FINANCIAL AND COMMERCIAL.

TUESDAY, Jan. 17.

There were several conflicting movements on the Stock Exchange to-day which may have resulted in confused notions regarding the market while business was being transacted. When the statistics of the day are properly presented, however, it appears that the reactionary tendency was fully as pronounced as yesterday, particularly in the volume of trading. The total transactions, though upward of 750,000 shares, were the smallest since the beginning of the year and more than 300,000 shares less than yesterday. For once the brokerage community, which on many occasions has complained of inactive markets and debated various propositions for stimulating speculation, was grateful for the moderate relaxation from the tremendous pressure of the last two or three weeks. Every one who has been engaged in handling the details of the unprecedented transactions on the Stock Exchange since the beginning of the year has been seriously overworked; but aside from the desirability of a respite for brokers and their employees, it would obviously be beneficial to the market if the dealings should be reduced to normal proportions for a week or so.

Investors, speculators, lenders of money, brokers, and in fact every one actively interested in the market for securities have for at least thirty days past been under higher pressure than usual, hence without doubt every one would welcome a period of relaxation and for reflection. Should prices sag somewhat incidental to a reaction from the feverish speed that has characterized the recent advance the market will be healthier, for, beyond question, there has been in many quarters an expansion of speculative ventures not warranted by the amount of capital employed in making them. Moreover, a reaction in prices would make the public more discriminating in its purchases, and, as is usually the case, transfer stocks from weak to stronger hands. As a matter of fact there is nothing in sight to precipitate a reaction except indications that the market has been overbought speculatively. That the demand for securities has not been exhausted was shown to-day by the commission-house buying of stocks whenever prices receded and by the increase in the transactions in bonds at advancing prices.

The most noteworthy development to-day was the lowering of its rate of discount by the Imperial Bank of Germany and trustworthy advices from London that the Bank of England will probably reduce its minimum rate on Thursday. Easier money markets abroad, however, did not prevent foreign arbitrage houses from selling stocks in this market, which they did to a considerable extent. Those sales depressed prices at the opening and naturally influenced some local selling, chiefly by professional operators. The decline thus brought about attracted buying through commission houses to an extent that rallied prices sharply. The stocks conspicuous in this movement were Tennessee Coal and Iron, Sugar Refining, Brooklyn Rapid Transit, Atchison preferred, Rock Island, Federal Steel, Manhattan Railway, Pennsylvania Railroad, People's Gas, P., C., C. and St. Louis, Southern Railroad preferred, Central Pacific and American Tobacco. The last named, in spite of a fresh reactionary tendency at the close, closed 2 points higher than yesterday, and a number of the others retained a part of the early improvement. The final selling movement appeared to be inspired chiefly by the decreased activity. A break of 16 points in New York Air Brake on light transactions was uncomfortably suggestive of what might occur in some of the other non-dividend paying Industrials that have recently enjoyed great advances.

While the majority of the list closed lower than yesterday, no noteworthy net declines were recorded, except in some of the usually active stocks. A number belonging in the same category closed higher, notably Brunswick Company, I. St. Louis Southwestern preferred, and Texas Pacific Land Trust. The closing was comparatively quiet and in the main steady.

New York Stock Exchange—Sales Jan. 17.

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

7 U S 3s, c	1 Tenn Set 3s	96¾
107⅜@108	6 Va Fdeb 2-3s	
6 U S 4s, r, 1907	112	of 1991	85⅝
7 U S 4s, c, 1907	112⅝	10 Va 6s d, trs	8
11 U S 4s, c, 1925	129½	

CLOSING PRICES OF UNITED STATES BONDS.

	Bid.	Asked.		Bid.	Asked.
Un St 2s, r, at pl of G	99¾	—	Un St 4s, r, 1925	128⅝	129⅝
U S 3s, 1908			Un St 4s, c, 1925	129⅝	130¼
U S 3s, 1908			Un St 5s, r, 1904	111⅝	112⅝
Un St 4s, r, 1907	112	112⅝	Un St 5s, c, 1904	112⅝	113⅝
Un St 4s, c, 1907	112⅝	113⅝	Un St 3.65s, r, 1924, D C	118⅝	—

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

25 Atch adj 4s	80	1 L, N A & Ch 1st	114⅝
71	80¾	1 Met St Ry 5s	121⅝
48	80⅝	1	121¾
121 Atch gnl 4s	100⅝	10 Mex Int cn	85¾
72	100⅝	4	85⅝
45	100⅝	9	85⅛
43	100⅝	1 Mo, K & T of *Texas 5s	87
131	100⅛	64 Man R'way 4s	100¼
3 Am S M 6s	86	45	100⅝
1 Am Tob scrip	98	12 Mob & O gnl	85
6	99	7 Mich Cent 7s	111⅝
3	98⅝	5 Mo Pac cn	112¼
2	98	10 Mo P col 1st 5s	89
15 Ann Arbor 4s	89	10 Mo P col 1st 5s	91¾
2 Am C O 5s	108	3	92
5 Ans & N W 1st	94	22	92⅛
5 B'way & 7th Av cn 5s	122¼	15 Mo P T 5s	93¾
20 B & O 8½s	98⅝	10	94
228	98½	5	94¼
50	98⅝	8 N P prior 4s	102¾
25 B & O 4s, w i	99⅛	10	102¼
1	99¼	40	102⅝
1	99⅛	81 N P gnl 3s	69⅝
10 B & O, S W, 1st inc, ser B	11	6	69¼
1 B, C R & N c 5s	111	1	69¼
1 Brook R T 5s	110¼	25	69⅛
15 Br W & W 6s	91	15 N & W cn 4s	90⅝
10 Br El 1st, tr	101	50	90¼
10	101¼	51	90
2 Ches & O cn 5s	118⅛	2 N Y & S gnl	98¼
9 C & O gnl 4½s	93	15 N J Cent 5s	115
22	92½	14 N Y C, L S col 3½s	100¼
4 C, B & Q cnv 5s	133⅝	42	100⅝
20	134	25	100⅝
7	133⅝	2 N Y Cent 4s	105⅝
2 C, B & Q 7s	114⅝	15 N Y C, M C col 3½s	99⅛
8	114⅝	3	99⅝
25 C, C, C & St L gnl 4s	88⅝	27	100
25	88⅝	2 N Y C deb 5s	110⅝
2 Can South 1st	106⅝	7 N Y R B 1st	100
1	106⅝	5 N Y, C & S L 4s	106⅝
10 Chi Ter 4s	95	20	106¼
5	94⅝	2 Nd & M 1st	104
10	95	2 N W gold, c	113
20 Clev & Canton 1sts, r	72⅝	10 N W 5½s	103
55 Col So 4s, w i	87⅛	3 N Y, O & W r 4s	104⅝
30	87	5	105
4 Chic & E I g 5s	110	5 Ohio & M 2d	128
10 Col F & I 5s	89⅝	23	128⅝
22	89	23 O R & N 4s	101⅝
5 Col Mid 1st	75⅛	10	101⅝
2 Gh & E 1st	113⅝	1 Oregon S L 6s	131⅛
73 C Ga Ry cn 5s	93⅝	4 Ore S L cn 5s	110
64	93⅛	10 Ore S L inc A	86
5	93⅝	5 Ore S L inc B	66⅝
5	93¾	10	66⅝
1 C Ga Ry 2d inc	12	5	66⅛
1 Ch, Ind & L 6s	105	1 Pac of Mo 2d	111¼
2 Den & R G 1sts	108⅝	1 Peo & East 1st	84⅛
5 D & R G cn	100⅝	19 Peo & East in	28
15	100⅛	5 Pitts & Wn 1st	98⅝
14	100⅝	12	98⅝
3 Den & R G 1s	103⅝	2	98
9	103⅝	5 R Isl gnl 4s	105
1 Dul & I R 1st	109	16	105⅝
10	108⅝	8	105¼
10 Det, M & Mig	23	25	105⅝
5	23¼	15	105⅝
5	23½	45 Read gnl 4s	86⅛
7	24	22	86⅝
5	23⅞	10	86⅝
5	23⅝	2 Rio G W 1st	91¼
30	23⅝	9	92
44 Det City G 5s	97	1	91⅝
3 Er prior bds	92⅝	5 S V & N E 4s	96⅝
11 Er g lien 3-4s	73⅝	5 So Pac of Cal cn 5s, s	107
1	73⅝		
1 E Tenn div 5s	115	10 St L & S F g 4s	123⅝
1 Edis El 1st	111⅝	5 St L & S F 4s	83
5 Flint & P M 6s	100⅝	10	83¾
4 Fulton El 1st	62⅝	1 St P gnl 4s	110
1	63	3 St P 1st, C & M	161⅝
14	64	5 St P 1st, C & P, W div	120⅝
40	65	1 St P 1st S M d	120⅝
8 Ft Worth 1st	85	10 St L S W 1st	87⅝
37	85⅝	61	88
5	85⅝	30	88⅛
4	85⅝	14	88¼
8	86	40	88⅝
5 G, H'g & S A M P 5s	101⅛	25	88¾
9	101⅝	215 St L S W 2d	48
4	102	192	47⅝
4 Gr Bay deb A	56	15	47⅛
3	56⅝	10	48⅛
6 G E deb 5s	110	40	48⅝
23 H V 5s, $85 p	73¼	29	48⅝
31	73	32	49
3	73⅝	3 S A & A P 1st 4s	79⅝
30	73⅛	56	80
10 H & T C 1st 5s	110⅝	1	80⅛
3 H & T C gnl 4s	88⅝	10	80⅝
5	88⅝	5	80⅝
4	88⅝	57	80⅝
10	89	43 So R'way 5s	106
13 H, E & W T 1st	99	15	106¼
10	99⅛	7	106⅝
10	100	17	106⅝
5	100¼	5 Stan R & T 6s	89
6 I Mt Ark b ex 5s	105⅝	15	89⅝
20 Iron Mt 2d	107⅝	5	89
5 Iron Mt 5s	107⅝	20 St R & T inc	28⅛
10	108⅝	20	28¾
1	108	7 Tex Pac 1st 5s	109⅝
10	107⅛	10 Tex Pac 2d inc	47⅛
12 Ill C 3½s, L div	94¼	30	47¾
8 Ill C 4s, 1953	103⅝	5	47⅝
3	103	10	47⅝
4 Ill Steel 4½s	99	236	47
24 Int & Gt N 5d	61⅛	49 Tol, St L & K C 1st, tr	93
10	62	25 Union Pac 4s	103¾
12 Ind, Ill & Ia 1st	105	231	103⅝
5 Kan & Tex 5s	82⅛	63	103⅝
19 Kan & Tex 4s	94	2 Ul & Del 1st	100
8	94⅛	3d Union El 1st, tr	101
3	94¼	6	101⅛
2	94⅝	1	101⅛
2 Kan & Tex 2s	69⅛	12 Un P, D & G 1st, tr	91
1	69¼	44	91⅛
2	69	13	91
10	69⅛	7 Wab 1st	113¼
2	68⅝	10	113⅝
1	68⅛	13	114
2	68⅝	5 Wabash 2d	97
4 Kings Co E 1st	76⅛	28	97⅛
10	76	65	97⅛
20	75	5	97⅝
1 Kan C & P 1st	80	10	98
4 K C, P & G 1st	67⅛	31	98⅝
4	67⅝	5 Wab deb, s B	35⅛
1 Laclede Gas 1st	108⅛	113	35⅛
1	108	20	35
18 L & W B con as	100	10	34⅛
4 L E & W 1st	118	23	34⅛
4 L E & W 2ds	104	1 Wab, D & C ex	105⅛
65 Lou & N g 4s	96⅝	3 West Sh 4s	111⅝
2 L & N, c 5s	108⅝	12	111⅛
1	108⅝	1 West Sh 4s, r	111⅛
2 L I Ferry 4½s	99⅝	1	111
50	100	26 W N Y & Pa gnl	55
1 Long Island 4s	99	17	55⅛
4 Leh Val of N Y 1st	106⅛	2 W N Y & Pa 1st	110
3	106	3	110⅛
2	105⅝	4 W N Y & Pa inc	14⅝
2	105⅝	20 Wis C 1st, t r	61
5 L V Ter 5s	113	17	61
29	113⅝		

Total sales of railway bonds (par value), $5,669,000.

RAILROAD AND OTHER SHARES.

Sales.		Open-ing.	High-est.	Low-est.	Closing Bid.	Closing Asked.
1068	Am Glu	70⅛	70⅛	69⅝	69⅝	69⅝
20	Am G p	110⅛	110⅛	110⅛	108⅝	109
25020	Am SR	127	128⅝	127	127⅛	127⅝
330	Am S Rp	111	111	110⅛	110⅛	111
1820	Am S M	13⅝	13⅝	13	13	13⅝
200	Am S Mp	37	37	37	36⅝	37⅛
50	Am D T	42⅝	42⅝	42⅝	43	45
89940	Am Tob	146⅛	149⅝	146⅝	147⅛	148
318	Am Exp	141⅛	141⅛	141	140	141⅛
2300	Am C O	36	36	35⅝	35⅛	35⅝
675	Am Co p	89⅛	89⅛	89⅛	89⅛	90
14150	A, T & S Fe	21⅝	22	21⅝	21⅝	21⅝
47200	A, T & S Fe p	57	57⅛	56⅝	57	57⅛
400	A Malt	31	31⅛	31	30⅝	31⅝
200	A Malt p	83	83⅛	83	83	83⅛
690	Ann Arb	39⅛	39⅛	39⅛	39	39⅛
2220	Am Steel & W	44⅝	45⅝	44⅝	45⅛	45⅛
650	Am Steel & W p	112	112⅝	111⅛	112	112⅝
100	B, R & P	34⅛	34⅛	34⅛	32	34¼
210	B, R & P p	77	77	76⅛	76	78
200	B, C R & N	100	100	100	100	—
4684	Brun	15	15⅝	15	15⅝	15⅝
1100	B & O, a i p	68⅝	69	68⅛	68⅛	69
2100	B & O w i	54⅛	55⅛	54⅛	54⅛	55
250	B & O p, w i	76⅛	76⅝	76⅛	76⅛	77
28	B & O S W pf	8⅛	8⅛	8⅛	8⅛	9
80500	B St Gas	7⅛	7⅛	7⅛	7⅛	7⅛
28621	Bk R T	92⅛	93⅝	91	92⅛	92⅛
805	B U Gas	140	140	140	139	140
500	Can So	55⅛	55⅛	55	55	56
200	Con Ice	45	45	44⅝	44	45
7490	Ch Gt W	15⅝	15⅝	15⅛	15⅛	15⅛
100	Ch Gt W pf A	52⅝	52⅝	52⅝	52	52⅛
100	Ch Gt W pf B	30⅛	30⅛	30⅛	29⅛	30
15770	Ces Pac	46⅛	47⅛	45⅛	—	—
2400	Ches & O	26⅝	26⅝	26⅛	26⅛	26⅝
6050	C & E I	64⅛	65	64	64⅛	65
200	C & E I p	115	115	115	114	116
100	Ch & Alt	169	169	169	168⅝	169⅝
1510	C, C, C & St L	46	46⅛	45⅛	45⅛	46
600	C & N W	145	145	143⅝	144	144⅛
86	C & N W p	189	189	189	188	—
22170	C, B & Q	133	133⅝	132⅝	132⅛	133
21175	C, M & St P	124⅝	125⅝	124⅝	125	125⅛
292	C, M & St P pf	167⅛	167⅝	167⅛	167	168⅛
29255	C, R I & P	117⅛	118⅛	116⅝	117⅝	117⅝
1800	Col Fuel	34⅝	35	34⅛	34⅛	34⅛
1800	Col So 1st pf	55⅝	55⅝	54	54⅛	55⅛
710	Col So 2d pf	22⅝	22⅝	22⅛	21⅝	22
240	Ch Ter	9⅝	9⅝	9⅝	9⅛	10
2080	Ch Terp	38⅝	39⅛	38⅝	38⅛	38⅝
100	Col C & Ir D	1⅛	1⅛	1⅛	—	1⅛
822	C H V & T	3	3⅛	3	2⅛	3
165	C, H V & T p	8⅛	8⅛	8⅛	8⅛	9
10	C, L & Wp	43	43	43	41	43
1135	Con Gas	191⅛	191⅛	190	189⅝	190⅛
211	Del & H	112	112	112	111⅛	112⅛
1840	D & R G p	69	69⅝	69	69⅛	69⅝
700	D M & F D	20	20⅛	20	19⅛	20⅛
1000	Erie R R	15⅝	15⅛	15⅝	15⅝	15⅝
1360	Erie 1p	39⅛	40	39⅛	39⅝	39⅝
200	Erie 2p	20	20	20	19⅝	20⅛
600	E & T H	38⅝	38⅝	38	37⅛	39
47760	F Steel	53⅛	54⅝	52⅝	53	53⅛
7485	Fed S p	83⅛	84⅛	83	83	83⅛
400	F & P M	21⅛	22⅛	21⅛	21	22
1770	G Nor p	161⅛	161⅛	159⅝	159⅝	160
680	Gen Elec	99	99⅛	99	99	99⅛
300	H B Claf. lin	101⅛	102	101⅝	102	102⅛
800	I Paper	62⅝	62⅝	62⅛	62	62⅝
600	Int P p	93⅛	93⅛	93⅛	93	94
2950	Ill Cent	115⅛	116⅛	115⅛	116	116⅛
10	Ia Cent	11	11	11	11⅛	11⅛
750	Ia Cen p	45⅝	45⅝	45	44⅛	45
1200	K C, P & G	15⅝	16	15⅝	15⅝	16
310	Kan & M	9⅛	9⅛	9⅛	9⅛	10
500	K & P M	.25	.25	.25	—	—
850	Knick'r Ice	53	53	53	53	53⅛
950	L E & W	16⅝	16⅛	15⅛	15⅛	16
1335	L E & Wp	61	62⅝	60	62	62⅝
280	Long Isl	60	60	60	59	61
400	Lac G	52⅝	52⅝	52⅛	52⅛	53
20	Lac G p	97⅛	97⅛	97⅛	98	99
7890	Lou & N	66	66⅛	65⅛	65⅝	65⅝
26295	Man Con	106⅝	107⅛	106	107	107⅛
420	Mex C	7	7	6⅝	6⅝	7
8063	M St Ry	192⅝	193⅛	192⅝	192⅛	192⅝
245	Ma St L	37⅛	37⅛	37	36	37⅛
820	M & St L 2d p	74⅛	74⅛	74⅛	73⅝	74⅛
832	Mo Pac	43⅝	45⅛	43⅛	44⅛	44⅛
300	M, K & T	13⅛	13⅝	13⅛	13⅛	14
4020	M, K & T p	37	38⅛	37	37⅛	37⅛
112	Mor & E	178⅛	178⅛	178⅛	178	180
100	N Cen C	40	40	40	40	42
800	N J Cent	102⅝	102⅝	101⅛	101⅝	101⅝
2015	N Y Cen	124⅝	125⅝	124⅛	124⅝	125
970	Nat L	38⅛	38⅛	38	38⅛	38⅛
85	N Lid p	113	114	112	111⅛	113⅝
1000	Nor Am	7	7	7	7	7⅛
3130	N Y Air Brake	156⅛	156⅝	142⅝	146	150

Sales.		Open-ing.	High-est.	Low-est.	Closing Bid.	Closing Asked.
41	N Y & N H	199⅝	199⅝	198⅝	198⅝	199⅝
400	N Y, C & St L	14⅛	14⅛	14⅛	14⅛	14⅝
100	N Y, C & St L p	37	37	37	36⅝	37⅝
60	N Y, L & W	129⅝	129⅝	129⅝	—	—
3210	Nat Bis	54⅛	55	54	54⅛	54⅝
607	N Bis p	106	107	106	106	107
100	N & W	19	19	19	18⅝	19
2678	N & W p	64⅛	65	64⅛	64	64⅝
7400	Nor Pac	46⅝	47⅛	46⅝	46⅝	46⅝
4625	Nor P p	78⅛	78⅛	78⅛	78⅛	78⅛
2000	Ont & W	19⅝	19⅝	19⅝	19⅝	19⅝
595	P Coast	47⅝	47⅝	47	47	48
20	Pac C 1p	87	87	87	85	88
5000	O, R & N p	71⅛	71⅛	71⅛	71	72
114	Ore S L	45	45	45	45	45⅛
8870	Pac Mail	45⅝	45⅝	45⅝	45⅝	45⅝
100	P, D & E	1⅛	1⅛	1⅛	1⅛	1⅝
300	Peo & E	6	6	6	5⅝	6⅛
1295	P U Can	160	160	159	158⅝	160
7490	P, C, C & St L	69	70⅛	68⅛	70	70⅛
490	P, C, C & St L p	88	88⅛	88	87⅝	88⅛
34900	Pa R R	134	135⅝	133⅝	134⅛	134⅝
36555	People's G & C	110	113⅝	109⅝	111	111⅛
5450	Reading	22⅛	23⅝	22⅛	22⅝	23
18440	Read 1p	55⅛	57⅛	55⅛	56	56⅛
12260	Read 2p	31	32⅝	31	31⅛	32
150	R G W	30	30	30	29	30⅛
800	R G W p	68⅛	69	68⅛	68	69⅝
4600	St L S W	8⅛	8⅝	8⅛	8⅛	8⅛
10100	St L S W p	20	21⅛	20	21⅛	21⅝
1050	St P & Dul	44	44	44	44	45
100	St Paul & D p	100⅝	100⅝	100⅝	100⅛	102⅛
3385	St P & O	96	97⅛	97⅛	95⅛	96
20	St P, M & M	198	198	198	—	—
1640	Standard D & D	24⅛	24⅛	24	24⅛	24⅝
1800	Standard D & D p	79	79	78	78⅛	78⅝
9900	So Pac	38	38⅛	36	36⅛	36⅛
14750	So Ry	12⅛	13⅛	12⅛	12⅛	12⅝
18005	So Ry p	47⅝	49	47⅝	47⅝	48
50	Std & Gl	5	5	5	5⅛	5⅝
4818	St L A S F	9	9⅛	9	9⅛	9⅝
920	St L & S F 1st p	67⅝	68	67⅝	67⅛	68⅝
1790	St L & S F 2d p	35⅛	35⅛	35⅛	35⅝	35⅛
250	Stan R & T	9⅝	9⅝	9⅝	9⅛	10⅛
36595	T C & I	37⅝	39⅛	37	38⅛	38⅝
800	Twin C R T	42⅝	42⅝	41⅛	41	42
785	Ad AvRR	169	171	169	170⅛	171
5849	Tex Pac Land	15⅛	15⅛	14⅝	15⅛	15⅛
900	Tex Pac	18⅛	18⅛	18⅛	18	18⅛
11840	Un Pac	45⅛	46	45⅛	45⅝	45⅝
7650	Un P p	73⅝	74	73⅛	73⅛	73⅝
700	U P, D & G	13⅛	13⅛	13⅛	13⅛	13⅛
80	U S Exp	58⅛	58⅛	58	55	57⅛
4220	U S Rub	46⅝	47	46⅝	46⅝	46⅝
1830	U S Rp	114⅝	115	114	114⅛	115⅛
700	U S L	7⅛	7⅛	7⅛	7⅛	7⅝
4735	U S L p	72⅛	72⅝	71⅛	71⅛	72
1100	Wabash	8	8	8	7⅛	8
795	Wab pf	23	23	22⅝	22⅝	23
2865	W Un T	94⅝	94⅝	94	94	94⅝
1975	W & L E	6⅝	6⅛	6⅛	6⅛	6⅝
200	W & L E p	28	28	28	26⅝	27⅛
100	Wis Ctr	2⅛	2⅛	2⅛	2⅛	2⅛

Total sales, 753,452 shares.

BOSTON CLOSING QUOTATIONS.

	Bid.	Asked.		Bid.	Asked.
Bos & Alb	255	258	G Elec p	164	166
Bos & Me	170	171	Bos & Mon	276	278
Chic J com	143⅛	—	Cal & Hecla	645	650
Fitchb'g p	115	115⅝	Osceola	83⅝	84⅛
Mergenthal	189	191	Quincy M	148	150
Boston El.	—	88	Tam Min	198	199
Old Colony	199	200	Old Dom	37⅛	38
W E Rcom	93⅛	94	Butte	85⅝	86⅝
Dom Coal	34⅛	34⅝	B U G 1sts	94	95
Am Bell T	313	315	B U G 2ds	76⅛	80
Erie Tel	—	95⅝	Arcadian	69	69⅛
West Elec	44⅛	44⅛	Isle Royal	43	44

PHILADELPHIA CLOSING QUOTATIONS.

	Bid.	Asked.		Bid.	Asked.
Lehigh Val	25⅛	26⅛	Elk B p	66	67
Phila Trac	96	96⅛	Penn Maf	28⅛	28⅝
Un Trac	32⅝	32⅝	Pa Mf 5s	103⅝	104
E & P Ctfs	98⅛	98⅛	Wels Co com	10	12
Met Trac	193	194	Welsh Co p	60	61
C Tof N Js	60	60⅛	Cam Iron	44⅛	45⅛
C Tof N 5s	110⅛	110⅛	Electric V	20	21
U G Imp Co	136	136⅛	Balt Trac	32⅝	33
W & L Co	38	39	Marsden	6⅝	6⅞
Elk B com	61⅛	61⅛			

LATEST LONDON QUOTATIONS.

Atchison	22⅝	Northern Pacific	48
Atchison pf	58⅛	Northern Pacific pf	81⅛
Canadian Pacific	88⅛	Ontario & West	20⅛
Chesapeake & Ohio	27⅛	Pennsylvania	68⅝
Central Pacific	45⅝	Reading	11⅝
Denver & R. G.	20⅛	Reading 1st pf	28⅝
Denver & R. G. pf.	71⅛	Reading 2d pf	16
Erie con	16⅛	St. Paul	129⅛
Erie 1st pf	41⅛	South Railway	14
Illinois Central	119⅛	South Railway pf	49⅝
Kansas & Texas	14⅝	Union Pacific	47
Louisville & Nash.	67⅛	Union Pacific pf	75⅝
New York Central	128⅛	Wabash pf	23⅛
Norfolk & W. pf.	66⅛		

Final sales compare with those of yesterday as follows:

	Jan. 16.	Jan. 17.		Jan. 16.	Jan. 17.
A, T & S Fe	21⅝	21⅝	Nat Lead	38⅛	38⅛
A, T & S Fe p	57⅝	57	North Am	7	7
Am Cot O	35⅝	35⅛	Nor & W	19⅛	19
Am S Ref	127⅛	127⅛	Nor & W p	64⅝	64⅛
Am S R pf	110⅛	110⅛	N W com	144⅝	144
Am Tob	146	148	N Pac com	47	46⅝
Am Sp M	13⅛	13	N Pac p	78⅝	78⅛
Am Sp M p	37⅛	36⅝	N Y Cent	125	124⅝
Brook R T	92⅛	92⅛	N J Cent	102	101⅛
B & O	68⅝	68⅛	Omaha c	96⅛	97
Can So	55⅛	55⅝	Ont & West	20	19⅝
C, C, C & St L	46⅛	45⅛	Peo G & C	110⅛	111
C, B & Q	133	132⅛	Pac Mail	45⅝	45⅝
Con Gas	192	190⅛	Pull P Car	160⅛	159
Ches & O	26⅝	26⅝	Rock Island	117⅛	117⅝
Ch G W	15⅛	15⅝	Reading	22⅝	22⅛
Del & Hud	112⅝	112	Read 1st pf	56⅝	56⅛
D & R G pf	69⅛	69⅛	St P com	125⅛	125
Erie R R	15⅝	15⅛	So Ry	12⅛	12⅛
Erie 1st p	40	39⅛	So Ry p	47⅛	47⅝
Gen Elec	99	99	St L S W	8⅝	8⅝
Gt North p	160	160	St L S W p	20⅛	21⅝
Illinois Cen	116	116⅛	Stan R & T