NEWS OF THE RAILROADS.

INFORMATION FROM ALL QUARTERS.

The Directors of the Northern Pacific Pay Tribute to the Memory of Gen. Anderson.

The death of Gen. Adna Anderson, formerly chief engineer of the Northern Pacific Railroad, directed the attention of some of the officers of that company to the fact that its records contain no reference to the death of two others of its engineers, both of whom occupied high places in their profession. With the view of paying a fitting tribute to the memory of Gen. Anderson, and at the same time repairing the neglect referred to, the directors of the company at their meeting yesterday instructed Secretary Samuel Wilkeson to prepare appropriate resolutions.

The following resolution was then submitted and adopted:

Resolved, That this Board has heard with regret of the death of its third engineer-in-chief, Brig.-Gen. Adna Anderson, and that it now testifies its grateful admiration of the skill and energy with which he finished the work of his distinguished predecessors, W. Milner Roberts and Edwin F. Johnson. The route of the road from Lake Superior to Puget Sound, through an unoccupied and unsurveyed wilderness was almost accurately projected by Mr. Johnson from the explorations of Lewis & Clark, from the published journals of the factors of the Hudson's Bay Fur Company, and from the reports of the trappers and traders in the service of the St. Louis Missouri Fur Company. This location was subsequently confirmed in its most important features by the personal reconnoissance of the then most distinguished American civil engineer. Mr. Johnson, in his corrections of it, showed the remarkable genius of this builder of public works and national highways. The financial revulsion of 1873 cost the Northern Pacific enterprise, among other costs, the services of this engineer who was reluctantly induced to leave a corporation in the hands of a receiver to go into the service of the Brazilian government to make a system of harbors for the south American empire. He died in Brazil in the field at the mouth of a river he was improving for international commerce.

The Northern Pacific's Board of Directors express to the family of Adna Anderson their sense of his zeal, ability, integrity and courage ever displayed in their service, and commend his name to the honor of superior men who have labored and died in the building for the republic and the world, the northern American continental line of commerce.

A despatch from Titusville, Pa., says that the Inter-State Commerce Commission resumed its sitting yesterday. Mr. A. D. Deming of Oil City testified that from 1882 to the close of 1884 his company received a rebate of 13 cents per barrel on all oil shipped to New York and intermediate points, and 26 cents rebate on Boston oil. The open rates at that time were 45 cents to New York and 65 cents to Boston. Had sold contracts ahead for several thousand barrels when the advance in rate to the seaboard took place in September, 1888. He cannot afford to run refineries at the present rates of transportation. Our refinery is running only to meet future deliveries. The Standard refineries in this section have all been closed since the high rates were established. We wish to compete with the local Eastern market, but the present rates are a prevention. The Standard Oil Trust controls 85 per cent. of the business through this means. If the rates were lowered to the old prices the independent refineries could live. A fair rate on New York shipments would be 45 cents with a corresponding reduction to Philadelphia and Baltimore, and corresponding rates to Boston."

There was a formal opening on Wednesday at Bridgewater, Oneida county, of the work of building the Utica and Unadilla Valley Railroad, a line twenty miles long from that point to New Berlin, Chenango county. The new line will connect the Ontario and Western road at New Berlin with the Utica branch of the Delaware, Lackawanna and Western at Bridgewater, and runs through a fertile and thickly populated dairying and farming valley. The president of the company which has undertaken to build the link, is the Utica and Unadilla Valley Railroad Company, with $200,000 capital stock. Fifty thousand dollars of the stock has been taken for cash by the towns immediately interested, including the city of Utica, and the balance has been subscribed for by New York capitalists. Immediately following the breaking ground ceremonies, a large force of men was set at work grading the roadway from Bridgewater southward. The construction contracts stipulate that the new road shall be completed, ready for running trains, by Oct. 1 next.

That a railroad will soon be constructed from a point in the Cumberland valley to Mount Dallas, in Bedford county, Pa., seems to be a foregone conclusion. It is also safe to say that the Cumberland Valley Railroad Company will be the prime mover in this new enterprise. There is a road in operation running from Mount Dallas to Huntingdon, known as the Huntingdon and Broad Top Railroad. This line is controlled by the Philadelphia and Reading, and is the most direct route by which coal can be shipped from the Cumberland (Md.) coal fields to a connection with the Pennsylvania Railroad. To get the coal from Mount Dallas to Huntingdon the Pennsylvania Company is obliged to pay the Philadelphia and Reading a heavy toll. This is what the Pennsylvania road desires to avoid, and they mean to construct a line of their own. They will not be known in the matter, but it is thought the Cumberland Valley will. Just what will be the route has not definitely been determined upon, but it will be an extension of the present South Pennsylvania branch now running to Richmond, or possibly a new line, using a portion of the Vandergrift survey. At all events, the road will greatly increase the freight traffic of the Cumberland Valley Railroad. The coal shipment over the Huntingdon and Broad Top is immense, all of which, by this new arrangement, will pass over the Cumberland Valley. The road is to be run through Fulton county, and at present is the only county in this State in which there is no railroad, and scores of its inhabitants have never seen one or a train of cars.

About a month ago the roads between Chicago and the Missouri River entered into an agreement binding themselves to consume not less than thirty-two hours in running live stock trains from the Missouri River to Chicago. Previous to that the custom was to run fast stock trains, and some of them made greater speed than passenger trains. The adoption of the new agreement was due to the efforts of General Manager Whitman of the Chicago and Northwestern, who insisted that the heavy expenses caused by running fast stock trains was more than the railroads could stand. On Saturday the railroad officials at Chicago had a surprise in the shape of a notice from Mr. Whitman announcing the withdrawal of his company from the agreement. The reasons why the Northwestern has gone back so suddenly on its policy of retrenchment could not be learned. Its withdrawal ends the agreement, as the Northwestern's competitors propose to at once re-establish fast live stock service and let retrenchment go to the dogs.

The question of charges for accommodations in second-class sleeping cars or coaches furnished for that purpose between Chicago, St. Louis, and Missouri River points, which has caused a good deal of contention among the railroads, was definitely settled yesterday by the Western States Passenger Association in Chicago. All lines agreed to charge the same rates for this class of service as are charged by Pullman for accommodations in second-class sleeping coaches.

W. S. Mellen, General Manager of the Wisconsin Central Railroad, has been appointed General Manager of the Northern Pacific and all its leased lines and will enter upon the duties of the position on July 1. The new manager has been in the railroad service twenty years, beginning as office boy for the Chicago and Northwestern in this city. In 1881 he had risen to Assistant General Freight Agent of the company, and subsequently held office as Assistant General Superintendent of the Santa Fé before taking the position with the Wisconsin Central.

At a meeting of the Board of Directors of the Denver, Texas and Fort Worth Railroad Company, held in this city yesterday, the following officers were duly elected to serve for the ensuing year: President, Gen. G. M. Dodge; First Vice-President, John Evans; Second Vice-President, Jerman Jones; Secretary, Charles Wheeler; Treasurer and Assistant Secretary, J. T. Granger. The company will transport 675 car loads of cattle over the road from Texas to Wyoming within the next five days.

Mr. W. S. Mellen, for many years traffic manager of the Wisconsin Central Railroad, has been appointed general manager of the Northern Pacific Railroad.

All the conductors, engineers, firemen, and brakemen of the Long Island road will come out on June 1 with new summer uniforms, consisting of white caps and navy blue suits.

The New York Central Railroad is going to beautify the Hudson River route still further by erecting handsome new stations at Riverdale, Irvington, and Dobbs Ferry. The rock ballasting which is being introduced along the line is adding to the comfort of the traveller by diminishing the dust.

The new English locomotive which was built for the Pennsylvania road and set up some time ago in the Altoona shops will be brought to Jersey City next week for a trial on the New York division. It has been used for some little time on a local run in Pennsylvania.

The introduction of the new time table on the Pennsylvania road with three extra trains calls for the promotion of some of the engineers. Thomas Lawler, who used to run a construction train, now has charge of the Long Branch train, which lays off over night at Point Pleasant, and Harry Higgins takes out the early train to Long Branch, which carries provisions as well as passengers. Thomas Cadell, who used to run a transfer freight, has charge of the new Rahway local.

Pullman palace cars will soon be put on the Erie, and an additional vestibule train will be run each way.

THE MENOMONEE LOGS.

Eighteen Million Feet of Dead and Down Timber Sold on an Indian Reserve.

WASHINGTON, May 16.—Another effort has been made to sell the collection of logs belonging to the Menomonee Indians of the Green Bay agency in Wisconsin. At the former sale the licensed trader at the agency bid in the whole amount of the timber, which is about 18,000,000 feet; but the price appeared to be inadequate, and the sale was not confirmed. The present purchaser under the new bidding is a brother of the Indian agent, and it is possible that the bargain may be ratified by the Interior Department rather than risk further deterioration of the logs through another season.

The lumber interest of the Menomonee Indians has long been important to them, but of late years has been attended with difficulties. Improvidence in their cutting of green timber and recklessness which produced destructive forest fires caused the issue of an order several years ago prohibiting the further marketing of timber. But on the assurance that more care would be taken they were permitted to cut dead and down timber for market, a little more than two years ago. Although the season was then late, they sold of all kinds of timber about 4,000,000 feet for nearly $21,000, in cash. Only such green timber was cut as was needed to clear land for cultivation, no fires of consequence were started in the woods, and the customary disputes as to prices and contracts were avoided. But a question then arose as to the legal ownership of the timber. A case in the Supreme Court of the United States decided years ago that the Indians have the right to clear their lands for the purpose of making them more suitable for agriculture, and the opinion rendered proceeded as follows:

The timber taken off by the Indians in such clearing may be sold by them, but to justify any cutting of the timber except for use upon the premises, as lumber or its product, it must be done in good faith for the improvement of the land. The improvement must be the principal thing and the cutting of the timber the incident only. Any cutting beyond this would be waste, and unauthorized.

The timber while standing is part of the realty, and it can rightly be sold as the land could be. The land cannot be sold by the Indians, and consequently the timber, until rightly severed, cannot be. It can be rightfully severed for the purpose of improving the land or the better cultivation of the reservation, but for no other purpose. When rightfully severed it is no longer a part of the land, and there is no restriction upon its sale. Its severance under such circumstances is, in effect, only a beneficial use of the land. In theory, at least, the land is better and more valuable with the timber on than without it. It has been improved by the removal of the timber, which should be severed for sale in one or other way, if the cutting of the timber was the principal thing and not the incident—then the cutting would be wrongful, and the timber, when cut, become the absolute property of the United States.

Seven years ago, in pursuance of this decision, the Indians in some of the reserves, and especially the Menomonees, were allowed to cut and sell the dead and down timber in order to save it from going to waste; and inasmuch as a point was raised as to the legality of this permission, Congress confirmed it by a special act. Ever since that time the department has continued the practice of allowing these sales, making the condition that a percentage of sales for stumpage should be reserved as a tribal fund for the old, the sick, and the helpless. But last November the Attorney-General, having had the whole question as to Indian logging presented to him, gave this opinion:

The dead and fallen timber that is not needed or used for improvements, agricultural purposes, or fuel by the Indians is the property of the United States. It is to be preserved and protected as such, and disposed of only as Congress by law may provide. The rule will doubtless be adopted in the Indian reservations, and avoid much destruction by fires, which would occur as the timber became scarce and valuable whenever its death might become a source of gain.

In consequence Secretary Vilas at the beginning of last winter refused to allow the Menomonees to go on with their usual work of cutting and selling the dead and down timber. This was a disappointment to those who had relied on this source of labor and profit for the season. But the sale already spoken of appears to relate to a transaction which preceded the suspension of work of this sort; and probably after the Supreme Court decision of last year the Indians will be anxious to receive some ready money, even if the sale is not as advantageous as they had hoped. The whole subject of Indian logging, particularly among this tribe and the Chippewas, demands revision and settling upon sound principles, in view of the disclosures before the Senate Committee at the last session of Congress and the previous one.

WRESTLING OVER O. AND T.

Wall Street and the Courts Both Busied with It—A Boston Call for Proxies.

The fight for control of the Oregon and Transcontinental Company proceeded with animation yesterday, both in the courts and in Wall street. The purchases of the stock were not as large as on Wednesday, but the intention of the buyers was more apparent. There was some borrowing of the stock, but the favorite method of procedure was to buy the stock regular way or for cash and sell it on seller's options of three or five days. The difference between the two transactions was at one time 2½ per cent.

Some of the stockholders of the company, fearing apparently that President Villard might manipulate the assets of the company to the disadvantage of the stockholders, obtained from Judge Barrett on Wednesday night an injunction restraining the Oregon and Transcontinental Company from disposing in any way of its holdings of Oregon Railway and Navigation stock. A motion to make the injunction permanent came up for argument before Judge Barrett yesterday, in connection with a motion to continue the injunction that was granted on Monday restraining Mr. Villard from issuing any preferred stock.

Gen. Wager Swayne, for Lilian Smith and other plaintiffs, asked that the case go over until to-morrow, saying he had an agreement with Mr. Wetmore, neither side being ready to proceed to-day. Mr. Wetmore said that he had no objection to the argument in chief going over, as the papers were not ready, but he did not wish his clients longer to rest under the imputations of the complaint. These charges he wished to refute. Mr. Villard had not been guilty of illegal action in order to control the coming election of the company, and wished to be cleared of the charge at once.

Gen. Swayne then proceeded to explanation of this branch, and Mr Wetmore read an affidavit of Mr. Villard detailing his recent action in regard to issuing stock. Mr. Villard recites that he is President of the Oregon and Transcontinental Company and expects to be re-elected. He had sent circulars asking for proxies to be used at the annual meeting in Portland June 17, and setting forth a plan for the payment of floating indebtedness by the issue of $10,000,000 preferred stock, with 6 per cent. dividend guaranteed by the pledge of Oregon Railway and Navigation stock held by the company. Under the laws of Oregon, he said, this issue could be made by majority vote of the stockholders. This he thought the most economical way of raising money. He had never any intention of issuing any stock before the regular meeting on June 17, and now asked to be allowed to present his proposition to the stockholders at that meeting. Nothing had as yet been done excepting what was proper and necessary preparation for submitting the matter to the stockholders on that day.

Mr. Villard's affidavit was followed by a joint affidavit by Charles L. Colby and Colgate Hoyt, and another by Mr. Wetmore, in corroboration of his statements.

"We deny," said Mr. Wetmore, laying down the bundle of papers, "all the grounds alleged for the particular urgency in granting the injunction. We did not intend, and do not intend, to take any action before the stockholders' meeting. We wish to have the permission of this Court to submit this question on the 17th of June next. The question of power to issue the preferred stock is one we are prepared to meet. We have advised the corporation that in some form the stockholders, by action of the majority, have a right to decide upon the fiscal policy of their corporation; and that, if the issue of preferred stock is decided to be the best fiscal policy, they have the power to make it."

At this point an adjournment was taken until this afternoon.

The Boston and Union Pacific people, who are largely interested in Oregon and Transcontinental, have already begun to solicit proxies on the stock of that company to be used against the present management. The call for them is signed by Charles Francis Adams, Frederick L. Ames, F. Gordon Dexter, and Edwin F. Atkins.

Put Out Into the Street With Her Babies.

At 11 o'clock on Wednesday night a policeman of the West 126th street police found a young woman with a baby at her breast lying in a fit in 145th street, near Eighth avenue. Three little children, the eldest not over 6 years, clung to her. At the station house the woman said that her husband had put her out with the children and that friends and relatives had refused to give them shelter. She said she was Nellie Arly, 21 years old, and born in England. The police sent her to the Manhattan Hospital and gave her children into the care of Mr. Gerry's society.

Live Stock Market.

NEW YORK, Thursday, May 16.—Receipts of beeves, 837 head, including 41 car loads for exportation, and 7 car loads for city slaughterers direct. No trading in beef cattle. Tone steady for dressed beef at 7½ @8c. ⅌ lb., for ordinary to extra sides, with general sales in Washington Market at 8c. The steamer The Queen took out to-day 500 cattle. To-day's cable advices quote prime steers quoted American refrigerator beef dull at scant 8c. ⅌ lb.

Receipts of calves, 1,850 head. At a further decline equal to strong ½c. ⅌ lb. the market was dull, and more than enough for the city trade. The transactions included poor to prime veals at 6@8½c. ⅌ lb., and buttermilk calves at 4@5½c.

Receipts of sheep and lambs, 7,803, firm at full prices for sheep, dull and easier for yearlings, weak and ½c. ⅌ lb. lower for spring lambs. Clipped sheep sold at $5@$4.80 ⅌ 100 lbs., clipped yearlings at 6@6½c., and spring lambs at 7½@8c. ⅌ lb., with a few extra fancy lambs at 8½c.

Receipts of hogs, 5,200. Nothing doing in live hogs to speak of. Reported dull and 10c. ⅌ lb. lower at 6½@6¾c. ⅌ lb.

FINANCIAL AND COMMERCIAL.

New York Stock Exchange—Sales May 16.

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

408 U. S. 4s, c	129¼	11 Tenn. Set. 3s, 74¼@74¼	

CLOSING PRICES OF UNITED STATES BONDS.

	Bid.	Asked.		Bid.	Asked.
U. S. 4½s, r	108¾	107¾	U. S. 4s, 1907	121½	—
U. S. 4½s, c	109¾	109¾	U. S. 4s, 1908	124½	—
U. S. 4s, r	127¼	127¾	U. S. 6s, 1907	128	—
U. S. 4s, c	125¼	125¾	U. S. 6s, 1908	131	—
			U. S. 5s, 1904	133	—

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

8 Atl. & Danv. 1st	96	10 N.Y. Cen. 1st, r	135¾
5	95¾	10	135⅞
3	105¾	1 Nash. & Chat. cn	105¼
1 Atl. & Pac. in	17½	2	105
2	17¼	1 N. Y. & Nor. 2ds	55
25 Atl. & Pac. 1st	78	4 N. L. Ch. & St. L. 4s	96
20	78¼	10	95¾
5	78⅜	5	96
5	78⅝	1 N. W. ex 4s	101¾
3	78¾	12	101¾
1	78¾	25	102
1	78¾	3 N. W. gold c, r 5s	133
5 Atl. T. & St. F. 4½s	88	20 N.W. deb. 5s, r 5s	109
1 Beech Creek 1st	93¾	10 Ohio & Miss. cn	11¾
1 Bat. & Ohio 5s	108	10 Or. R. & N. 1st	112
25 Bur., C. R. & N., C. T. 5s	84¾	5 Ohio Riv. R.R. 1st	102
5 Brooklyn El. 2d	90	5 Or. & T. C. 1st	103¾
25 Ill. & O. cn. 5s	77¾	3 Ott. C. F. & St. P. 1st	104¾
2 C. B. & Q. S. F. 5s	107¾	2 Ore. & St. L. 1st	77¾
5 C. B. & Q. 4s N. ex	94	20	78
4 C., C., C. & I. gu	101	5	78¼
1 C. P. & Minn	72	5	78¾
1 Can. So. 1st	111¾	2	78⅞
3 Can. So. 2d	97¾	2 Peo., D. & E. 2d	75
1 Ch. & L. Ill gnl. 5s	102¼	1 Pa. 4½s	109
1	102	2 Pitts. & W. 1st	84
1 Col. Coal 6s	98¾	22	87
1	98	18 Quincy & Tol. 1st	104¾
5	98¾	1 Rch. & W. P. 5s	101¾
4	98¾	5 Rock Island 4s, r	93
18 C., G. L. & C. Co. 1st	96	1 Rh. & Dnv. 4	84¼
10	96¾	2 Rh. & D. deb	104¼
10	96¾	1 Rh. & Y. 1st & m. r	96¾
10 Den. & R. G. con	90¾	111 Reading gnl. 4s	83¾
8	90¾	1	83¾
2	91	38 Reading 1st of inc	48
2 Dul. & I. R. 1st	102	40 Reading 2d of inc	36¾
42 Dul. Sou. & Atl. 5s	95	5	36¾
1 Erie 1st	108¾	29	36¾
1 Erie cn. 1st	141	5	36¾
1	140¾	45	36¾
10	141	8 Reading 3d pf. inc	53¾
4 U. Tenn. 5s	106¼	5	53¾
12 Ft. Worth 1st	90¾	5	53¾
1	91	30	53¾
2	90¾	3	53¾
2 Ga. R. & B. 5s	70	1	54
1 Great West. 1st	102	28 S. P. Ariz. c. f. 6s	99
1 Great West. 2d	70¾	5 S. P. M. C. 4s & 20	112¾
1 Green Bay & W. deb. B	10	5 S. P. & N. pr. cfs	11¾
1	10¼	1 St. L. & S. F. 2d, Cl. B.	114¾
16	110¾	7 St. L. A. & T. 1st	74¾
1	110¾	1 St. L. & V. 1st	114¾
10 G. C. & S. F. 6s	124¾	1 St. L. & S. F. 6s, Cl. B.	124¾
10 Green B. 6s	20	5	104
4	20¾	4 S. F. Term	105
1	20¾	5 St. P. Minn. & M. 1st	111
1 Harlem 1st r	130¾	1 St. P. 1st W. & M. 5s	104¾
5	130	1	105
12 H. Val. 5s	75	1 St. P. & N. P. 6s	120¾
1 Iowa Cent. 1st	84¾	21 St. L. A. & T. 1st	70
4 Iron Mt. U. & F.	104	1 St. L., Ark. & Tex. 2d	27
2 Ill. Cen. 4s, 1952	102	1 San A. & A. P. 1st 6s	89¾
5 Int. & Gt. N. 5s	64	5 Tex. Pac. 1st 5s	91¾
2 Kan. C., Ft. S. & M., 1st	98¼	31	92
3	98¾	7 Tex. Pac. 2d in	38¾
4 Kan. Pac. n	11¾	5	38¾
50	11¾	1	38¾
1 Kan. & T. cn	92¾	31	38
1 Kan. & T. gu	57	5 Tol., P. & W. 1st 4s	77¾
40 Kan. & T. 2d 5s	57¾	5	77¾
1 Ken. Cent. 1st	80	15	78
7	83¾	1	78¾
3	83¾	3 Tol. & W. 2d T. R.	16¾
1	83¾	7	16¾
1 Lex. & L. P. & A. 1st	100	2	16¾
10 L. & N. F. & S. 1st	98¾	13	16¾
5 L. N. & A. Ch. 1st	121	8 Tol., A. A. & N. M. 1st	104¾
1 Mil. & Nor. 1st	111¾	1	104
2 Mil. & Nor. 1st, 1913	116	15 Tenn. L. & R. 1st, Bir div	77
5 Mil. & L. S. ex. 5s	103¾	3 Tol., St. L. & K. C. 1st	104
5	103¾	1 union Pac. 1st	116
5	103¾	30 Va. Mid. gen.	99
12 Mil. & L. S. env	102¾	30 Wab. & P. Ch. d	10¾
1	102¾	14	10¾
1 Mil. & L. S. M. div	117	1 Wab. & P. gtd	45
5 Mil. & L. S. 5s	105	5 Wab. 7s	97¾
8 Nor. Pac. Ter. 1st	110	3 West. Union c. b.	104¾
1 Nor. Pac. 1st c	114¾	1	104¾
2 Nor. Pac. 2d c	114¾	35 West Sh. 4s	107¾
8 Nor. Pac. 3d c	109	20 W., N. Y. & Pa. 2d	37¾
8 Nor. P. & Mon. 1st	110¾	7	38
12	110¾	5	37¾
4 Nort. & W. gnl.	119¾	2	37¾
16 N. Y. & Sus. 1st r. 5s	99	5	37¾
2 N. Y. Gen. cn. 5s	121	5	37¾
5 N. J. C. gen. 5s	114¾		

Total sales of railway bonds (par value), $1,673,000.

RAILROAD AND OTHER SHARES.

Sales.		Opening.	Highest.	Lowest.	Closing. Bid.	Asked.
26,565	Atch., T. & St. Fe	43⅝	44⅛	43¾	43⅝	43¾
100	Atlantic & Pac.	6¾	6¾	6¾	6¾	6¾
100	Canadian Pacific	55¾	55¾	55¾	55¾	56
900	Canada Southern	52⅝	52¾	52⅝	52¾	52⅞
190	Canadian Pacific	55⅛	55⅛	55⅛	55⅛	55¼
2150	Ches. & Ohio	17¾	17¾	17¾	17¾	17¾
1,000	C., B. & Q.	88¾	88¾	88	88¾	88¾
67	C. & O. 2d pf	32¾	32¾	32¾	32¾	33¼
100	Chic. & E. Ill.	4¾	4¾	4¾	4¾	4¾
180	Chic. & E. Ill. pf	97	97	97	97	97
18,735	Chicago Gas	53¾	55¾	53¾	55¾	55¾
14,270	Chic. & N. W.	10⅝	10⅞	10⅝	10⅞	10⅞
10	Ch. & N. W. pf	141	141	141	141	141
24,825	C., R. I. & P.	99¾	99¾	99	100⅛	100¼
2,400	C. M. & St. P.	65¾	65¾	65¾	65¾	65¾
620	C., M. & S. P. pf	111⅝	111⅝	111⅝	111⅝	111⅝
9140	C. R. I. & Pac.	97⅛	97⅛	96⅞	96⅞	96⅞
400	Cam. & Sus. & C. 1st	109	109¾	109	109	109
100	Cin., W. & M. pf	1⅝	1⅝	1⅝	1⅝	1⅝
110	C., C., C. & I.	71⅝	71⅝	71⅝	71	71⅝
200	Colorado Coal	25	25	25	25	25
4405	Columbus & Hock.	19	20⅛	19	20⅛	20⅛
2892	Del. & Hudson	132¾	133⅝	132¾	133⅝	133⅝
17840	Del., Lack. & W.	140	143¾	139¾	143¾	143⅝
100	Den., Tex. & F. W.	2¾	2¾	2¾	2¾	3
440	E. T., V. & G.	9¾	9¾	9⅝	9¾	9¾
500	E. T., V. & G. pf	74	74¾	74	74¾	74¾
500	E. T., V. & G. 2d pf	24	24	24	23¾	24
100	Ellis & Leav. 1st	74	74	74	—	—
100	Equitable Gas	122	122	122	—	—
30	Homestake	9	9	9	—	—
7	Iowa Central pf	24	24	23	25	25
200	Kingston & Pem.	31	31	31	33¾	34
700	L. E. & Western	18¾	18¾	18¾	18¾	18¾
150	L. E. & Western pf	53	53¾	53	55	55¾
425	Lake Shore	110¾	110¾	110¾	110¾	110¾
740	Long Island	67¾	67¾	67¾	67¾	67¾
900	Manhattan Con.	99	99¾	99	99¾	99¾
400	Mem. & Char.	65	65	65	68	68
350	Michigan Central	86	87¾	86	87¾	87¾
200	Mil., L. S. & W.	92	92	92	92½	93
3,010	Mil., L. S. & W. pf	116	117	116	116¾	117
100	M. & St. L. pf	11¾	11¾	11¾	11¾	12
2300	Minneapolis & Pacific	7⅛	7⅛	7⅛	7¼	7⅜
15	Mo., Kan. & T.	11¾	11¾	11¾	11¾	12
200	Mobile & Ohio	11¾	11¾	11¾	11	11¾
25	New York Coal	36	36	36	—	—
3100	N. J. Central	97	97¾	96¾	96¾	96¾
820	N. Y. Central	107¾	107¾	107	107	107¾
750	N. Y. & New Eng.	43¾	43¾	43¾	44¾	44¾
180	N. Y. & Northern	27¾	27¾	27¾	27¾	27¾
100	N. Y., L. E. & W.	70¾	70¾	70¾	70¾	70¾
105	N. Y., S. & W.	8	8	8	8	8¼
400	N. Y., S. & W. pf	32	32¾	32	32	32¾
300	Norfolk & West. pf	51¾	51¾	51¾	51¾	51¾
110	Northern Pac. pf	61¾	61¾	61¾	61¾	61¾
700	Ohio & Miss.	22¾	22¾	22	22	22¼
40	Ontario Mining	35	35	35	34¼	35
40	Ontario and Wester	16¾	16¾	16¾	16¾	17
300	Oregon Imp.	51¾	51¾	51¾	51¾	53
100	Oregon Imp. pf	90	90	90	90	95
40	Oregon R. & N.	88¾	88¾	88¾	88	89
400	Oregon Ry. & Nav.	41¾	41¾	41¾	41¾	42¼
41,687	Oregon & Trans.	34¾	37¾	34¾	37	37¾
400	Pacific Mail	38¾	38¾	38¾	38¾	39
100	Peo., D. & Evans.	24¾	24¾	24¾	24¾	25
53,220	Phila. & Reading	45	46¾	45	46¾	46¾
10	P., Ft. W. & C.	152¾	152¾	152¾	152¾	—
1,521	Pull. Palace Car Co.	185¾	186	185¾	186	189
420	Pullman Sou.	41	41	41	41	44
2,040	Quicksilver pf	3¾	3¾	3¾	3¾	3¾
370	Rich. & J.	2¾	2¾	2¾	2¾	2¾
200	Rich. & W. P. ter.	14¾	14¾	14¾	14¾	15¾
100	R., W. & O.	10⅞	10⅞	10⅞	10⅞	10⅞
700	St. L. & S. F. pf	69¾	69¾	69¾	69¾	69¾
15	St. P. & Duluth	33	33	33	33	34
110	St. L. & Omaha	35¾	35¾	35¾	35¾	35¾
735	L. E. & Mont. pf	97¾	99	97	98¾	98
200	Southern Pac.	23¾	23¾	23¾	23¾	25
200	St. L., Ark. & Tex.	2¾	2¾	2	2	2
175	Texas & Pacific	15¾	15¾	15¾	15¾	15¾
70	Tex. Pac. Land	18	18	18	—	—
700	Texas Pacific	21¾	21¾	21¾	21¾	21¾
5214	Union Pacific	61	61	60¾	60¾	60¾
550	U. S. Express	85¾	86	85¾	86	87¾
1527	W. St. L. & P.	15¾	16	15¾	15¾	16
210	W. St. L. & P. pf	29¾	29¾	29¾	29	29¾
3525	West. Union Tel.	86¾	86¾	86¾	86¾	86¾
320	W. & Lake Erie	16	16¾	16	16¾	16¾

The total sales of stocks were 301,834 shares.

UNLISTED DEPARTMENT TRANSACTIONS.

Sales.		Open'g.	High't.	Low't.	Clos'g.
170	American Cotton Oil	55¾	57	55¾	56¾
2685	Sugar Refineries	9¾	9¾	9¾	9¾
3625	National Lead Trusts	22	22¼	21¾	22¼
10	Brunswick Co.	22¾	22¾	22¾	22¾
100	Leh gh & Wilkes Coal	27½	27½	27½	27½
10	Brunswick	6	6	6	6
200	Plymouth	10	10¼	10	10¼
400	Sugar Trust	52	52	52	52
$7000	Georgia Pacific 1st	114	114¼	114	114¼
$8000	Georgia Pac. 2d cn	81¾	81¾	81¾	81¾
$4000	Georgia Pacific Inc	27¾	27¾	27¾	27¾
471,000	Pipe Lines cfs.	81	82¾	80¾	82

BOSTON CLOSING QUOTATIONS.

	Bid.	Asked.		Bid.	Asked.
Bos. & Albany	214	214¾	Am. Bell Tel.	237	238
Bos. & Maine	181	182	Erie Telephone	33¾	33¾
Ch., Bur. & Nor.	52	52¼	New Eng. Tel.	47	48
Con. Southern	13	18	Bos. W. Power	4¾	4¾
Eastern	84	86	West End Land	28¾	28¾
N. Y. & N. E. pf.	115	—	Bos. & Montana	31¾	32
Mex. Cent. 4s	70	70¼	Calumet & Hec.	215	220
Mex. Cent. stock	13¾	13¾	Santa Fe	62½	65
Wis. Cen. com.	17¾	18			

PHILADELPHIA CLOSING QUOTATIONS.

	Bid.	Asked.		Bid.	Asked.
Read. g m. 4s	83¾	84¼	R.N.Y.&P. st'k.	—	11¼
Phil. & R. 1st pf.	52¾	53¼	Lehigh Valley	53¾	53¾
Phil. & R. 2d pf.	67¾	67¾	Leigh C. & Nav.	52¾	53
Phil. & R. 3d pf.	53¾	54	Pennsylvania	52½	53

LATE FOREIGN QUOTATIONS.

Atlantic & Gt. W. 1st	32