FINANCIAL AND COMMERCIAL.

THURSDAY, March 23.

Coincident with the steady tendency of the money market toward lower rates, and with the growing conviction that the greatest activity in that market this spring has been witnessed, the stock market has begun to assume a definite upward tendency. That tendency was more pronounced yesterday than on the previous day, and more nearly general to-day than yesterday. Moreover, the movement of prices was rather more uniform than for a long time past. The wild speculation in Sugar Refining, Brooklyn Rapid Transit and the Tobacco stocks has subsided and is being followed by more rational fluctuations and a better distribution of the trading. The stock market was strong except during the last half hour of business, when realizing sales by room traders caused a moderate recession in prices. A strong market for the Granger stocks developed as soon as business was resumed on the Stock Exchange, it influenced the entire speculation. There was an especially active demand for C., B. and Quincy, which lifted the price nearly 3 points in spite of heavy selling that was believed to be for account of Boston. The stock closed 2 points higher than last night. Another noteworthy movement was that in the anthracite coal stocks, which was based upon the consideration mentioned in this column this morning, namely, that the New Jersey Legislature will probably adjourn without taking any action regarding an alleged combination of the anthracite producing and carrying companies. Unusual activity in Lackawanna at a net advance of several points was attributed in part to expectations that the earnings of the company will be materially increased by the running of passenger trains on Sundays.

There was a further falling off in the transactions in Sugar Refining, and a net decline in the price wiped out nearly all of yesterday's improvement. This loss and that of 1¼ ₱ cent. in Manhattan Railway were the only noteworthy net declines recorded. Brooklyn Rapid Transit fluctuated within comparatively narrow limits, but the market for it was very firm throughout. People's Gas received fresh attention of a character that resulted in a net gain of nearly 3 points. The exceptionally strong features in the list of usually inactive stocks were Chicago and Eastern Illinois, Consolidated Gas, Denver and Rio Grande preferred, International Paper preferred, New York Air Brake and St. Louis Southwestern issues. A revival of the report that the Southern Railway Company has secured control of the Louisville, Evansville and St. Louis road accompanied an advance in Southern Railway preferred, but the dealings in that stock were not extensive. The transactions in bonds were quite a little heavier than yesterday and the tone of the market for investment issues was very firm. Enough has been said to indicate that both departments of the Exchange made a most satisfactory showing.

New York Stock Exchange—Sales March 23.

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

65 U S 5s, c	108@108¼	3 U S 5s, c	112⅝
1 U S 5s, ser B	107⅝	60 Tenn Set 3s	97½
10 U S 4s, c	113¼	5 Va F deb 2-3s of 1991	83¼

CLOSING PRICES OF UNITED STATES BONDS.

	Bid.	Asked.		Bid.	Asked.
Un St 2s, r, at pl of ⊙	99¼	—	Un St 4s, r, 1925	128⅝	129¼
U S 5s, 1908-1918, r	108	108¼	Un St 4s, c, 1925	128⅝	129¼
U S 5s, 1908-1918, c	108	108¼	Un St 5s, r, 1904	112¼	112⅝
Un St 4s, r, 1907	111¼	112	Un St 5s, c, 1904	112¼	112⅝
Un St 4s, c, 1907	113	114	Un St 6.65s, r, 1924, D.C.	117¼	—

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

5 Atch adj 4s	82⅝	5 Met St Rwy 5s	120¼
108	82¼	10 Mex Intcn	87
5	82⅝	5	87¼
60	82⅝	3 Mor & Ex 1st	143¼
43 Atch gen 4s	102⅝	10 Man Ry 4s, s	20.104¼
1	102¼	5 Mob & O 1st, N	127⅝
25	102⅝	11 Mob & Ogul	84
1 Am Tob scrip	106	8 Mo Pac cn	120⅝
1 Ann Arbor 4s	89⅝	8	120
10 Aus & N W 1st	99⅝	15 Mo Pac col 1st 5s	95
2 B'way & 7th Av cn 5s	123	20 N Pac prior 4s	103⅝
3 Br W & W 5s	88⅝	30	103⅝
3 Br El 1st, t r	106	5	103⅝
1	105⅝	14 Nor Pac gnl 3s	68
40 Ch & Og gnl 4½s	92⅝	18 Norf & W cn 4s	92⅝
2	93	5	92⅝
10	92⅝	39	93
1 Ches & O R & A 1st cn 4s	106	1 N Y & S 1st, r 5s	107⅝
		5 N Y & S gnl	96⅝
10 C, B & Q cnv 5s	142¼	6 North W 1st	140
1 C, B&Q 4s, N e x	108⅝	3 N J Cnl 5s	118⅝
3 C, B & Q 4s, D d	102¼	2 N Y C 3½s	112⅝
1 Can So 1st	110	33 N Y C L 8 col 3½s	99⅝
57 Chic Terml 4s	99	2 Cent Pac cv 5s, 1901, t r	103¼
2 Cent Pac cv 5s, 1901, t r	103¼	10	99⅝
20 Cent P 3½s, w i	86⅝	10	99⅝
20	86⅝	45 N Y C M C col 3½s	99
5 Col So 4s, w i	87	1 Nash & Chatt cn	108
2	86⅝	2 N Y, C & S L 4s	107
1	86⅝	1 N W ex 4s	107⅝
25	86	12 O R & N 4s	102
28	85⅝	1 Ore S L inc A	85⅝
17 Col F & I 5s	88⅝	10 Ore S L inc B	68⅝
20 Col Mid 2-4s	65	3 Ore & Cal 5s	55
15	65¼	5 P & East in	30
11	65⅝	5 Penna 4½s, r	113⅝
1	64⅝	3 R Isl gnl 4s	107⅝
1 Chi G L & C Co 1st	113	58 Read gnl 4s	89⅝
44 C of Ga cn 5s	95⅝	36	89¼
10	95⅝	79	89⅝
8 C Ga Ry 8d inc	7¼	59	89⅝
10 Den & R G cn	101	40	89⅝
2	100⅝	15 Rio G W 1st	97
1	100⅝	2 S V & N E 4s	97½
20	100⅝	40 So P 1st, w i	86⅝
1 Den & R G 1st	105	70	86⅝
1 Dul & I R 1st	111	5	86⅝
1 Det City Gas 5s	95⅝	5 So Pac of Cal cn 6s	108⅝
1	96	2	108⅝
8	95⅝	6	108
5 T E & H gnl 5s	106⅝	3 So Pac of Cal 1st	112
5	106⅝	1 St P & Ma ex 4½s	107¼
5	106⅝	2 St L & S F 2d, c l C	115
17 Er prior bds	93⅝	11 St P gnl 4s, s A	111¼
10	93⅝	2 St P 1st, C & P	121⅝
22	93⅝	3 St P 1st, C & P, W div	120½
28 Erie gen 5-4s	73⅝	12 St L S W 1st	91⅝
4	73	51	92
1 E Tenn 5s	116⅝	42	91⅝
3 Ev & Ind 1st cn	99½	51 St L S W 2d	54
5	100	20	53⅝
1 F & P M 1st 6s	124	143	54¼
15 Flint & P M 5s	102	5	54⅝
10	102⅝	20	52⅝
78 Fulton El 1st	75	5	54
1 Ft Worth 1st	83⅝	10	52⅝
4	83⅝	5 Stand & R G 1st 5-4s	65⅝
1 Ft W & R G 1st 6s	65⅝	5	54
2 Galv, H & H 5s	100	15 San A & A Pass 4s	82⅝
10 G, H & S A M P 5s	104⅝	5 So Rwy 5s	106
7 G R deb 5s	115	2	106⅝
10 H Val 5s, $85 p	74	4 St J & G I 2-3-4s s 20	81
40 Iron Mt 5s	111⅝	1 St R & T 6s	86⅝
100	111⅝	5 Stand R & T inc	30⅝
1	111¼	20	31
14 Ill C 3½s L div	98⅝	74 T Pac 2d in	53⅝
3	99	88	54
15	99⅝	2	54⅝
15 Ill Cen 4½s, St L div	97⅝	91	53⅝
5 I C 4s, 1953	104⅝	80	53⅝
6 Ind, Ill & Ia 1st	108	314	53⅝
2 Kan & T ex 5s	89	9 Tol, P & W 1st	101
1 Kan & Tex 2d	67¼	20 Tx & N O cn 5s	105⅝
10	67	1 T C, I & R 6s, Tenn d	110⅝
5 K C, P & G 1st	64⅝	10 T C, I & R 6s, Bir div	109
10	64	5	109⅝
11	64⅝	13 Tol, St L & K C 1st, t r	103
5	65	10	103⅝
25	66	28 T C I & R, D R G & T 6s	104⅝
5	66⅝	10	103⅝
15	66⅝	22	104⅝
30	65⅝	40 Union Pac 4s	104¼
1 Lacl de Gas 1st	107½	5	104⅝
6	108	7 Union El 1st, t r	105⅝
9 L E & W 2d	107	10 Un P, D & G 1st, t r	93⅝
3 L & N g 4s	96	5 Wabash 2d	95⅝
11	95⅝	10 Wab deb, s B	35⅝
25	95⅝	1 W N ex 4s	107⅝
8 L & N, F & S 1st	107	12 O R & N 4s	102
15 L & N c t 4s	100⅝	1 Ore S L inc A	85⅝
6	100⅝	10 Ore S L inc B	68⅝
5 L, E & St L gnl 4s	9⅝	3 Ore & Cal 5s	55
5	9⅝	5 P & East in	30
7	9⅝	5 Penna 4½s, r	113⅝
10	10	3 R Isl gnl 4s	107⅝
15	9⅝	3 N Y & P a 1st	112⅝
20	9	1	112⅝
5 L, E & St L 5s, t r	69⅝	20 Wis Cen 1st, t r	69⅝
4	69⅝	5	68⅝
5	69⅝	10	69
10	69		

Total sales of railway bonds (par value), $8,511,000.

RAILROAD AND OTHER SHARES.

Sales.		Open-ing.	High-est.	Low-est.	Closing Bid.	Closing Asked.
18235	A S A W	64⅝	65	64	63¾	64
1950	Am St & W p	103¾	103¾	103	103	103¾
70250	Am S R	168⅝	168⅝	161⅝	162¼	162⅝
100	Am S R p	117	117	117	117	118⅝
450	Am Tin	41⅝	41⅝	41¼	41¼	41⅝
105	Am Tp	95⅝	95⅝	94⅝	94	95⅝
1600	Am S M	14	14¼	14	13⅝	14
200	Am S M p	39¼	39¼	39	38⅝	39⅝
100	Am D T	47	47	47	45	47
4800	Am Tob	206	208	205	207	208
30	Am Exp	142⅝	142⅝	141¼	140	143
500	Am C O	35⅝	36⅝	35⅝	35⅝	36
202	Am C O p	92½	92½	92½	92½	93
2800	A, T & S Fe	20⅝	21	20⅝	20⅝	21
20475	A, T & S Fe p	60	61	60	60½	60⅝
850	A Malt	29	29	29	29	29⅝
455	A Malt p	82⅝	82⅝	82⅝	82⅝	83
1715	Am Sug	73	73	72	72	72¼
50	Am Sug p	109⅝	109⅝	109⅝	108	109
1900	Anacon da M	42½	44	42⅝	43¼	43⅝
210	Bronsw	10⅝	11	10⅝	10⅝	11¼
400	B & O, w i	56	56⅝	56	56	56⅝
200	B & O p, w i	76⅝	77¼	76½	76⅝	77¼
34046	Bk R T	107⅝	108⅝	107¼	108¼	108⅝
280	Bk Un G	156⅝	156⅝	156¼	156	158
200	Can So	58	58	58	57⅝	58
500	Can Pac	85¼	85⅝	85¼	85¼	85¼
220	Con Ice	47⅝	47⅝	47⅝	47⅝	47⅝
18880	Ch G W	15⅝	16	15	15⅝	15⅝
100	Ch G W p, A	68⅝	68⅝	68⅝	68⅝	68⅝
100	Ch G W p, B	35⅝	35⅝	35⅝	35	35⅝
4900	Con Pac	51	51¼	50⅝	51¼	51⅝
1920	Ches & O	27	27⅝	26⅝	27	27¼
2600	C & E I	68⅝	70⅝	68⅝	69⅝	70⅝
21650	Cont'l T	50	52⅝	49½	50⅝	50⅝
4550	Con T p	86⅝	88	86¼	87	87¼
100	C, C, C & St L	58	58	58	57⅝	58⅝
325	C, C, C & St L p	96⅝	96⅝	96⅝	96⅝	97⅝
580	Ch & N W	148⅝	148⅝	148⅝	148⅝	148⅝
100	C & N W p	193	193	193	190	193
72640	C, B & Q	141	143⅝	140⅝	—	—
*11900	C, M & St P	126¼	126¼	126¼	126¼	126⅝
8595	C, R I & P	117⅝	118⅝	117⅝	117⅝	118
1125	Col Fuel	35⅝	35⅝	35	35⅝	35⅝
1515	Col So 1st pf	56⅝	57	54⅝	55⅝	56⅝
1967	Col So 2d pf	24⅝	25	23⅝	23⅝	23⅝
1920	Ch Ter	22⅝	23	22	22⅝	23
2220	Ch Ter p	54	54	52⅝	53⅝	54
400	C, H V & T, a p	9	9	9	8⅝	9⅝
225	C, H V & Tp, a p	18	18	18	17	18
100	C & H C	12	12	12	9⅝	12⅝
50	C, L & W	12⅝	12⅝	12⅝	10⅝	12⅝
200	Cn Coal	56	56	56	54	58
8595	Con Gas	210	212⅝	208	—	—
7360	Del & H	116	117⅝	115⅝	—	—
6320	D, L & W	168⅝	174⅝	167	171⅝	173
1500	D & R G	21⅝	22	21⅝	21⅝	21⅝
2600	D & R G p	72⅝	73⅝	72⅝	73⅝	73⅝
100	D, S S & Atl p	10	10	10	9⅝	10⅝
250	Erie	14⅝	14⅝	14⅝	14	14⅝
5110	Erie 1 p	39⅝	39⅝	39⅝	39⅝	39⅝
100	E & T H	37	37	37	36⅝	37⅝
21160	Fed St	52⅝	53⅝	52⅝	52⅝	53
4181	Fed St p	87⅝	87⅝	87¼	87½	87⅝
250	F & P M p	47	47	47	—	—
30	Gr B W	30	30	30	—	—
730	Gt Nor p	190	190	189⅝	189⅝	190
8930	Gn Elec	114⅝	116⅝	112⅝	115⅝	116
160	H B Clafl	102⅝	102½	102⅝	103	106⅝
800	I Paper	53	53	52⅝	53	53⅝
2900	I Pap pf	82	84⅝	82	82⅝	84
4520	Ill Cent	114⅝	115⅝	114⅝	114⅝	115
400	Int Silv	29⅝	29⅝	29⅝	29⅝	29⅝
100	La Cent	11⅝	11⅝	11⅝	11	11⅝
130	La Cen p	46⅝	46⅝	46⅝	46⅝	47
4545	KC, Pit G	9⅝	12⅝	9⅝	10¼	11
100	Kan & M	14⅝	14⅝	14⅝	14½	15
600	Longisl	76⅝	76⅝	76	76	77
1511	Lacl G	54⅝	54⅝	53⅝	53⅝	54
10	Lacl G p	100	100	100	95	100
2755	Lou & N	64	64⅝	64	63⅝	64
19100	Man Cn	111	111¼	108⅝	109⅝	109⅝
11000	Man Cn rights	5⅝	5⅝	4⅝	—	—
200	Mx Cen	6⅝	6⅝	6⅝	6⅝	6⅝
4720	M St Ry	253	254⅝	250⅝	252⅝	253
2700	Mo Pac	46	46⅝	46	45⅝	46⅝
200	M, K & T	13⅝	14	13⅝	13⅝	14
5925	M, K & T p	38⅝	39⅝	38⅝	39	39⅝
500	Mob & O	41	41	40⅝	40	41
6270	N J Cent	117⅝	118⅝	117	117⅝	118
3320	N Y Cent	135⅝	136	135⅝	135⅝	135⅝
640	Nat Lead	34½	34⅝	34⅝	34	34⅝
200	N Lead p	112⅝	112⅝	112⅝	112⅝	113⅝
8600	Nor Am	9⅝	9⅝	9⅝	9	9⅝
2070	N Y Air Brake	180	190	180	188	190
100	N Y, C & St L p	70	70	70	65	75
1400	Nat Biscuit	51	51⅝	51	51	52
100	N Biscuit p	103	103	103	102	104
50	N & W	17⅝	17⅝	17⅝	17⅝	18
500	N & W p	65	65	65	64½	65
2120	Nor Pac	50⅝	50⅝	50¼	50⅝	50⅝
210	Nor Pac p	78⅝	78⅝	78⅝	78⅝	78⅝
1000	Ont & M	6	6	6	6	7
21520	O & W	28	28⅝	27½	28⅝	28⅝
100	Ore S L	41⅝	41⅝	41⅝	41	42
600	Pac Mail	48⅝	48⅝	47⅝	47⅝	48
5300	Phila Co	101	102	98	—	—
535	P P Car	159⅝	159⅝	159⅝	159	160
400	P, C, C & St L pf	82⅝	82⅝	81⅝	78	82
200	P & W p	8⅝	8⅝	8⅝	—	—
1800	Pa R R	132	132⅝	132	132⅝	132¼
48780	Peo G A C	118⅝	121⅝	118⅝	120⅝	121
5070	Reading	24⅝	24⅝	24⅝	24⅝	24⅝
40805	Read 1 p	67¼	68	66⅝	67⅝	67⅝
22155	Read 2 p	37¼	37⅝	36⅝	36⅝	37
20	R, W & O	131½	131⅝	131⅝	130	—
100	R G W p	77⅝	77⅝	77⅝	77⅝	77⅝
800	Standard M	2.80	2.85	2.80	—	—
8825	S L S W	10	11¼	10	10⅝	11
11030	S L S W p	30	30⅝	29⅝	30⅝	31
200	St P & O	93	93	92⅝	92¼	92⅝
42	St P & Om p	174⅝	174⅝	174⅝	174	—
200	Stand D & D	23	23	22⅝	22⅝	23⅝
320	Stand D & D p	74⅝	74⅝	74	73	75
4840	So Pac	35⅝	36⅝	35⅝	36⅝	36⅝
930	So Rwy	12⅝	12⅝	12⅝	12⅝	12½
1574	So Ry p	49⅝	50⅝	49⅝	49⅝	50
300	St L & S F	11	11⅝	11	11	11⅝
500	St L & S F p	38⅝	38⅝	38⅝	38⅝	38⅝
300	Stand'd R & T	10⅝	10⅝	10⅝	10⅝	10⅝
11210	T C & I	52⅝	53	52	52⅝	52⅝
10	T C & I p	140	140	140	—	—
125	Tenn C R T	68	68	68	68⅝	69
26	Twin C R T p	140⅝	140⅝	140⅝	—	—
425	Adams Express	209	209⅝	208	204	208
950	Tex Pac	23⅝	23⅝	23⅝	23	23⅝
4230	U Pac	46⅝	46⅝	46⅝	46⅝	46⅝
6475	U Pac p	80⅝	81⅝	80⅝	80⅝	80⅝
2050	Un P, D & G	13⅝	13⅝	13⅝	13⅝	13⅝
510	U S Rub	50⅝	50⅝	50⅝	50⅝	50⅝
50	U S R p	116	116	116	116	118
250	U S L	6⅝	6⅝	6⅝	6⅝	6⅝
2580	U S L p	71⅝	71⅝	71	71⅝	71⅝
10	Wabash	8⅝	8⅝	8⅝	7⅝	8⅝
420	Wab p	21⅝	21⅝	21⅝	21⅝	21⅝
163	W U Tel	93⅝	94	93⅝	93⅝	94
100	W & L E	11⅝	11⅝	11⅝	11⅝	11⅝
100	W & L E p	32	32	32	31	32

*Ex dividend.

Total sales, 690,565 shares.

BOSTON QUOTATIONS.

	Bid.	Asked.		Bid.	Asked.
Bos & Alb	245	—	Bos & Mon	345	350
Bos & Me	172	—	Cal & Hec	707½	—
Chi Junc c	147	148	Osceola	87	88
Chi Junc p	129	130	Quincy M	150	160
Fitchb'g p	—	122	Tam Min	220	225
Mergenthal	180	182	Old Dom	43	—
Boston El	93⅝	95	Butte	85⅝	86⅝
Old Colony	202	—	B U G 1sts	89	90
W End Rc	93⅝	94	B U G 2ds	—	70
Dom Coal	45⅝	46	Arcadian	—	59⅝
Am Bell T	360	362	Isle Royal	65⅝	66
West'g'e E	47	48			

OUTSIDE SECURITIES CLOSING QUOTATIONS.

	Bid.	Asked.		Bid.	Asked.
Air Power	78	80	Elec Veh p	130	135
A C & F com	26¼	27	Hav Com C com	32¼	33
A C & F pf	67½	68½	Hav Com C pfd	72¼	73¼
Amster'mtd	39¼	40	Ohio Elec	36	37
Ams Gas pf	68¼	68¾	Ohio Ele pf	89	91
Ams O bds	104⅝	105	P Steel Co	60	60¼
Beer Secon	30	33	P Steel C p	87⅝	88¼
Bret S pf	80	82	Rubber Co	31	32
B & N Y F	47¼	48½	Rubber Co p	77⅝	79
B & N Y bds	98	98⅝	Royal B P p	89	89¼
B S Gas	2⅝	2⅞	Stand O T	475	477
C U G bds	106	107	Un B & Pc	34⅝	35
Con Smelt c	42⅝	44	Un B & F p	83	83¼
Con Smelt pf	86	87	Un El V T	18⅝	19⅝
Con Smelt sub	—	114½	El Bat	39⅝	40
Elec Veh c	129	131			

PHILADELPHIA QUOTATIONS.

	Bid.	Asked.		Bid.	Asked.
Balt Con R	39	40	E & P T 4s	98⅝	99
Can Welsb	2⅝	3	E Ill G 5s	107⅝	107⅝
Cambria I	46⅝	46⅝	Gen E Aut	19⅝	19⅝
Cam Steel	24¼	24⅝	Leh V R R	21¼	21⅝
C, O & G c	35	35⅝	P M L & P	28⅝	28⅝
C, O & G p	47⅝	48	P E G T 5s	103	103¼
Cit St R l	41	—	Phila Trac	96⅝	97
C St R l 5s	103	—	Union Trac	34⅝	35
C T of N J	59	59½	U G I Co	154	154⅝
E L Co of A	20⅝	20⅝	W N Y & P	6⅝	6⅝
E Vch Co	134	136	Wels L Co	37	37⅝
E S Bat c	167⅝	168	Wels Com	10	11⅝
E S Bat pf	167⅝	170	Wels C pf	58	60

CHICAGO CLOSING QUOTATIONS.

	Bid.	Asked.		Bid.	Asked.
Am Strwb	32	33	N Ch St Ry	—	225
Canal & D	71	72	So S "L"	77	—
City Rway	290	295	St S Car	21	21⅝
Dd Match	138⅝	139⅝	W Ch St Ry	97	97⅝

LATEST LONDON QUOTATIONS.

Atchison	21⅝	Northern Pacific	51⅝
Atchison pf	62	Northern Pacific pf	80⅝
Canadian Pacific	88⅝	Ontario & West	28½
Chesapeake & Ohio	27⅝	Pennsylvania	68
Central Pacific	51⅝	Reading	12⅝
Denver & R G	22	Reading 1st pf	34¼
Denver & R G pf	74⅝	Reading 2d pf	19⅝
Erie con	14⅝	St. Paul	132¼
Erie 1st pf	39⅝	South Railway	12⅝
Illinois Central	117⅝	South Railway pf	51
Kansas & Texas	13⅝	Union Pacific	47⅝
Louisville & Nash	65⅝	Union Pacific pf	82⅝
New York Central	140	Wabash pf	22¼
Norfolk & W pf	66⅝		

Final sales compare with those of yesterday as follows:

	March 22.	March 23.		March 22.	March 23.
A, T & S F	20⅝	20⅝	N & W p	64⅝	65
A, T & S F p	60⅝	60⅝	N'west com	147⅝	148⅝
Am Cot Oil	35⅝	35⅝	Nor Pac c	50⅝	50⅝
Am S R	167⅝	162⅝	Nor Pac p	78⅝	78⅝
Am S R p	119	117	N Y Cen	135⅝	135⅝
Am Tob	207⅝	208	N J Cen	116⅝	118
Am S Mfg	13⅝	14	Omaha	93	92⅝
Brook R T	108	108⅝	O & West	27⅝	28⅝
Can So	58	58	Peo G & C	118⅝	121
Can Pac	85⅝	85¼	Pac Mail	47⅝	47⅝
C, C, C & St L	58	58	Pull P Car	159⅝	159¼
C, B & Q	140⅝	142⅝	Rock Isl	117⅝	117⅝
Con Gas	210	211	Reading	24	24⅝
Ches & O	27	27	Read 1st p	66⅝	67⅝
Chic Gt W	15⅝	15⅝	St Paul c	128⅝	126⅝
D, L & W	168⅝	172	So Railway	12⅝	12⅝
Del & Hud	116	116⅝	So Ry p	49	49⅝
D & R G	21⅝	21⅝	St L S W	10⅝	10⅝
Erie R R	14⅝	14⅝	St L S W p	29⅝	30⅝
Erie 1st p	39	39⅝	Stan R & T	10⅝	10⅝
Gen Elec	115⅝	116	Tex Pac	23⅝	23⅝
Gt Nor p	190⅝	189⅝	Tenn C & I	52⅝	52⅝
Ill Cen	114⅝	114⅝	Union Pac	46⅝	46⅝
Kan & T p	38⅝	39⅝	U Pac p	80⅝	80⅝
Lou & Nash	63⅝	64	U S Rub	50⅝	50⅝
Lac Gas	54	53⅝	U S L	6⅝	6⅝
Man Con	110⅝	109⅝	U S L p	71⅝	71⅝
Mo Pac	46⅝	46	Wabash p	21⅝	21⅝
Met St Ry	253	252⅝	W U Tel	93⅝	94
Nat Lead	34¼	34⅝	W & L E	11¼	11⅝
North Am	9	9⅝	*Ex dividend.		

Government bonds irregular. The 3s closed ⅛ ₱ cent higher bid and the 4s of 1925 closed ⅛ ₱ cent lower bid. Railway and other bonds strong. The features were Colorado Southern 4s, w. i.; Colorado Midland 2-4s, Iron Mountain 5s, Kansas City, Pittsburg and Gulf 1sts, Norfolk and Western 4s, Reading general 4s, Texas Pacific 2ds, Union Pacific 4s, Atchison, Central Pacific, Erie, Louisville, Evansville and St. Louis, and St. Louis Southwestern issues.

In bank stocks 50 shares of Phenix sold at 112½.

Commercial price of bar silver in New York, 59⅛c. Bar silver in London closed at 27 7-16d. Mexican silver dollars were quoted at 47⅛c.

Money on call 4@5 ₱ cent., closing at 4 ₱ cent. Time money is quoted at 4 ₱ cent. for sixty and ninety days and 3½@4 for six months on good mixed securities. Commercial paper is quoted at 3½@3¾ ₱ cent. for bills receivable; acceptances and prime single names, 3½@4 ₱ cent.; other names, 4½@5 ₱ cent.

Sterling exchange continued dull, with only very slight changes in actual quotations. Continental exchange was likewise dull. Posted rates are long drafts, $4.84; sight drafts, $4.86½. Actual rates are: Long bills, $4.83¼@$4.83½; sight drafts, $4.85¼@$4.85⅛, and cable transfers, $4.85¼@$4.86; francs are quoted at 5.22½@5.21½ for long and 5.20@5.19⅛ for short; reichsmarks, 94 7-16@94 9-16 for long and 95@95⅛ for short; guilders, 39⅞@39 15-16 for long and 40@40 1-16 for short.

Domestic exchange on New York: Boston—16⅛@20 cents discount. Charleston—Buying, par; selling, ⅛ premium. Savannah—Buying, 1-16 discount; selling, 75 cents premium. New Orleans—Bank, 50 cents premium; commerce, 25 cents premium. San Francisco—Sight, 15 cents premium; telegraph, 17½ cents premium. St. Louis—40 cents discount. Chicago—35 cents discount. Cincinnati—Between banks, par and 40 cents discount; over counter, 50 cents premium.

The Metropolitan Street Railway Company has declared a quarterly dividend of 1¼ ₱ cent., payable April 15.

The Norfolk and Southern Railroad Company has declared a quarterly dividend of 1 ₱ cent., payable April 10.

The Philadelphia Company has declared a quarterly dividend of 1¼ ₱ cent., payable April 15.

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