Sus. | 175 | 175 | 175 | 175 |
| 19833 | Am Sug Ref | 116⅝ | 117⅛ | 115¾ | 116¼ |
| [illegible] | Am Sug Ref pf | 101¾ | 102 | 101¾ | 102 |
| [illegible] | Amer Tobacco | 75¾ | 76¼ | 73⅞ | 73¾ |
| 66 | Amer Tobacco pf | 102 | 102 | 101½ | 101½ |
| 10 | Amer Express | 112½ | 112½ | 112½ | 112½ |
| 335 | Am Cot Oil pf | 62½ | 62½ | 62 | 62 |
| 2020 | Atch. Top & S F | 16⅜ | 16⅜ | 16 | 16¼ |
| 1000 | Brunswick M | .7 | .7 | .7 | .7 |
| 22914 | Balt & Ohio | 15½ | 15½ | 13 | 14⅝ |
| 172 | Brooklyn R T | 23⅞ | 23⅞ | 22¾ | 23¼ |
| 200 | Can Pacific | 56 | 56 | 55⅞ | 55⅞ |
| 530 | Ches & Ohio | 16⅞ | 16⅞ | 16⅜ | 16⅝ |
| 6873 | Chicago Gas | 66½ | 66⅝ | 65⅝ | 65⅝ |
| 10 | Chicago & Alton | 158 | 158 | 158 | 158 |
| 650 | C. C. C & St L | 36½ | 36¾ | 36½ | 36¾ |
| 10 | C. C. C & St L pf | 90⅛ | 90⅛ | 90⅛ | 90⅛ |
| 204 | Chic & N'west | 104 | 104 | 104 | 104 |
| 120 | Chic & N'west pf | 147 | 147 | 147 | 147 |
| 12540 | Chic. Bur & Q | 76⅝ | 77⅛ | 76⅝ | 76⅝ |
| 20460 | C. M & St P | 77 | 77½ | 76⅝ | 77 |
| 452 | C. M & St P pf | 129¾ | 129¾ | 129½ | 129½ |
| 4485 | C. R I & Pac | 72⅜ | 72¼ | 71½ | 71⅝ |
| 100 | Col Fuel | 30 | 30 | 30 | 30 |
| 400 | Col, H V & Tol | 16½ | 16½ | 16½ | 16½ |
| 1625 | Col & Hock Coal | 4¼ | 4¼ | 4¼ | 4¼ |
| 28 | Del & Hudson | 127⅝ | 127⅝ | 127¼ | 127¼ |
| 100 | Del, Lack & W | 162½ | 162½ | 162¼ | 162¼ |
| 60 | Den & R G pf | 48½ | 49¼ | 48½ | 49½ |
| 1515 | Dist & Cat F Co | 17⅝ | 17⅝ | 17⅝ | 17⅝ |
| 120 | Edison E I | 95 | 95 | 95 | 95 |
| 2955 | General Electric | 33¼ | 33¼ | 32½ | 32⅝ |
| 100 | Illinois Central | 96½ | 96½ | 96½ | 96½ |
| 10 | Illinois Steel | 65 | 65 | 65 | 65 |
| 150 | Iowa Central | 8¾ | 8¾ | 8¾ | 8¾ |
| 10 | Iowa Central pf | 35 | 35 | 35 | 35 |
| 100 | Keokuk & West | 32 | 32 | 32 | 32 |
| 100 | Keokuk & D M | 3¼ | 3¼ | 3¼ | 3¼ |
| 100 | Lake E & W | 20½ | 20½ | 20½ | 20½ |
| 100 | Lake Shore | 148 | 148 | 148 | 148 |
| 97 | Long Island | 80¾ | 80¾ | 80¾ | 80¾ |
| 700 | Laclede Gas | 27 | 27¼ | 26 | 26½ |
| 11015 | Louis & Nash | 53⅜ | 53¼ | 52½ | 52⅝ |
| 100 | L. N A & C | 9⅝ | 9⅝ | 9⅝ | 9⅝ |
| 700 | Manhattan con | 105½ | 105½ | 105½ | 105¼ |
| 100 | M & St L 2d pf | 50½ | 50½ | 50½ | 50½ |
| 1820 | Missouri Pacific | 24½ | 24⅝ | 24 | 24⅛ |
| 1176 | Mo, K & Tex pf | 29½ | 29¼ | 28⅞ | 29 |
| 1106 | N J Central | 106½ | 106½ | 105½ | 105½ |
| 35 | N Y Central | 98 | 98 | 97¼ | 97⅜ |
| 295 | Nat Lead | 23¾ | 23¾ | 23½ | 23½ |
| 200 | North American | 5¼ | 5⅜ | 5¼ | 5⅜ |
| 110 | N Y & N Eng | 47 | 47 | 47 | 47 |
| 200 | N Y, S & W | 9⅞ | 9¼ | 9⅜ | 9⅜ |
| 410 | N Y, S & W pf | 27½ | 27½ | 27 | 27 |
| 125 | Norfolk & West | 2 | 2 | 2 | 2 |
| 200 | Nor & West pf | 7½ | 7½ | 7¼ | 7½ |
| 700 | North Pacific | 4½ | 4½ | 4¼ | 4½ |
| 2292 | North Pacific pf | 16⅞ | 17 | 16½ | 16½ |
| 21 | Ont & Mining | 13 | 13 | 13 | 13 |
| 100 | Ont & West | 14⅝ | 14⅝ | 14⅝ | 14⅝ |
| 100 | Oregon S L | 6 | 6 | 6 | 6 |
| 1425 | Pacific Mail | 27⅜ | 27⅜ | 26⅜ | 26½ |
| 520 | Phil & Reading | 12½ | 12½ | 11⅞ | 12 |
| 3 | Pull Pal Car Co | 160 | 160 | 160 | 160 |
| 150 | P. C. C & St L pf | 58 | 58 | 58 | 58 |
| 100 | Rio Grande W pf | 44½ | 44½ | 44½ | 44½ |
| 550 | St P & Omaha | 41½ | 41¼ | 41 | 41 |
| 300 | Southern Pacific | 19⅞ | 19⅞ | 19¾ | 19¾ |
| 25 | Southern R R | 9⅝ | 10 | 9⅝ | 10 |
| 1816 | Southern R R pf | 31 | 31 | 30½ | 30⅝ |
| 1150 | Tenn Coal & Iron | 30¼ | 30¼ | 29⅝ | 29¾ |
| 100 | Texas Pac Land | 7 | 7 | 7 | 7 |
| 200 | Texas Pacific | 8½ | 8½ | 8⅜ | 8⅜ |
| 1500 | Union Pacific | 8⅛ | 8⅛ | 7⅞ | 7⅞ |
| 2020 | U S Rubber | 25 | 25 | 22½ | 24⅞ |
| 349 | U S Rubber pf | 83 | 83 | 83 | 83 |
| 800 | U S Cordage | 5¼ | 5¼ | 5⅛ | 5⅛ |
| 50 | U S Cordage gtd | 20 | 20 | 20 | 20 |
| 2770 | U S Leather pf | 60½ | 60⅞ | 60¼ | 60⅞ |
| 200 | W, St L & P | 6⅝ | 6⅝ | 6⅝ | 6⅝ |
| 245 | W, St L & P pf | 18 | 18 | 17⅞ | 17⅞ |
| 1425 | West Union Tel | 84⅛ | 84⅜ | 84 | 84 |
| 1860 | Wheel & L E | 11⅛ | 11⅜ | 11 | 11⅛ |

Total sales, 190,273 shares.

Following are the sales of bonds, expressed in $1,000s, and the range of prices:

1 Atchison gen. 4s, w. i. ......80¼@—
2 Atchison adj. 4s, w. i. ......48½@—
3 Atchison 4s, t. r. ......78½@—
27 Atchison 2ds, a., t. r. ......26½@ 26¾
2 Am. Dk. & Imp. 5s ......114¼@—
2 Am. Cotton Oil 8s ......110 @—
5 Broadway & 7th Ave. con. 5s ......113¼@—
5 Balt. & Ohio 5s, 1925 ......85 @ 85¼
1 Bur., C. R. & N. c. t. 5s ......101¼@—
11 Brooklyn El. 1st ......101½@102
36 Ches. & Ohio gen. 4½s ......74 @—
6 C., B. & Q. con. 5s ......100 @100¼
4 C., B. & Q. 4s, Neb. ex ......91 @—
4 C., B. & Q. 7s ......117½@117¾
10 C., B. & Q. 4s, I. div ......99⅝@—
11 C., B. & Q. s. f. 5s ......102½@—
1 Canada Southern 1st ......109 @—
16 Chi. & Nor. Pac. 1st, t. r. ......43 @ 43½
2 Cleveland & Canton 1st, t. r. ......81 @—
8 Detroit Gas 5s ......75 @—
8 East Tenn. 5s ......108⅝@108¾
1 Edison E. I. 1st ......106¼@—
1 Edison E. I. con. 5s ......103 @—
5 G., H. & S. A. 2s ......102 @—
7 G., H. & S. A., M. P. 5s ......92 @—
1 Hocking Valley 5s ......86½@—
4 Hocking Valley 6s ......88¾@—
8 Int. & Gt. N. 2d ......71 @—
8 Kan. Pac. con., t. r. ......74 @—
14 Kan. & Tex. 4s ......86½@—
17 Kan. & Tex. 2s ......60¼@—
6 Kentucky Central 1st ......89 @—
3 Lex. Ave. & Pavonia Ferry 1st ......111½@111¾
1 Long Island Ferry 4½s ......91½@—
20 Mo., Kan. & E. 1st ......92¼@ 93¼
13 Mex. Int. 1st 4s ......74 @ 74¼
1 Minn. & St. L., Pa. ex ......118½@—
1 Mobile & Ohio gen ......66¼@—
5 Nor. Pac. 1st c ......117¼@—
25 Nor. Pac. 2d c ......112¼@—
110 Nor. Pac. 3d c ......80½@ 81¼
73 Nor. Pac. con. 5s ......44½@ 44¾
26 Nor. Pac. con. 5s, t. r. ......44½@ 44¾
23 Nor. Pac. c. t. n. ......87½@ 87¾
2 Nor. Pac. div. scrip ......70 @—
5 Nor. Pac. & Mon. 1st, t. r. ......33 @—
1 Nash. & Chat. con. ......101 @—
10 Nor. R. R. of Cal. 5s ......94 @—
25 N. Y., Ch. & St. L. 4s ......104½@104¾
5 N. Y., O. & W. r. 4s ......90½@—
10 Ohio & Miss 1st sp. d. ......99½@—
3 Oregon Short Line 6s ......112⅝@112¾
58 Oregon Short Line 6s, t. r. ......111⅝@112
1 Oregon S. L. nn. con., t. r. ......68 @—
10 Peo., D. & E. 2d ......26 @—
5 Pennsylvania 4½s ......110½@112
2 Pitts. & Western 1st ......69½@—
20 Rock Island 6s, R. ......125 @—
24 Rock Island ex. 5s ......103 @103¼
5 Rock Island ex. 5s, R. ......101½@—
4 Rock Island deb. 5s ......94½@—
7 Reading gen. 4s, t. r. ......78 @—
10 Reading 1st pf. inc., 1st l. p. ......31¾@—
9 Reading 2d pf. inc., 1st l. p. ......18½@—
12 Reading 3d pf. inc., 1st l. p. ......11¾@—
5 St. P. & Ma., M. C. 5s ......101 @—
5 St. P. & Ma., M. C. 6s ......114 @—
8 St. P. & Ma. con. 6s ......120 @—
2 St. P. & Ma., Mex. 4s ......89 @—
1 St. L. & S. F. 2d, cl. B ......114½@—
2 St. P. gold ......127⅝@—
20 San A. & A. P. 1st 4s ......27 @—
22 Southern Railway 5s ......91⅜@ 92½
2 St. Jo. & G. I. 1st, t. r. ......56 @—
5 Texas Pac. 1st 5s ......89¼@—
37 Texas Pac. 2d inc ......23¼@ 23½
5 Texas & New Orleans 1st, S. div. 108 @—
2 Tenn. C. & R. 6s, Tenn. div. ......93 @—
1 Union Pacific, '96 ......102½@—
1 Union Pacific g. 6s, c. t. n. ......95 @—
6 Union El. 1st ......99 @—
13 Union Pac., D. & G. 1st ......38 @ 38¾
13 U. S. Leather 6s ......110½@—
8 Wabash 1st ......107 @107⅛
12 Wabash 2d ......75 @—
20 Wab. deb., S. B. ......26 @ 26¼
12 Wabash, D. & C. ex ......98 @—
1 West Shore 4s ......105⅞@—
1 West Shore 4s, reg ......105¼@—
1 Western N. Y. & Pa. 1st ......107¼@—
11 Western N. Y. & Pa. inc ......15 @—

Total sales of railway bonds (par value), $973,000.

Government bonds strong. The 4s r. of 1907 closed ¼ per cent higher bid; the 4s. c. of 1907, 1; the 4s of 1925, ⅛, and the 5s, ¼ per cent higher bid. Railway bonds dull and weak. The features were Atchison 2d As t. r., Chesapeake & Ohio general 4½s, Chicago & North Pacific 1st t. r., Kansas & Texas 2ds, Missouri, Kansas & Eastern 1sts, Oregon Short Line 6s t. r., Texas Pacific 2ds, Wabash debenture series B, Western New York & Pennsylvania incomes, Northern Pacific and Reading issues. The more important net declines were in Atchison 2d As t. r., ½ per cent; Chicago & North Pacific 1sts t. r., ½; Kansas & Texas 2ds, 1; Missouri, Kansas & Eastern 1sts, 1; Northern Pacific con. 5s t. r., ¾; Reading 1st preference incomes, 1sts l. p., 1¼, and 3d preference incomes, 1sts l. p., 1¾; Texas Pacific 2ds, ½, and Western New York & Pennsylvania incomes, ½ per cent. The noteworthy advances were in Chesapeake & Ohio gen. 4½s, ½ per cent, and Oregon Short Line 6s t. r., ½ per cent.

Sales of United States bonds were as follows: $420,000 U. S. 4s. c. 1925 sold at 117@117¼.

In bank stocks 50 shares of Broadway sold at 236.

Commercial price of bar silver in New York, 68⅝. Bar silver in London closed at 31 5-16d. Exports to Europe to-morrow, 420,000 ounces.

The market for foreign exchange was firm and unchanged, except for long sterling, which was slightly higher on account of the decline in discount in London. Rates for actual business closed as follows: Sterling, 4.88¼; demand, 4.88; sixty days, 4.86⅞@4.87; commercial bills, 4.86@4.86½; francs, cheques, 5.16¼, less 1-16; sixty days, 5.18⅛; reichsmarks, demand, 97 7-16; sixty days, 95.

Domestic exchange on New York: Boston, 15@20 discount; Charleston, buying par, selling ⅛ premium; Savannah, buying, 1-16 off; selling, par; New Orleans, bank, 150 premium; commercial, par; San Francisco, sight, par; telegraph, par; St. Louis, 50c. premium, offered at 75c. premium; Chicago, 20c. discount.

Money on call, 2½@3½ per cent, closing at 2½ per cent. Time money is easy and active, 60 to 90 days' loans being offered freely at 4 per cent. Commercial paper is also easier, choice double name paper selling readily at 5½ per cent, with occasional transactions at 5 per cent. Choice single name paper brings 6 per cent and names not so well known 6½@7 per cent.

The imports of dry goods at the port of New York this week were valued at 3,290,816, against $3,935,205 last week and $3,143,840 for the corresponding week of last year. The value of dry goods marketed was $3,144,180, against $3,737,966 last week and $3,286,343 in the same week last year.

The Kansas City, Memphis & Birmingham Railroad reports gross earnings for January of $115,568, an increase of $22,857 as compared with the same month of last year, and net, $32,312, an increase of $11,455.

For the seven months ending January 31, the gross earnings were $760,923, an increase of $117,274, as compared with the corresponding period of last year, and net, $172,142, an increase of $34,455.

The Illinois Central Railroad reports gross earnings for January of $1,812,277, an increase of $203,121, as compared with the same month of last year, and net, $592,184, an increase of $54,136.

For the seven months ending January 31 the gross earnings were $13,077,489, an increase of $1,640,327, as compared with the corresponding period of last year, and net, $4,647,404, an increase of $1,241,797.

The Philadelphia & Erie reports gross earnings for January of $289,095, an increase of $39,935 as compared with the same month of last year, and net, $41,721, an increase of $18,267.

The Bridgeport Traction Company reports gross earnings for February of $21,271, an increase of $4,613 as compared with the same month of last year, and net, $6,573, an increase of $3,452.

For the two months ending February 29 the gross earnings were $43,167, an increase of $7,734 as compared with the corresponding period of last year, and net, $15,297, an increase of $6,802.

The Pacific Mail Steamship Company reports gross earnings for January of $303,474, a decrease of $33,089 as compared with the same month of last year, and net $23,494, a decrease of $10,417.

For the nine months ending January 31 the gross earnings were $3,196,603, an increase of $229,041 as compared with the corresponding period of last year, and net $628,414, an increase of $74,262.

The Kansas City, Fort Scott & Memphis Railroad reports gross earnings for January of $388,069, an increase of $31,323 as compared with the same month of last year, and net $116,529, an increase of $7,801.

For the seven months ending January 31 the gross earnings were $2,790,165, an increase of $19,397 as compared with the corresponding period of last year, and net $875,470, an increase of $2,152. Fixed charges were $807,129, leaving a surplus of $68,341, a decrease of $25,788.

The Chesapeake, Ohio & Southwestern Railroad reports gross earnings for January of $203,295, an increase of $26,365 as compared with the same month of last year, and net $73,168, an increase of $19,749.

For the seven months ending January 31 the gross earnings were $1,541,444, an increase of 147,209 as compared with the corresponding period of last year, and net $563,739, an increase of $35,650.

Railway gross earnings for the month of February compared with those of the same month last year:

| | | | |
|---|---|---|---|
| Chicago & Great Western | $387,260 | Inc.. | $140,042 |
| Columbus, Hock. V. & T. | 209,725 | Inc.. | 30,241 |
| Elgin, Joliet & Eastern | 101,750 | Inc.. | 17,883 |
| Evans. & Indianapolis | 20,827 | Dec. | 2,736 |
| Evans. & Terre Haute | 85,668 | Inc.. | 10,260 |
| Fort W. & Rio Grande | 29,031 | Dec. | 790 |
| Great Northern | 1,146,818 | Inc.. | 257,245 |
| Illinois Central | 1,571,288 | Inc.. | 155,984 |
| Louisville, N. A. & Chic. | 219,515 | Inc.. | 25,312 |
| Mo., Kansas & Texas | 916,093 | Inc.. | 118,956 |
| Northern Pacific | 1,160,643 | Inc.. | 222,037 |
| Rio Grande Southern | 35,214 | Inc.. | 8,677 |
| Toledo, St. L. & K. City | 128,924 | Inc.. | 17,622 |

The latest London quotations are as follows:

| | | | |
|---|---|---|---|
| Atchison A A P | 16⅞ | Norfolk & West pf. | 7½ |
| Canada Pacific | 56⅞ | North Pacific pf | 17½ |
| Ches & Ohio | 17½ | Ontario & West | 15⅜ |
| Erie com A P | 16½ | Reading 1st A P | 6⅜ |
| Erie 2d consols | 75⅝ | Pennsylvania | 55⅜ |
| Illinois Central | 99 | Southern Ry | 10 |
| Kansas & Texas | 12⅝ | Southern Ry pf | 32 |
| Lake Shore | 151½ | St. Paul | 79¼ |
| Louis & Nash | 54⅝ | Union Pacific | 8 |
| N Y Central | 100½ | Wabash pf | 18¾ |

Money in London, ½ per cent. Rate of discount in open market for short and three months' bills, 3-16 per cent. Amount of bullion gone into the Bank of England on balance to-day, £8,000. Paris advices quote 3 per cent at 102 francs 70 centimes. Exchange on London, 25½ francs 22 centimes.

R. G. Dun & Co. report the number of business failures for the week at 285 in the United States, against 234 last year, and sixty-eight in Canada, against fifty-eight last year. The magnitude of liabilities in February was about 40 per cent less than in January, the total being $13,228,451 last month, against $21,700 in January.

## BROKERS WANT A NEW DEAL.

### At a Meeting of the Mining Exchange To-day Something May Happen.

Members of the New York Mining Exchange are again up in arms because changes which they, as brokers depending upon the business of the Exchange for a livelihood, have been insisting upon, have not been made. Progress is all that can be reported. President Porter and two other members of the directory who have co-operated with him have put their shoulders to the wheel and have been pushing lustily, but an element in the management is complained of as throwing every possible obstacle in the way of reform.

Now the members call for the resignation of all the directors, and want an election held to fill the vacancies.

Various matters in this connection will come up at a meeting of the Board, to be held to-day.

The market yesterday was active. Prices fluctuated widely. Many heavy buying orders were in the hands of brokers from outsiders who wished to profit by the low prices prevailing. Denver quotations ruled somewhat higher, though there was a slight reaction on account of the passing of the Portland dividend. The effect of this was only momentary, as well-informed persons know that the company has been spending a large amount of money on new machinery and stil. has a large cash surplus on hand.

The quotations and sales were as follows:

| | | | |
|---|---|---|---|
| — | Argentum Juniata | .58 | @ .. |
| 2500 | Bullion Beck | .06 | @ .. |
| 1000 | Bradley Pioneer | .45 | @ .. |
| 1900 | Blue Jay | .06 | @.08 |
| 2100 | Constitution | .06¾ | @.07¾ |
| 6900 | Colorado Giant | .20 | @.21 |
| — | Dictator | .05 | @ .. |
| 39300 | Gold Hill | .16 | @.21 |
| 500 | Gladys A | .06½ | @ .. |
| — | Justine | .04 | @ .. |
| 7900 | Little Carlyle | .04 | @.04⅛ |
| 1600 | Lincoln Boy | .06 | @.07 |
| 1000 | Mineral Farm | .03¾ | @ .. |
| 24000 | Mic-Mac | .08 | @.11½ |
| 39400 | Old Gold | .05¾ | @.07 |
| — | Pharmacist | .13 | @ .. |
| 1500 | Work | .20 | @ .. |

Total shares sold, 130,600.

**Sales on the Consolidated Exchange.**

| | | | |
|---|---|---|---|
| 200 Leadville | .15 | 1500 Creede & Cripple Creek (seller 30) | .07 |
| 500 Comstock | .07 | 200 Union | .58 |
| 100 Small Hopes | 1.05 | 300 Yellow Jacket | .38 |
| 100 Horn Silver (cash) | 2.10 | 100 H. & Norcross | 1.45 |
| 1000 Pharmacist | .14 | 150 Con. Virginia | 1.55 |
| 300 Mount Rosa | .15 | 100 Victor | 6.50 |
| 300 Isabella | .50 | | |

## WITHDREW GOLD FOR BONDS.

### Sent to the Sub-Treasury by the Bank, but Not Deposited.

The Illinois Central Railroad withdrew $1,000,000 in gold from the Sub-Treasury yesterday and deposited it at the Continental National Bank on account of bond purchases for a client of the bank. The bank is one of the depositories designated by the Treasury Department to receive gold on account of the new issue of Government bonds.

Without unloading it from the truck the bank had the gold transferred to the Sub-Treasury, where it was learned that an order had been left a short time previous for its withdrawal. President Randolph, of the bank, was considerably surprised to learn this fact. He said:

"We were not parties to the withdrawal. All we know is that a note was sent to us by the railroad company stating that they had $1,000,000 gold to deposit with us for a client of the bank. In perfect innocence of the source from which the gold had been directly obtained, we sent it to the Sub-Treasury."

The deposit was on account of the New York Life Insurance Company. It is understood that the Illinois Central paid the gold on account of a loan made by the life insurance company which had matured, and the lenders had requested its payment in gold to be deposited on account of bonds allotted to the company.

## SAFE TRUST STOCK GOES UP.

### Herring-Hall-Marvin Certificate Holders Elated Over the Combination.

Holders of the stock of the Herring-Hall-Marvin Safe Company are elated over the success of the plans for a combination with their principal competitor, the Mosler Safe Company. The consent of the stockholders for a voting trust to continue five years from January 2, 1896, was almost unanimous.

The nominal quotation on the stock is from 27 to 30, which is double the price at which it was sold six weeks ago. An interested party said yesterday that practically none of the stock could be purchased at the present time. The original subscribers to the Herring-Hall Marvin Company stock were established business men and merchants in all parts of the country. When the stock depreciated until it was almost worthless these persons held on, preferring to lose the entire amount invested rather than sell at a low figure.

Their faith in the property bids fair to be substantiated. No successor has as yet been selected to Richard Dymond, the retiring president of the Herring-Hall-Marvin Company. A meting of the trustees will probably be held in this city within the next ten days for that purpose.

## BUSINESS TROUBLES.

Joseph P. McDonough has been appointed receiver for the New York Gas Fixture Company, of No. 478 Pearl street, on the application of Poulson & Eger, creditors. All the tangible proprety has been sold by the Sheriff and the only assets left are book accounts of $500. The liabilities were reported to be $35,000.

Frank S. Noble was yesterday appointed receiver of the New York Aristotype Company, of Bloomfield, N. J., by Judge Beekman on the application of Paul Harrison, the treasurer of the company. Mr. Noble is the secretary. The company was incorporated in September, 1892, with a capital stock of $25,000 to manufacture photographic supplies. The liabilities are $29,000 and nominal assets $35,400, of which $24,400 is tied up in the factory property and plant. The principal creditors are the Ilyotype Company, $12,500; Frederick M. Harrison, $8,027, and the Bloomfield Bank, $3,000.

The Ilyotype Company, manufacturers of sensitive photo. papers, of No. 165 Pearl street, with a factory at Bloomfield, N. J., is very closely connected with the New York Aristotype Company. Advices from Newark yesterday said that F. M. Harrison, the president of the Ilyotype Company, had been appointed receiver for the company. He is the capitalist of both concerns. The company was incorporated in June, 1893, with a capital stock of $50,000.

The Sheriff yesterday sold out the office furniture and machinery of the Cross Engine Company, at No. 126 Liberty street, for $500, and the stock of buttons and machinery of Erickson & Winters, at No. 215 Centre street, for $400.

Schedules of Isaac H. Dahlman, horse dealer, at No. 205 to 209 East Twenty-fourth street, show total liabilities $373,511, of which $179,600 are secured by mortgages on real estate and $193,911 unsecured; nominal assets, exclusive of real estate, $103,500; actual assets, $81,467, of which $44,740 are equities in real estate, and $36,727 horses, harness and accounts due. The principal creditors are A. J. Heineman, of Mansfield, Ohio, $46,000 for horses; C. L. Bacon, Kansas, Ill., $10,688 for horses; J. A. Bridge, Flora, Ind., $4,747 for horses; H. Dahlman, Philadelphia, $8,000; Charles Dahlman, $17,536; George C. Clausen, $15,500; Oriental Bank, $8,000; H. O. Havemeyer, $5,000.


Do You Want Your

HAIR TO STAND ON END?

... Read in ...

To-morrow's Journal

A THRILLING MELODRAMA.


# WHEAT AND CORN GO DOWN.

## Options Touch Bottom Prices in the Late Trading Here and in Chicago.

### The Slide Helped Along by a Report That Mr. J. Pierpont Morgan Was Dead.

### PROVISIONS WEAK IN SYMPATHY.

### Foreign Markets Show Small Change in Prices and Are Fairly Firm—Weather Outlook in the West—Cotton and Coffee Speculation.

On 'Change, Friday, March 6.

The volume of speculation was limited to-day on the Exchange, and aggregated only 1,325,000 bushels of wheat, 90,000 bushels corn, 25,000 bushels oats, and 8,000 barrels flour. The course of prices was lower, and the range was lowest at the close, when the active option of wheat was one cent below yesterday's figures, and fractionally at the lowest point of the day. There was little trading outside the wheat speculation. The corn and provision options were lower in sympathy. In Chicago the wheat option sold off 1⅜, and corn and oats were ⅛ changed in the final transactions.

The first cables were of a tone to give depressing effect to any speculative endeavor. The Liverpool markets opened quiet and unchanged, but closed ¼ lower, reflecting the weakness on this side. The weather in England has been very fine for the past week and warm, with occasional showers. This is regarded as good growing weather. The Chicago May option opened at 66⅞, which was high, but just at the close, the report was circulated of the death of J. Pierpont Morgan. This caused a wave of selling, carrying the price down to 65¾. Why any such event as Mr. Morgan's death should affect prices either way, none of the operators, either here or in Chicago, could or would explain, but the fact remains just the same.

As one of the active brokers on the Produse Exchange said, in discussing the report: "The prosperity of this country does not depend upon the life of one man, but this report started a bear dance." And it was helped along by free selling on Paris cable orders and reports that the Corn Trade News had corrected their estimates of available wheat supplies in the United Kingdom, making them considerably larger than their last estimates. This news has yet to be confirmed, as their agent here knows nothing of it. The truth of these rumors does not matter so much, but the bears are "grabbing at straws," and they are making the best of the material in hand.

On the other hand, Prime furnished a bull card for the operators on that side of the market. His reports confirmed the accounts of damage to Winter wheat in Southern Ohio, and estimated that there will not be more than 20 per cent wheat crop in that section this season. Prime figures that for twenty-five years there has not been so poor a prospect for the Winter wheat crop as at present. In Central Michigan the crop looks brown and the supply in farmers' hands is limited. In Kentucky the February weather has injured wheat badly. There has been some Spring wheat seeding already in Nebraska.

The Winter wheat stocks in store are being rapidly depleted, and a great deal of the wheat on hand is unfit for milling purposes.

Wheat closed in Chicago at 65¾, and sold on the curb: Puts, 65¼ and ⅜; calls, 66½, ⅜, ¼ and ⅛. Final curb prices were 65¾, ⅞ and 65⅞ bid.

A special dispatch from Chicago, at the close, said: "There is a fair demand for cash wheat here for milling purposes. There is some talk of a cold wave from the Southwest, where the ground is bare, but the Weather Bureau does not show any signs of it. There is this to say: that the wheat investors who have bought wheat are holding on to it, and the local crowd are traders both ways. All the news received here this week from the Argentine goes to confirm the report that the crop will be light and their surplus for export small."

There was very small trading in corn, and the crowd was bearish both in New York and Chicago. The course of prices followed wheat.

Provisions were inactive, but the tendency was toward lower figures, and the tone was weak from the start. The receipts of hogs in Chicago were 20,000 and 2,000 were left over. The receipts in Kansas City were 9,000, and in Omaha, 5,500.

Board cables from Liverpool reported wheat and corn steady and unchanged. Prices about unchanged to 5 cents lower; flour, 10c lower. French country markets reported firm; English country markets steady. In Berlin wheat was 4 marks lower, wheat cargoes off coast steady, and corn quiet. Wheat cargoes on passage are nominally unchanged.

Private advices from Liverpool reported a much better feeling existing there in the market for future deliveries. Some said the liquidation there had run its course, and with any encouragement from this side prices would improve.

Country millers in and about Kansas City report more wheat offered than the market can care for, and as it comes from first hands it indicates that the wheat has been held back, and also that the outlook for the new crop is promising.

The Northwestern Miller reports the flour output for the past week at three centres, with comparisons, as follows: February 29, Minneapolis, 219,775 bbls; Superior and Duluth, 26,700 bbls, and Milwaukee, 54,925 bbls; total, 301,400 bbls. This is against 270,410 bbls. last week, and 247,865 bbls. for the corresponding week last year. Some of the mills have shut down, but others have resumed, and the prospect is of a production of 200,000 bbls. this week. Sixteen mills are grinding at the rate of 33,500 bbls. per day. Orders are taken at rates that are satisfactory to the millers, who claim that prices are cut unmercifully in New York.

The Signal Service forecast for Illinois, Indiana, Iowa, Minnesota, Kansas, Nebraska and the Dakotas for to-night and Saturday, is fair and colder; for Colorado, Wyoming, and Montana, fair and warmer on Saturday; for Michigan, rain or snow and colder.

New York clearances were: Corn, 3,733 bushels; oats, 6,670 bushels, and flour, 5,434 barrels and 9,620 sacks. Boston clearances were: Wheat, 142,698 bushels. Philadelphia clearances: Wheat, 58,664 bushels; corn, 2,400 bushels; oats, 13,121 bushels. Baltimore clearances: Corn, 90,800 bushels; flour, 78 barrels and 21,409 sacks.

Estimated car lots in Chicago to-morrow (Saturday) are: Wheat, 75; corn, 500, and oats, 210.

Private cables reported the London market and corn off coast as quiet; on passage unchanged, and English country markets steady. Liverpool wheat opened steady at unchanged prices; Paris wheat was lower in tone, and flour for March and April was 10 cents lower. The French country markets were reported firm. Berlin markets were ¼ mark lower for May and September.

The Liverpool receipts of wheat for the past three days have been 209,000 centals (equal to about 348,333 bushels), of which 26,000 centals were from Atlantic ports and the balance principally from Pacific ports. The receipts of corn were 123,300 centals.

Total receipts at Spring wheat points were 330,883 bushels, against 309,286 bushels for the corresponding period last year. The receipts of Winter wheat were 31,675 bushels, against 24,060 bushels last year.

The following shows the range of the markets:

NEW YORK.

| | Open. | High. | Low. | Closing. |
|---|---|---|---|---|
| WHEAT. | | | | |
| March | .. | .. | .. | 74¼ |
| April | .. | .. | .. | 74¼ |
| May | 73¼ | 73¼ | 72⅞ | 72½ |
| June | 72¾ | 72¾ | 72¼ | 72⅝ |
| July | 72⅝ | 72¾ | 72⅛ | 72⅛ |
| CORN. | | | | |
| April | 36¾ | 36¾ | 36⅝ | 36⅝ |
| May | 36⅝ | 36⅝ | 36⅛ | 36⅛ |
| July | 37⅛ | 37⅛ | 37 | 36⅞ |
| OATS. | | | | |
| March | .. | .. | .. | 25⅝ |
| May | 25½ | 25⅛ | 25½ | 25½ |
| LARD. | | | | |
| May | .. | .. | .. | 5.72 |

CHICAGO.

| | Open. | High. | Low. | Closing. |
|---|---|---|---|---|
| WHEAT. | | | | |
| May | 66¾-⅞ | 66⅞ | 65¾ | 65¾ |
| July | 67⅛ | 67⅛ | 66⅛ | 66⅛ |
| CORN. | | | | |
| March | 28⅝ | 28⅝ | 28½ | 28½ |
| May | 30⅜ | 30⅜ | 30¼ | 30¼ |
| July | 31¼ | 31¼ | 31⅛ | 31⅛ |
| September | 32½ | 32½ | 32⅜ | 32⅜ |
| OATS. | | | | |
| March | .. | .. | .. | 19⅝ |
| May | 21 | 21 | 20⅞ | 20⅞ |
| July | 21¼ | 21¼ | 21 | 21 |
| September | 21⅛ | 21⅛ | 21⅛ | 21 |
| LARD. | | | | |
| May | 5.42½ | 5.42½ | 5.40 | 5.40 |
| July | 5.55 | 5.55 | 5.52½ | 5.55 |
| RIBS. | | | | |
| May | 5.20 | 5.20 | 5.17½ | 5.17½ |
| July | 5.27½ | 5.30 | 5.27½ | 5.27½ |
| PORK. | | | | |
| May | 9.80 | 9.80 | 9.72½ | 9.75 |
| July | 10.00 | 10.00 | 9.90 | 9.92½ |

**The Cotton Market.**

The total sales of cotton were 209,900 bales. The market was firmer and moderately active, with a continuation of the good demand from the shorts. Prices advanced from 6 to 8 points, and closed steady within one or two points of the top figures. Spot cotton here was steadier, in sympathy with futures, although prices were without quotable change. Most of the Southern markets were steadier for the same reason. Private advices from Liverpool indicate that the liquidation in that market in contracts is about over, and spinners show more disposition to increase their supply at the reduced prices. Spot cotton in Liverpool declined to-day 1-32d. to 4¼d. for middling, with sales of 10,000 bales.

The receipts of cotton at the ports to-day approximated 12,000 bales, making the total for the week at all the ports about 81,000 bales, against 94,303 last week, 116,118 last year, and 69,036 in 1894. The total receipts for the week at 31 leading interior towns are estimated at 30,000 bales, against 33,715 last week, 69,927 this week last year and 26,510 in 1894. The decrease in stocks for the week in these towns is expected to reach 25,000 bales, while the total amount of cotton brought into sight for the week is estimated at 90,000 bales, against 102,000 last week, 145,000 last year, 71,000 in 1894 and 70,000 in 1893. The receipts at New Orleans to-morrow are estimated at 3,033 bales, against 7,739 last week, 7,788 last year and 3,521 in 1894.

The following shows the range of the markets:

| | Open. | High. | Low. | Closing. |
|---|---|---|---|---|
| March | 7.23 | 7.23 | 7.23 | 7.23@7.24 |
| April | 7.33 | 7.36 | 7.31 | 7.34@7.35 |
| May | 7.38 | 7.40 | 7.33 | 7.38@7.39 |
| June | 7.40 | 7.44 | 7.36 | 7.42@7.43 |
| July | 7.42 | 7.46 | 7.39 | 7.44@7.45 |
| August | 7.41 | 7.46 | 7.38 | 7.44@7.45 |
| September | 7.20 | 7.25 | 7.16 | 7.23@7.24 |
| October | 7.16 | 7.19 | 7.10 | 7.16@7.17 |
| November | 7.10 | 7.15 | 7.05 | 7.11@7.13 |
| December | 7.13 | 7.17 | 7.08 | 7.15@— |
| January | 7.18 | 7.18 | 7.14 | 7.19@7.21 |

**The Coffee Market**

The total sales of coffee were 9,750 bags. The market, at the opening, was unchanged in prices and was dull from the start. The advices from Europe were of an unchanged character and not especially encouraging for outside speculation. The trading was very light, and May was, practically the only month in which there were operations. The street market is still quoted at 13½c. for 7s, by the jobbers, with a falling off in the country business.

The following shows the range of the market:

| | Opening Bid. | Opening Asked. | Closing Bid. | Closing Asked. |
|---|---|---|---|---|
| January | 10.75 | 10.85 | 10.70 | 10.80 |
| February | 10.65 | 10.80 | 10.65 | 10.75 |
| March | 12.85 | 12.95 | 12.80 | 12.90 |
| April | 12.50 | 12.65 | 12.50 | 12.55 |
| May | 12.25 | 12.30 | 12.20 | 12.25 |
| June | 11.95 | 12.00 | 11.85 | 11.90 |
| July | 11.65 | 11.75 | 11.55 | 11.60 |
| August | 11.30 | 11.35 | 11.20 | 11.30 |
| September | 11.05 | 11.15 | 11.00 | 11.05 |
| October | 10.95 | 11.10 | 10.85 | 10.95 |
| November | 10.85 | 11.00 | 10.80 | 10.90 |
| December | 10.80 | 10.90 | 10.75 | 10.85 |

**Gossip of the Exchanges.**

Hateley and other shorts were the moving buyers of provisions on the Chicago Board.

Templeton reports 30,000 Winter wheat sold to millers. Millers were inquirers for red Winter wheat at the quoted prices of the day.

Walter H. Moler is of the opinion that the liquidation in cotton is about over, and that the market is now in a better position than for some time past to respond to any bullish factors that may develop. Mr. Moler bulled cotton last year from 5½ cents to 9 cents and then flopped over to the bear side, and has been an aggressive bear ever since. He now thinks the short side is getting too fashionable.

Powers, Son & Co. sold some wheat on the New York Board in the forenoon trading.

Baldwin advises his correspondents that if corn breaks it is a purchase.

Mr. Henry Hentz is a conspicuous figure on the Cotton Exchange daily. He said yesterday that the cotton market ought to do better, and he questioned the wisdom of the South turning to the bear side at the prevailing low prices.

Messrs. Weil Brothers, of Opelika, Ala., in their weekly circular, just received, say: "The late decline in cotton has shaken the faith of every bull, and the planters and merchants hasten to sell, fearing a drop to 5 cents a pound." It will be seen from the foregoing that pessimistic views are now entertained in the South regarding cotton.

Baltimore was again a small buyer of coffee options. G. E. Weyl & Co. bought May, and Lehman Brothers sold.

## TALL BUILDING, NARROW PLOT.

### Sale of the Slenderest Structure That Fronts on Broadway.

The narrowest piece of real estate on Broadway was sold yesterday. It has a frontage of only ten feet seven inches, but notwithstanding, holds a six-story marble front store and office building. The property is at the northeast corner of Broadway and Reade street, opposite the Stewart Building. While the front is 10.7, the rear is even less, being only 10.2. The depth on Reade street is 100 feet.

Mandelbaum & Lewine are the purchasers and the sellers are the heirs of the late James Gemmel. Messrs. E. A. Cruikshank & Co., were the brokers. Mr. Gemmel bought the property in two section when it was sixteen feet wide and longer than at present. Since then both Broadway and Reade street have been widened. For one half the property Mr. Gemmel gave $5,500 in 1818, and for the other half, $4,000 in 1831.

The Lee estate has sold, through Hall J. How & Co., the vacant plot, 152x310 at the northeast corner of Lenox avenue and One Hundred and Seventeenth street.

E. K. Simonson has sold to Mrs. Levere, at $11,500, the three-story dwelling, 15x100, No. 305 West One Hundred and Thirty-seventh street. D. Kempner & Son were the brokers.

Alterations costing $30,000 are to be made to the New York Orthopoedic Dispensary and Hospital, at Nos. 126 to 130 East Fifty-ninth street.

The Lorillard estate will erect a store and lofts building costing $60,000, at No. 241 Canal street.

There were no auction sales of real estate yesterday.

NEW BUILDINGS AND ALTERATIONS.

Plans for the following new buildings and alterations were filed yesterday with the Building Department:

West End ave., w. s., 75.11 ft. s. of 102d st.; by John Weleke, of No. 2638 Marion ave., owner, for a 5-story and cellar brick flat to cost ......$28,000
92d st., No. 135, East; a 5-story brick flat by Stephen A. Palmer, of Poughkeepsie, N. Y., owner, to cost ......21,000
Canal st., No. 241; a 6-story and basement brick store and lofts by the Lorillard estate, No. 3 Mercer st., owner, to cost ......60,000
59th st., Nos. 126 to 130 East; by the N. Y. Orthopaedic Dispensary and Hospital, to a 5-story and basement brick hospital building to cost ......30,000
Stanton st., No. 302; by Caroline Dumpelman, of No. 302 Stanton st., to a 4-story brick store ......660
Stanton and Sheriff sts., n. e. corner; by the Mayor, etc., of New York City, to a 4-story brick public school ......1,000
Clarke st., No. 8; by the Mayor, etc., to a 4-story brick schoolhouse ......3,000
9th st., No. 710 East; by City of New York to a 4-story brick schoolhouse ......1,000
Hudson st., No. 71; by the New York Condensed Milk Company to a 5-story brick warehouse ......5,000
43d st., No. 15 West; by M. Andrews to a 4-story brick and stone school ......7,000
23d st., No. 119 East; by James O. Black, of No. 43 East 57th st., to a 5-story brick store and office building ......6,000
56th st., No. 77 East; by C. W. Hendricks, of No. 342 West 58th st., to a 4-story brick and stone dwelling ......800

## GOOD THINGS IN THE MARKETS.

### Poultry More Plentiful, While Meats Are Slow and Fish Selling Freely.

The supply of poultry is somewhat better now than for some time past, and the prices at which sales were made yesterday, with few exceptions, show a reduction. Philadelphia roasting chickens sell at 20c. per pound; roasting pullets 16c. per pound, and fowls at 14c. per pound. Broilers are scarce, but in good condition, readily bringing $1 per pair. Turkeys are scarce, but cheaper, owing to the light demand caused by the former high price. Capons are in moderate supply, and bring 22c. per pound. Ducks are selling at 20c. per pound; geese, 18c. per pound, and guinea hens, 75c. per pair. Choice, plump quail are very scarce, and the high price restricts buyers to some extent; sales were made yesterday at $3@$3.50 per dozen. Grouse continue in good demand, but are very scarce, worth $2 per pair. Partridges are in better supply and move fairly well at $1.50 per pair. Brazilian grouse can be had for $1.25 per pair, and black cock, $1.50 per pair. Ptarmigans are in light supply, but continue to sell at $1 per pair. Red head and canvasback ducks are still very scarce, and, according to quality, the former bring from $4@$5 per pair, the latter, $6@$8 per pair. Teal are selling at $1 per pair; ruddy, $1.25; black heads and mallard, $1.50. English snipe are scarce, the average sales being made at $3.50 per dozen. Reed birds are fairly plentiful and are selling steadily at $1.25 per dozen. The blackbirds now in the market are frozen, but in good condition and readily bring 50c. per dozen. Golden and grass plover are in very light supply, listed at $3.50 per dozen. The cold weather has caused a scarcity of squabs and prices in all probability will continue high until warmer weather. White squabs are worth $3.75 per dozen, and dark squabs, $2.75 per dozen. Pigeons are selling at $1.75 per dozen, and wild pigeons, which are plentiful, at $1 per dozen.

The supply of grape fruit now in the markets is very light, but in fine condition. Small grape fruit is worth 15c. each, while large brings from 25c. to 60c. each. The market is fairly well supplied with strawberries, ordinary bringing 40c. per quart, choice large berries, 60c. per quart. Jamaica oranges are rapidly being sold out, remaining stock averages 40c. per dozen. Extra fine California oranges are scarce and sell seven for 25c.; small, 20 for 25c. Lemons are plentiful and retail at 10c.@20c. per dozen. Easter Beurre Californian pears are in light supply, but very choice, and easily bring $1 per dozen. Bananas are selling at 25c. per hand. Pineapples are in moderate supply, worth from 15c.@30c. each. Ben Davis table apples sell 15 for 25c.; wine sap, 20c. per dozen, and Newtown pippins, $1 per peck. Beurre Anjo pears can be had for 75c. per dozen, and Winter Nellis pears, 50c. per dozen. Choice Malaga grapes are bringing 50c. per pound, but common stock can be had as low as 20c. per pound. Catawba grapes bring from 7c. to 10c. per pound. Messina oranges are plentiful, and average 25c. per dozen. California blood oranges bring 50c. per dozen; Mediterranean blood oranges, 40c. per dozen; mandarins, 60c. per dozen, and tangarines, 25c. per dozen.

In the way of fish, shad, smelts and cod are most in demand. Bluefish is also selling very well, but is yet a little high. Florida shad retail at 90c. each; North Carolina shad, 75c.@$1.50 each, and Connecticut River shad, at 50c. each. Small smelts bring 6c.@10c. per pound, and large, green smelts, 20c. per pound. Long Island smelts have not arrived in sufficient quantities as yet to supply the demand. Frozen bluefish is selling well at 14c. per pound, and medium green bluefish at 25c. per pound. Red snapper is in good supply, retails readily at 18c. per pound. Western salmon can be had for 30c. per pound; pompano, 35c.; Southern kingfish, 35c.; lobsters, 20c., and chicken halibut, 30c. per pound. Herring sells at 8c. per pound; haddock, 6c.; flukes, 15c.; flounders, 12½c. per pound. Large, fresh mackerel are bringing 35c. each; steak codfish, 7c., and live codfish, 10c. Carp sells at 18c. per pound; blackfish, 15c.; black bass, 18c.; medium bass, 30c., and large bass, 25c. per pound. Green Spanish mackerel is in fairly good supply, worth 30c. per pound; sheepshead is much called for and sells at 15c. per pound. Salmon trout can be had for 15c. per pound; weakfish, 15c.@18c.; whitefish, 20c.; white perch, 18c., and English sole, 60c. Green turtle is cheaper, now selling at 23c. per pound. Little neck clams are worth 55c. per 100; medium, 65c., and large, 75c. per 100. Oysters sell at 65c.@$1.50 per 100.

Meats show little change in price, and sales are moderate. Porterhouse steak is worth 27c. per pound; sirloin, 20c., and round bone, 18c. per pound. Veal chops bring 25c. per pound; English mutton chops, 28c.; mutton rack chops, 22c.; lamb loin chops, 30c. per pound. Porterhouse roast is worth 27c. per pound; prime rib roast, 20c. per pound; leg beef, 7c. per pound; leg veal, 20c.; leg mutton, 15c., and leg lamb, 16c. Beef kidneys are worth 15c. each; mutton kidneys, 4c. each, and calves' heads 60c. each. Roast beef, 14c. per pound; filet beef, 60c. per pound; filet veal, 25c., and corned beef 10c. per pound. Loin veal brings 20c. per pound; breast and shoulder veal, 14c.; shoulder mutton, 8c.; breast and shoulder lamb, 8c.; veal cutlet, 25c.; hind quarter mutton, 15c.; hind quarter lamb, 16c.; and saddle lamb, 22c. Whole mutton is selling at 11c. per pound, and whole lamb, 12½c. per pound. Bear meat is scarce, nominally worth 30c. per pound; whole deer brings 25c.; fore quarter venison, 20c.; hind quarter, 35c.; whole venison, 25c.; saddle and leg venison, 35c. per pound.

**To Help the Gratuity Fund.**

A petition has been circulated among the members of the Produce Exchange calling for the setting apart of $100,000 from the net earnings of the Exchange each year to be applied to the Gratuity Fund. The assessments for payments on this account are complained of by the members as being very heavy. The proposed measure for relief will be brought to a vote as soon as possible.


FINANCIAL.

BALTIMORE & OHIO

Reorganization.

**The undersigned, the committee recently appointed to reorganize the affairs of the Baltimore & Ohio Railroad Company, have organized by the election of General Louis Fitzgerald, Chairman, and Henry C. Deming, Secretary, and will proceed to ascertain the exact condition of the property and to formulate a plan of reorganization for submission to the holders of the securities of the company. The co-operation of the firms in London who are acting together for the protection of the English holders of securities issued by them is anticipated.**

New York, March 6, 1896.

LOUIS FITZGERALD,
EUGENE DELANO,
HOWLAND DAVIS,
WILLIAM A. READ,
EDWARD R. BACON,
AUGUST BELMONT,
HENRY BUDGE.

H. C. DEEMING, Secretary.

McKINLEY & CO.,

BROKERS,

35 BROADWAY, NEW YORK,

Financial Agents for the following Gold Mining Companies:

**The Phonolite Gold Mining and Leasing Company.** (Mines in Cripple Creek District.)

**The Cash-Birkin Gold Mining Company.** (Mines in Boulder County, Colorado.)

**The Arizona Gold Mines Company.** (Mines in Yavapai County, Arizona.)

Prospectus, circulars, etc., mailed without charge on application to the financial agents.

The Nassau Bank,

**Corner Beekman and Nassau Streets.**

RAILROADS.

PENNSYLVANIA RAILROAD.

STATIONS foot of Desbrosses and Cortlandt sts. In effect January 15, 1896.

9:00 A. M. FAST LINE.—Parlor Car to Pittsburg.

10:00 A. M. PENNSYLVANIA LIMITED.—Pullman Compartment, Sleeping, Dining, Smoking and Observation Cars. Arrive Chicago 9 a. m., Cleveland 5:25 a. m., Cincinnati 7:40 a. m., Indianapolis 8 a. m., Louisville 11:50 a. m., St. Louis 3 p. m., and Toledo 9 a. m.

2:00 P. M. CHICAGO AND ST. LOUIS EXPRESS.—Pullman Sleeping and Dining Cars to St. Louis, Louisville and Chicago. Arrive Cincinnati 10:45 a. m., St. Louis 7 p. m., Chicago 5:15 p. m.

6:00 P. M. WESTERN EXPRESS.—Pullman Sleeping and Dining Cars to Chicago and Cleveland. Arrives Cleveland 11:25 a. m., Chicago 9 p. m. next day.

7:45 P. M. SOUTHWESTERN EXPRESS.—Pullman Sleeping and Dining Cars to Cincinnati and St. Louis. Arrives Cincinnati 6 p. m., Indianapolis 10:15 a. m., St. Louis 7 a. m. second morning.

8:00 P. M. PACIFIC EXPRESS.—Pullman Sleeping Car to Pittsburg. Connects for Chicago daily, and Cleveland, except Saturday.

WASHINGTON AND THE SOUTH.

8, 8:30, 9:30, 10:10 (Dining Car), 11 a. m., 1, 2:10 (3:20 "Congressional Lim.," all Parlor and Dining Cars), 3:20 (Dining Car), 4:30 (Dining Car), 5 (Dining Car), 9 p. m., 12:15 night. Sunday, 8:30, 9:30, 11 a. m. (3:20 "Congressional Lim.," all Parlor and Dining Cars), 3:20 (Dining Car), 4:30 (Dining Car), 5 (Dining Car), 9 p. m., 12:15 night.

SOUTHERN RAILWAY.—3:20 p. m. daily, Sleepers to Augusta, St. Augustine and Tampa, 4:30 p. m. daily, Sleepers to New Orleans, Memphis, Asheville and Hot Springs. 12:15 night daily, Sleepers to New Orleans and Jacksonville.

ATLANTIC COAST LINE.—"Florida Special" for Jacksonville and St. Augustine, 4:30 p. m. week days, 9:30 a. m. daily, Sleepers to Port Tampa, Macon and Jacksonville. 9:00 p. m. daily. Sleepers to Jacksonville and Port Tampa.

CHESAPEAKE & OHIO RAILWAY.—Express 5:00 p. m. daily. Through Sleeping and Dining Cars.

For Old Point Comfort and Norfolk, via Cape Charles Route, 8 a. m. week days, and, with Through Sleeper, 8 p. m. daily.

Atlantic City, 1:50 p. m. week days. Through Buffet, Parlor Car and Day Coach.

For Cape May, 1:00 p. m. week days.

For Long Branch, Asbury Park, Ocean Grove and Point Pleasant, 9:10 a. m., 12:10, 3:40, 5:10 and 11:50 p. m. week days. Sundays (Stop at Interlaken for Asbury Park), 9:45 a. m., 5:15 p. m.

FOR PHILADELPHIA.

6:20, 7:20, 8, 8:30, 9, 9:30, 10 (Penn'a Limited), 10:10 (Dining Car), 11 a. m., 12, 1, 2:10, 3, 3:20, 4, 4:30, 4:30 (Dining Car), 5 (Dining Car), 6 (Dining Car), 7:50, 8, 9 p. m., 12:15 night. Sundays, 6:15, 8:30, 9, 9:30 (10 Limited), 10, 11 a. m., 2 (Dining Car), 3:20, 4, 4:30, 4:30 (Dining Car), 5 (Dining Car), 6 (Dining Car), 7:45, 8, 9 p. m., 12:15 night.

Ticket Offices: Nos. 433, 944, 1196, 1323, 111 and 261 Broadway, 1 Astor House and foot of Desbrosses and Cortlandt sts.; 4 Court street, 860 Fulton street, 98 Broadway and Brooklyn Annex Station, foot of Fulton street, Brooklyn; Station Jersey City. The New York Transfer Company will call for and check baggage from hotels and residences through to destination.

S. M. PREVOST, General Manager. J. R. WOOD, General Pass'r Agent.

WEST SHORE R.R.

Trains leave West 42d St. Station, N. Y., as follows, and 15m. earlier from foot of Franklin st.:

3:30 A. M.—Daily, local to Buffalo.
7:30 A. M.—Daily, local to Albany, for Catskill Mountains, Saratoga and Montreal. Parlor Car to Albany Sundays only.
9:15 A. M.—Daily, for Albany, Utica, Syracuse, Rochester, Buffalo, Niagara Falls, Toledo, Cleveland and Chicago.
11:35 A. M.—Daily, except Sunday, to Catskill Mountains, New Paltz, Lakes Mohonk and Minnewaska, Albany, Saratoga. Parlor Car.
4:00 P. M.—Daily, except Sunday, for Albany.
6:00 P. M.—Daily, for Albany, Montreal, Utica, Syracuse, Rochester, Buffalo, Niagara Falls, Toronto, Detroit, Cleveland, Chicago and St. Louis.
6:30 P. M.—Daily, except Sunday, for Newburg, Albany, Saratoga and Montreal.
7:45 P. M.—Daily, except Sunday, for Utica, Syracuse, Rochester and Buffalo.
8:15 P. M.—Daily, for Albany, Utica, Syracuse, Rochester, Buffalo, Niagara Falls, Toronto, Detroit, Cleveland, Chicago and St Louis.

For tickets, time tables, parlor and sleeping car accommodations, apply at city offices, Brooklyn and New York, and at stations. Time tables at principal hotels. For other information address

C. E. LAMBERT, Gen. Passenger Agent, 5 Vanderbilt ave., New York.

"AMERICA'S GREATEST RAILROAD."

NEW YORK CENTRAL & HUDSON RIVER R. R.

THE FOUR-TRACK TRUNK LINE.

Trains leave Grand Central Station, 42d St.: 8:30 a. m., except Sunday, Empire State Express for Albany, Buffalo and Niagara Falls.

9:30 a. m., 1:00, 4:30, 6:00, 7:30, 9:15 p. m., daily, for Albany, Buffalo, Chicago and the West.

1:00, 6:00, 7:30 p. m., for Columbus, Cincinnati, Indianapolis, St. Louis and the Southwest.

6:00 p. m., Adirondack Mountains and Montreal.

6:25 p. m., for Troy, St. Albans, Plattsburg and Montreal.

Trains illuminated by the Pintsch Light.

Ticket and Wagner offices at Grand Central Station, 113 Broadway, 14 Park place, 261, 413 Broadway, 31 East 14th st., 942 Broadway, 235 Columbus ave., 53 West 125th st., and 138th St. Station, New York; 338 and 726 Fulton st. and 106 Broadway, E. D., Brooklyn.

Baggage checked from hotel or residence by the Westcott Express Company.

JOHN M. TOUCEY, General Manager. GEORGE H. DANIELS, General Passenger Agent.

BALTIMORE & OHIO R. R.

FAST EXPRESS TRAINS TO **Baltimore, Washington, Chicago, Cincinnati, St. Louis and all Points West.**

PULLMAN CAR SERVICE ON ALL TRAINS.

Leave New York, foot of Liberty st., daily, FOR CHICAGO, 2:30 P. M. and 12:15 night.

PITTSBURG, 3:30, ex. Sun., 2:30 Sun., 12:15 night.

CINCINNATI, ST. LOUIS, 10 A. M. and 6 P. M.

WASHINGTON, BALTIMORE, 8 A. M., ex. Sun. (10 A. M., Dining Car, 11:30 A. M., Dining Car), 2:30 P. M. (3:30 P. M., ex. Sun., Dining Car), 5:00 P. M. (6:00 P. M., Dining Car), 12:15 night.

FOR NORFOLK, 11:30 A. M. daily.

NEW ORLEANS, Roanoke and Chattanooga, Pullman Sleeper, 3:30 P. M., ex. Sun., 2:30 P. M. Sun.

All trains illuminated with Pintsch Light.

Offices: 113, 172, 261, 415, 1140 B'way, 31 East 14th st., 127 Bowery, N. Y.; 339, 344 Fulton st., Brooklyn; Station foot of Liberty st., C. R. R. of N. J.

New York Transfer Company will call for and check baggage from hotel or residence to destination.

STEAMBOATS.

BOSTON AND NEW ENGLAND POINTS.

Via Sound Lines. Week Days Only.

FALL RIVER LINE—Steamers Plymouth and Pilgrim. A fine orchestra on each. Leave new Pier 18, N. R., foot of Murray st., at 5:00 P. M.

STONINGTON LINE—Steamers Maine and New Hampshire. Leave Pier 36, N. R., one block above Canal st., at 6:00 P. M.

NORWICH LINE—Steamers City of Lowell and City of Worcester. Leave Pier 40, N. R., next Desbrosses st., at 5:30 P. M.


MEETINGS.

NOTICE is hereby given that a special meeting of the stockholders of the Phoenix Interior Telephone Company will be held at the office of the company, 131 Liberty street, New York City, on Wednesday, March 25, 1896, at 3 o'clock in the afternoon, and that at such meeting a resolution will be offered authorizing the company to issue $25,000 8 per cent preferred stock.

Dated New York, February 21, 1896.

JOHN SCOFIELD, Secretary. GEORGE W. SUTTON, President.

NOTICE is hereby given that the annual meeting of the stockholders of the Victoria Tunnel Company will be held at the office of Wells & Andrews, No. 97 Cedar st., New York City, on Thursday, March 19, 1896, at 4 o'clock p. m., for the purpose of electing a Board of Directors for the ensuing year and for the transaction of such other business as may properly come before it.

J. TURNER MOREHEAD, President.
AVERY D. ANDREWS, Secretary.

Dated New York, March 7, 1896.

**Plans for a New Public School.**

Foundation plans of a new schoolhouse were filed by Architect C. B. J. Snyder yesterday at the Building Department.

The new public school is to be erected on the northwest corner of First avenue and Ninety-first street. It will be five stories high, with a frontage of 100 feet on the avenue and 150 on the street, and will have a wing of 60 feet in the rear.