Higher Surplus of Freight Cars Increase in Idle Cars was 9,763 During First Two

Weeks of May NET TOTAL WAS 238,642

Conditions of Traffic, as Reported by Various Roads in Canada and United States, is far from Satis-factory-Surplus Usually Larger in Spring.

ber of idle freight cars during the first per cent.

ber of idle freight cars during the first two weeks of May.

Of the gross surplus of freight cars increased from 230,532 on May 1 to 239,460 on May 15. The net surplus of box cars throughout the country increased during the first half of the month from 74,597 to 82,714, while the decreases in net surpluses of coal and flat cars were comparatively negligible. The fact that the net surplus of box cars fell by some 8,000 cars in the fligst two weeks of the current month is affording some comfort to railroad and trade leaders as indicating some endothery toward expansion in the movement of general merchandise.

The condition of traffic as reported by the various roads, however, is far from surface to the present net surplus of 238,642 cars comparing with a net surplus of only 50,294 cars on May 15, 1913, and being the largest surplus recorded any date since 1900.

The following table shows the comparative conditions of railroad freight traffic and its movement at various periods during the past year:

Net 1914 Surplus. Shortage, Surplus

Person F. 10,000 10,000 1,0000

1914-		Shortage,	Su
May 15	239,406	764	2
May 1	230,533	1.654	2
April 15	213,324	455	21
April 1	141,525	2.013	13
March 15.	132,010	7.145	12
March 1	159,480	5,573	15
Feb. 14	199,385	2,333	19
Feb. 1	211,960	2,282	20
Jan. 15	217,274	2,385	21
Januari 1 met	190,521	1,671	18
#1913			
Dec. 15	107,513	5.968	10
Dec. 1	67,446	10.212	5
Nov. 15	46,059	23,407	2
Nov. 1	38,276	40.118	
Oct. 15	37,198	41,994	*
Oct. 1	41,994	31,620	16
Sept. 15	61,753	21,594	40
Sept. 1	23,578	15,270	58
Aug. 15	69,253	14,828	54
Aug. 1	69,716	11,261	58
July 15	76,280	6,875	69
June 30	70,740	7,036	63
June 14	71,126	7,199	63
May 31	60,291	9,383	50
May 15	61,269	10,975	50
May 1	53,977	:4,178	39
*	Net shor		

noestring Bill, who Financed Clerks and Messengers at Unholy Rate, Vanishes.

New York, May 27.—Shoestring Bill is missing from Wall Street. Therefore a lot of messenger boys, Stock Exchange runners and other lads who may be met around New street back of the Stock Exchange, are facing immediate bankruptey. Shoestring Bill was an eyer present help in times of pressing financial trouble.

Even though his interest rates were lofty—from 56 to 100 per cent. even in ordinary unpanicky financial times—it was of vast comfort to many of Wall Street's most youthful crap shooting enthusiasts to slide up to Shoestring Bill for a five day 67 cent loan to cover carfare.

Nobody in the district has seen the New street financier for a month. They heard he was sick some time ago. He reappeared and said he had been operated on in a hospital and then he disappeared again. At 26 Frankfori SL, where he has a tiny room, he has not been seen since. Wall Street think he may be dead, but expects him to respect.

he may be dean, but especially respect.

His name is Jacob Schwartz. He is not known for style or cut of clother or frequent mancuring. Every one knows his shambling shuffle. For far-sighted trading he has no peer. The Wall Street maxim of "Buy 'em when every one wants to sell and sell wher the rest is buying" has made him the money lender of the messenger boy's hope.

Are His Specialties. Are His Specialties.

Straw and derby hats are his spealties. He buys straws in October,
nen his spendthrift patrons will sell
any price, and sells them back in
ay, when prices for new ones look
fif, but some kind of a straw effect
absolutely necessary. The batrons
eedy of Shoestring Bill's eternal opence, but always in debt to him, talk
andly of the apartment houses and
but he cwiss. Most of his borrowclientiels, however, want to be

New security issues in England to y 1 of this year are \$500,000,000, our \$500,000 creater than for four with last year. In last six years, 8, with a total of \$700,000,000 for lod, is only one showing a larger

Power Makes Strong Showing

Local Lighting Concern Earned Last Year Over 14 p.c. on its Stocks NET GAIN 8.9 P.C.

Notwithstanding Increased Operating Costs, Directors Decide to Make Further Concessions in Both Gas and Electric Rates.

the Montreal Light, Heat and Power the regular fortnightly bulletin of the American Railway Association, there was a net surplus of 238,642 freight es for the fiscal year ended April 30th ears on the railroads of the United last, the former amounting to \$6,245,States and Canada on May 15, compared with 228,879 on May 1, which cent., while the latter reached the sum ans an increase of 9,763 in the num- of \$3,467,246, a gain of \$286,130, or 8.9

(1914	1913	1912
1. 1	\$	\$	\$
Gross rev	6,245,697	5,509,556	4.969.254
Op. & main	2,778,451	2,328,440	2,125,238
Net. earn. : Deprec. res .	3,467,246 600,000	8,181,116 550,000	2,844,015 490,000
Net rev2	2,867,245	2.631.116	2 354 015
Fixed ch	467,976	463,979	485,746
Net inc2	,399,268	2,167,137	1,868,268
Divid 1.	,700,000	1,530,000	1,360,000

Surplus . . 689,268 627,137 498,268 Prev surp. .3,521,242 2,894,105 2,395,837

Total surp.4,210,511 3,521,242 2,894,150 Figured in the old way the earnings on the stock last year were 14.1 per cent., compared with 12.7 per cent. the previous year, and 10.9 per cent. the year before that.

year before that.

The operating expenditure was relatively high—the proportion of gross revenue rising to 44.5 per cent. against 42.3 per cent. the previous year—and in this connection, the president Mr. Holt, states that the increase war to the determination of the recessity of extended operation of the president of the recessity of extended operation of diditional power owing to low water and ditional power owing to low water and conditions at the company's hydrosletctric plants.

Mr. Holt says, further: "Notwith—standing increased costs, reflected ir

Aug. 1. 69.716 11.261 15.8.455
July 15 76.280 6.875 69.406
June 30 70.740 7.035 63.704
June 14 71.126 7.199 63.927
May 1 50.291 9.382 50.908
May 15 61.269 10.975 50.294
May 1 5.5.977 14.173 39.799
— Net shortage.

Ouring the late spring and summer months it is usual for the freight car surpluses to show increases. The reports of the roads during the past five months reflects an abnormal condition during the past five months reflects an abnormal condition during the past five months reflects an abnormal condition during the past five months reflects an abnormal condition for the freight car is applied to the first of the f

STREET IS LOST "With these reductions the maximum rate for gas will be \$5c net per 1.00 cubic feet, and the standard rate for electric incandescent lighting (over head service) 6c net per K. W. H. which compares most favorably with rates charged elsewhere." The principal items of the balance sheet compare as follows:—

ASSETS.	
1914	1913
cks, etc \$23,691,512	\$23,653,0
struction 10,623,853	-8,029,2
estment sec . 69,462	541.7
ds 682,000	644.0
ounts 779,408	762.7
es, etc 192,234	172.8
nta	

00,040	84.08
Cash 1,343,802	997,44
LIABILITIES.	
Stock \$17,910,661	\$17,000,00
Bonds 10,135,000	10,131,00
Sink. fund 503,358	503,50
Insurance res 300,000	300,00
Contingent res 378,282	383,83
Deprec. res 2,461,579	1,927,09
Pension fund 52,308	38,23
Ac. payable 430,144	283,92
Deposits 81,647	75.25
Accr. int 114,101	114.53
Susp. acc 465,480	218,08
Dividend 434,842	382,50
Surplus 4,210,511	3,521,24
Fig. 19. Sept. December 19. Sept. Se	

FINANCING PURELY **BRITISH INDUSTRY**

London, May 27.—Considerable interest was aroused in city financial circles today by an announcement in yesterday's papers that an issue of 5 per cent. mortgaged debentures of Dorman, Long and Co., one of Great Britain's greatest industrial corporations, would be offered here shortly by Piggins and Co., the London house of Lee, Higgings, Son, and Co., although Himison and Co. had added the security of the well-known Canadian corporations, such as the Bell Telephone and the Canada Car and Foundry Company.

phone and the Canada Car and Company. In the London market this is the first time that any banking house has closely assisted with the finances of purely British industry, and according-ly commercial circles here are watch-ing keenly the result that will be ac-corded the offering by investors.

SMOKE VAFIADIS Celebrated Egyptian Cigarettes "Bulak," 10 for 15c

NOTES ON PUBLIC UTILITIES

Sir Cecil Spring-Rice, the British Ambassador, adopting the idea of President Wilson, is performing his duties in 4 tent.

The first Star Spangled Banner is being repaired at the Smithsonian In-stitute. It will be shown in the Balti-more Flag Centennial in Baltimore. The British Government finally deided not to participate in the Pana-na-Pacific Exposition at San Fran-

Montreal is said to owe \$80,000 000 month against this it has \$5,000,000 worth to land which will be sold from time to time.

No trace has been found of Gustav new building, to be erected at a cost Ismel, the noted British aviator, who tarted to fly from Le Crotoy, France, or London.

A permit for the Bank of Totomore. A permit for the Bank of Totomore. The permit for the Bank of Totomore. The cost of the State of Totomore. The permit for the Bank of Totomore. The cost of the State of Totomore. The permit for the Bank of Totomore. The cost of the State of Totomore. The cost of the Cost of the State of Totomore. The cost of the C It is announced the Earl of Lis-The Montreal Board of Trade wil

burne is engaged to be married to protest against the proposed action of whise Bittencourt, eldest daughter of placing Canada's inland shipping un fullo Bittencourt, an attache of the hieran Legation in London.

The protest against the proposed action of placing Canada's inland shipping un full full formation and the proposed action of placing the protest against the proposed action of placing the protest against the proposed action of placing the protest against the proposed action of placing the Anibal Mesa, wealthy young Cuban, of New York, and Havana, has been cartogr Col. Roosevelt insists, in fa

sentenced to a year and eight months' nations, that he has discover mprisonment for fighting a duel in er 1,000 miles long in the which he killed Rudolph Warren, an-Brazil.

781/

80

85

481/4

Quotations on Montreal Real Estate

Quotations for to-day on Montreal Montreal Western Land

real estate, the Stock	Excha	nge de-	Chan Til
partment of the Montres	al Rea	Estate	Corp. Ltd
Exchange, Inc., were as			Montreal Factory Lan
A STATE OF THE STA	Bid.	Asked	
Aberdeen Estates	105	125	Corp. of Can
Beaudin, Ltd Bleury Inv. Co	299	300	National Real Est. & In
Bleury Inv. Co	97	105	
Can. Cons. Lands, Ltd	6	143/4	
Caledonian Realty, com.	20	201/2	Do, common
Cartier Realty '	80	100	Nesbit Heights
Central Park, Lachine	120	125	North Montreal Centre
Charing Cross Industrial			Ltd
Com., 8 p.c	- 30	40	North Mont. Land Ltd .
Corporation Estates	75	95	L'Union de l'Est
Cote St. Luc Land &			Orchard Land Co
R. Inv		90	Pointe Claire Land
C. C. Cottrell Ltd., 7 p.c.			Quebec Land Co
Pfd	14	25	Riverview Land Co
Credit National	141	144	Rivermere Land Co
Crystal Spring Land Co.	70 .	81	Rivera Realties Co
Daoust Realty Co., Ltd.	75	78	Rockfield Land Co
Dominion Real Estates.	80	85	Summit Realties Co
Dorval Land Co	40	481/4	St. Andrews Land Co.
Drummond Realties, Ltd.	100	110	South Shore Realty Co.
Eastmount Land Co	110	120	St. Paul Land Co
Fairview Land Co	115	1154	St. Paul Land Co
Greater Montreal Land		2.0 ,4	St. Denis Realty Co
Inv	175		St. Lawrence Inv. &
Home Land Co., Ltd	80	103	Trust Co
Improved Realties, Ltd.	00	100	St. Regis Park
Pfd	70	711/2	Trans. Bldg. pfd
Do., Common	20	23	The St. Lawrence Blvd.
K. & R. Realty Co	491/2		Land of Canada
Kenmore Realty Co	70	701/2	Union Land Co
Lachine Land Co	100	881/2	Wetworth Realty
Lachine Land Co Land of Montreal		105	Westbourne Realty Windsor Arcade Ltd., 7
Landholders Co. Ltd	***	65	Windsor Arcade Ltd., 7
Lauzon Dry Dock Land,	98	101	p.e. Pfd. with 100 p.c.
Lauzon Dry Dock Land,			bonus
Ltd	100	150	Trust Companies:
La Societe Bivd., Pie IX.	141	161	Crown
La Compagnie des Ter-	200		Eastern
res de Ciment	76	100	Financial
La Compagnie Nationale		100	Montreal
de L'Est		110	National
La Compagnie Montreal			Prudential
Est., Ltee	90	95	Bonds:-
La Compagnie d'Immeuble			Arena Gardens, Toronto,
Union, Ltee	75	85 -	6 pc
La Compagnie Immobil			6 pc
iere du Canada Ltee.	75	80	Alexander Pld- C
a Salle Realty	97	100	Mont bend 11 p.c. sec
Longueuil Realty Co.	100	101%	Mort. bonds with 50 p.c
Mountain Sights, Ltd	80	99	bonus .com. stocks
Model City Annex	60	64	Caledonian Realties Ltd.
	10		6 p.c. debs
		101/2	City R. Inv. Co. Bonds.
Do., commmon	82%	85%	Marcil Trust Gold Bonds
dontreal - Edmonton	45	50	Montreal Deb. Corp. 6
Western Land & Inv.			p.c. pref
Co. of Canada			Trans. Bldg., 7 p.c. sec.
co. in Canada	95	99	mort

WILL INVESTIGATE THE

LOOTING OF RAILROADS. A Washington special to the New July 2nd, record June 20th. York Tribune says a grand jury in-vestigation of high financing in New able July 1st, record June 20th. Haven deals, with a view to indicating

DIVIDENDS DECLARED. Dominion Bank, 3 per cent., payabl Duluth Superior, 1 per cent., pay

Haven deals, with a view to indicating those responsible for looting the rail-roads, will be started in New York when negotiations for dissolution of the system are ended.

This is the reply of the Administration to the charge that the Attorney-denergal has agreed with the directors of the New Haven to waive criminal prosecution in consideration of an agreed disintegration of the system.

DR. ADAM SHORTT'S SPEECH

Messay. N. W. Harris & Co., of this owner or tenant flable for unpaid receity, will seel in London one-half of the \$3,000,000 issue of bonds which they are making for the Province of Alberta. The security in question is a first the series, to yield about 4.83 per cent. The same firm, in conjunction with Messars Spences, Frank & Co., of New York, g and the Equitable Trust Co.; of New York, g and the Equitable Trust Co.; of New York, g and the Equitable Trust Co.; of New York, g and the Equitable Trust Co.; of New York, g and the Equitable Trust Co.; of New York, g and the Equitable Trust Co.; of New York, g and the Equitable Trust Co.; of New York, g and the Equitable Trust Co.; of New York, g and the Equitable Trust Co.; of New York, g and the Equitable Trust Co.; of New York, g and the Equitable Trust Co.; of New York, g and the Equitable Trust Co.; of New York, g and the Equitable Trust Co.; of New York, g and the Equitable Trust Co.; of New York, g and the Equitable Trust Co.; of New York, g and the Equitable Trust Co.; of New York, g and the Equitable Trust Co.; of New York, possible Company and the Equitable Trust Co.; of New York, possible Company and Trust Co.; of New York, possible Company and Trust Co.; of New York, possible Company is attempting to show that the power company is attempting to show the po

In the meantime the Government had authorized municipalities, both urban and rural, to take stock or bondin such secondary railways as might refeive charters from the Government and be designed to open up important sections of the country and serve at feeders for the Trunk System of railroads. In order to aid the municipalities in borrowing capital on the British market, the Consolidated Municipal Loan Fund was established under an act of 1852. Through this many additional millions of capital were throught to the country, becoming the basis for further, stock issues and corrowings on the part of a number

A PROSPEROUS PERIOD.

It is not proposed to follow up the successes or failures of these various niceprises. Here we have simply to leal with the effect upon the economic condition of the country of in adultion to link, the Victoria Bridge it Montreal cost the company about \$7,000,000. In a memorial of the Company, addressed to the Provincial Government in 1861, it is claimed that the Company had spent upwards of \$75,000,000 in building and equipping the Grand Trunk Railway, including the Victoria Bridge.

As already mentioned, the Government, before limiting its financial aid to the main line of the Grand Trunk Railway, had already pledged its assistance to the Great Western Railway and the Northern Railway. To the former it had contributed up to 1855 about \$3,750,000, and to the latter over \$2,300,000. Mr. T. A. Galt, the Minister of Finance, estimated in 1866. Minister of Finance, estimated in 1866 that upwards of \$100,000,000 had been spended on railroads between 1849 nd 1859.

nd 1859. Between 1852 and 1860, the Govern-

proportion, profits, salaries and w The increase of wages and rate profit in turn a tracts the immigr of both employers and employed, so long as the influx of capital than keeps pace with the increas-immigration, the rates of wages profits would continue to increase, this was the general experience sixty years ago and recently

DEMAND IS INCREASED

mans of life. The means of life consist partly of native products and y partly of imports. The native products coming under the influence of increased cost of production, through increased dwages and profits, naturally tend to give in price more rapidly than importing a ground of the price more rapidly than importional influences. A reference to the actual facts shows this to have occurred both in the fifties and recently. Much the most serious increases in the cost of living were due to the rapid rise in the prices of domestic supplies, while the chief increase in the values of foreign imports resulted from the cost of distribution to the consumer after they had arrived in Canada. Domestic supplies such as bread, meat, including poultry and fish, dairy proluce, eggs, fruit, vegetables, housing, fuel, recreation, municipal taxation and service, domestic and other, enormously increased in price during both eriods; while foreign supplies shape of textiles, machinery and met-ullic goods, and groceries such as su-ar, tea, coffee, rice, etc., increased but dightly.

While, therefore, a great and sudlen influx of capital brings at first a very welcome increase in wages and profits, the secondary effects on do-destic supplies are not long in developing under increased demand. Thus nereased income is soon met and neuralized by increased outlay. The note of joy at the opening of a new area of prosperity ends in a chorus of complaint towards its close. In these respects also there is an exact parallel between the present time and sixty years ago.

One of the most serious problems onnected with such an extensive diffusion of wealth as that involved in he construction of great railroad sysems, results in the stimulus given to he growth of cities and towns. In Canda in the fifties, the new railroads not only linked up for the first time the hief towns of the country, but also pened new districts in the rear of the routier settlements, giving birth to the word was and villages, many of which adulged dreams of metropolitan furres. The effect then was just what has been during the past decade call estate speculation, starting from genuine need for civic expansion at afterwards feeding on its own rowth, resulted in ever extending sublivisions, incessant transfers of property and the visible growth of more release mushroom fortunes. During he boom no one can be found who has ost money, but, during the subsequent eaction, real estate, wrecks strew every civic shore. One of the most serious problems onnected with such an extensive dif-

eaction, real estate, wrecks strew_evry civic shore
In June, 1854, å writer in the Toonto "Globe" dwelt at considerable
ength on the rapid increase in prices.
We hear little," he says, "at this monent throughout Canada saye 'the talk
f prices rising, real estate and rents
oing up, mechanics and laborers
triking for more wages, provisions
rowing dearer day by day". It was
turing this period that Canada experenced her first labor strikes. The
onstruction of the Grand Trunk Railand think it, but what is more, a have backed up my opinion by buying in the last few days 50,000 tons of summer. I do not only sa have backed up my opinion by buying in the last few days 50,000 tons of basic iron, at what I consider the bottle onstruction of the Grand Trunk Rail vay was practically suspended for la me owing to bitterly contested strikes in the part of the workmen. The Great when and Northern Railways that the total case with the natural sequence of higher ents and slum tenements. "Mechancs," continues the Globe, "employed in uilding, ask wages so much ban it has been the cum that their rious."

Sir Thomas Sitter of the continues the Globe, "employed in uilding, ask wages so much ban it has been the cum that their rious."

ents and sum tenements. "Mechan-cs," continues the Globe, "employed in uilding, ask wages so much higher han it has been the custom to pay hem that their employers are put to mining, ask wages so much higher han it has been the custom to pay hem that their employers are put to be rouse embarrassment and loss." This pplied, of course, chiefly to those who ad undertaken contracts without all owing for increased wages. The argument of the laborer, however, is fpaniliar enough to our ears. "Ask a vorkman in Toronto who thinks his vages ought to be \$1.75 per day intend of \$150, as formerly, why he nakes the demand, and he will tell out that it is because provisions are lear—because the cost of maintaining is family is much greater than every efore." Beef, which the year beforewas 6½ to 8½ cents, was then 6½ to 8½; poatoes, formerly \$5½ to 46½ cents was then 6½ to 8½ cents, was then 6½ to 8½ cents was the following in the opinion of the country, but there, in the face of a greatly increased demand, due to rail-road construction and other enterprises, there was great scarcity. With an another year and a half we find the ide flowing in the opposite direction, anada importing from the United ducts.

Already there were appearing in the papers savage attacks upon the bak-

hat appeared or railroads between 1852 and 1800, the Givernment of the period of the p

Iron Industry to Show Change

Expected Turn for Better Will Come by Middle of the Summer

WEST MORE OPTIMISTIC

roads and Other Co Have Steel in Near Future, and are Expected to Buy in Large Quantities.

New York, May 27.—At annual meet. ng of American Iron and Steel intitute among those who spoke most ptimistically regarding the future was esident Thomas, of Brier Hill Steel Co., of Youngstown, Ohio, who said:
"You people in the East are too pesmistic, and, instead of helping conditions and encouraging general business,

"The West, while not rabidly optimistic, still sees the sunshine ahead, They could hardly do otherwise when looking over their wonderfully broad field and anticipating the wonderful crops which are forecasted. Kansas is crying for 40,000 men to harvest its crops and this is the face of the black pessimism which stalks in the East,

pessimism which stalks in the East.
"I am confident that the iron and
steel business will show an extremely
marked change for the better soon.
By soon' I mean not the fall, but by
the middle of the summer.

Bare of Stocks.

"There is a tremendous amount of business being held up by railroads and other consumers who have to have steel and who will buy no matter what the Comparer Commission decision the Commerce Commi

Pres. Houston, of Lukens Iron and Steel Co., of Coatesville, Pa., the largest independent plate ma turers, says: "Conditions in ir steel are going to be better

HARDWARE TRA

LOCAL META

VOL. XXIX. NO 19

London Flurries Influenced the Tin Market, which is Weak and Unchanged SPELTER IS STEADY

lders' Hardware is in Good Deman Owing to Spring Construction Work—Business Likely to Con

During the past week the met narkets, locally, have been charactermarkets, locally, have been ized by a general weakness, and the tendency is for lower prices in many es, although price changes shown to weaker tone prevailing in the Lonmarket for tin, and a tendence or lower levels evident there, the narket here is inclined to lower prices, although the price remains at 41 1/2 to

There is no change apparent in the spelter market and quotations remain at \$6. In copper, however, the tone is ugh the list is holding a \$16, tow hich price it was reduced last eek. Lead is holding steady at last

week. Lead is holding steady at last week's figure of \$5.25 per cwt.

In the hardware trade the tone remains firm. Builders' hardware is in good demand the large amount of spring construction work, holding the price up and trade has every indication of continuing.

The market for nails seems to be a sirong one and the tendency seems to be for higher prices, although quotations this week are unchanged from last week. Base steel wire nails are selling at \$2.20, and cut nails at \$2.60.

In the following table, prices queted are for the usual sized lote, as ordered by retail dealers on the usual terms of credit. Better prices can frequently be made by the larger buyers. The Journal of Commerce would appreciate any effort on the part of the trade to correct inaccuracies, as it is their aim to keep the list perfectly accurate.

HARDWARE AND METALS. uminium, per Ib. 0.23 atimony, per Ib. 8.50 8.75

| Display | Disp . 3.90 3.95

TI

write But

26 to 28 sanage
Ordinary, 52 sheets
All bright, 52 sheets
Carly Sheets
All bright, 52 sheets
Galvanized Sheets
Corr
less 10 per cent.
22-24 Gauge, per square.
52-28 gauge, per square.
Galvanized Sheets (Quee
less than cost.
B. W. Gauge, 16-20
B. W. Gauge, 22-24
B. W. Gauge, 26
B. W. Gauge, 28
Tiny .. 6.75 5.50

26-28 gauge. per square. 6.75 5.50 write Galvanized Sheets (Queen's Head): less than cost.

B. W. Gauge, 16-20 3.95 New: 3.95

More S-12 per 25 lb. box . 4.10 2.45

More Shoes.
Iron horse shoes, light, medium
and heavy.
Ac 2 and larger . 2.90
No 5 and smaller . 4.60
No 2 and larger per 25
No 2 and larger per 25
No 35 lb. box . 1.50
Ship No. 1 and smaller, per . 1.50
Ship No. 2 and larger, per . 1.50
Ship No. 1 and smaller, per . 1.75
Nots and Nuts: . 1.75
Nots and Nut