FINANCIAL AND COMMERCIAL.

SATURDAY, March 14.

There was comparatively little trading to-day in the stock market previous to the publication of the bank statement, and no very great increase in transactions after it. The statement, when it appeared, showed that local institutions were about in the same condition as conservative estimates had in advance made out. The cash held by the banks decreased $4,762,400, but deposits decreased $20,477,700 and loans fell off $15,002,900. The surplus reserve, hence, increased $357,025. Practically, therefore, the banks have managed to hold a little more than their own during the week, despite a considerable loss in cash, by means of a round curtailment in the loan account. This reduction has been accomplished, undoubtedly, through the medium of loans negotiated upon sterling bills, or, in other words, by bids by our market for foreign capital. As long as the present *status quo* can be maintained, there is obviously no fear of money stringency; nevertheless, despite the $25,000,000 loan reduction in the last two weeks, the bank surplus is lower than it has been for two decades. It is noticeable that the Sub-Treasury to-day disbursed money heavily, because, it is said, of exceptional reasons. Nevertheless, it is confidently expected that pension payments and other Government expenditures will serve to keep down the credit balance of the Sub-Treasury and the Clearing House for the rest of the month, if, indeed, it does not result in payments on balance by the Sub-Treasury. The market was, if anything, inclined to weakness in the early part of the day. The liquidation in Amalgamated Copper continued. Consolidated Gas sold off nearly 4 points on the announcement of the steps taken by the city authorities for the establishment of a municipal lighting plant, while a break in the Dominion Iron and Steel shares in the Boston market, due, it is said, to the collapse of an unsubstantial boom in the stock recently undertaken by some young Canadian speculators, weakened the prices of all the securities dealt in in Boston and exercised some slight influence on our own exchange. The Union Pacific Railway reported a decrease in gross earnings of $113,800 for February, while Baltimore and Ohio's gross increase of $363,381 for the same month was reported as subject to an increase in operating expenses of $229,043. The Reading shares were strong upon buying by brokers usually representing the controlling interests in the company, while the short interest in American Sugar Refining shares, accumulated because of the prolonged postponement of the ratification of the Cuban treaty, evinced a desire to retreat. After the publication of the bank statement prices rallied so that most active stocks showed small net advances for the day.

The comparative statement of our imports and exports of merchandise and products of all kinds for February, published to-day, is a very cheering document. In the early part of the week announcement was made of an increase of $20,000,000 in the value of the February exports of domestic products. The full statement issued to-day comprises, in addition to that already published, manufactured products and merchandise of all kinds. Imports increased, it is true, $15,330,112, but exports increased $23,979,387, so that there was an increase in the "trade balance" for the month as compared with that of February last year of $8,649,275. This trade balance, as it will be remembered, has declined throughout the fiscal year, and indications of a reaction in the movement are extremely gratifying. The increase in the value of exports was largely due to the higher prices now obtained by our farmers for their corn and cotton.

New York Stock Exchange Sales, March 14.

CLOSING PRICES OF UNITED STATES BONDS.

	Bid.	Asked.		Bid.	Asked.
U S 2s, r. 1930	..107	108	U S 4s, r. 1925	..135	135¾
U S 2s, c. 1930	..107¾	108½	U S 4s, c. 1925	..136	137½
U S 3s, r. 1908-18	107¼	108	U S 5s, r. 1904	..103	103¾
U S 3s, c. 1908-18	108	108½	U S 5s, c. 1904	..103	103¾
U S 4s, r. 1907	..108½	109½	US 3.65s, r. 1924	DC121	—
U S 4s, c. 1907	..109½	110½			

RAILROAD AND OTHER BONDS.

Adams Exp 4s 1000	104¼	Erie-Penna Coal 1st cr 4s 7000	90¼
1000	104½	Edison Elec Ill Co of N Y 1st 5000	104½
1000	105	Hous & Tex Cen 1000	111½
2000	95	Registered 1000	110
Am Cot Oil 4s 5000	101	Hous & T C gm 4s 1000	84½
Am Dist Tel 5s 5000	91½	Illinois Cent 1st gold 3s 1000	94½
Am Ex 4s 2000	102	Int & Great N 1st gold 5s 2000	108
Am Hide & L 1st s f g 6s 1000	100	Kan C Ft S & M ref g 4s 2000	86¾
Am Tob 4s 1000	101	Kansas City So 5s 1000	87½
Atch T & S F 4s 5000	91½	Lake Erie & W 2d 5s 2000	113½
Atlantic City 4s 1000	100	Lake Shore div 3½s 1000	97½
Balt & Ohio 3½s 1000	88½	Mex Central 4½s 1000	87½
Beth Steel 1st 5s 1000	104½	Mexican Nat 6s 1000	97½
Brooklyn R T 4s 1000	87½	Mex Central con 4s 1000	126¼
Central Ga 5s 1000	117½	Mex Cent 2d 3s 2000	91½
Chic & Alton 3½s 1000	88½	Mex Cent con 4s 1000	77½
Chic Burl & Q 4s 1000	101½	South Pacific 4s 5000	91½
Chic & Erie 5s 1000	108½	South Railway 5s 5000	109½
Chic & Mich Lake 5s 1000	127½	St Louis div 4s 2000	97½
Chic M & St P 1st 5s 1000	117½	Standard Rope & Twine 5s 1000	50
Chic & Nor W con 7s 1000	141½	Union Pacific 4s 5000	102½
Chic Rock Isl & Pac 4s 1000	102½	Wabash 2d 5s 1000	107
Chic Term'l 4s 1000	90½	Wisconsin Cent 4s 1000	91½
Col Midland 4s 1000	75		

Total sales of bonds (par value), $811,000.

RAILROAD AND OTHER SHARES.

Sales.		High-est.	Low-est.	Clos-ing.	Net Ch'ge.
300	Con Tob pf	147⅞	114½	114½	— 1¼
1000	Corn Prod	33¼	33	33¼	+ 1¼
600	Del & Hud	171¼	170¾	171	+ 1⅛
1100	Den & R G	38	37	38	+ ⅞
100	Den & R Gp	86⅝	86⅝	86⅝	
100	Det South	16	16	16	
8600	Erie	36⅛	35⅝	36	+ ⅜
1600	Erie 1st pf	67½	67⅛	67⅜	
1100	Erie 2d pf	54⅞	54	54⅝	+ ⅛
400	Gen El Co	193½	192½	193½	+1¼
100	Hock Val	102¾	102¾	102¾	
900	Ill Cent	140	139¼	139⅞	— ⅛
200	Int Power	55¼	55⅛	55¼	+ ¼
300	Iowa Cent	37¼	37	37	
1200	K C Sou	31¼	30½	31¼	+ ¾
300	K C Sou pf	55	55	55	+ ¼
400	K C F S pf	79½	79¼	79¼	— ¼
100	Keo & D M	39	39	39	— ⅜
400	Lac Gas	99½	99½	99½	+ ½
800	Lou & Nash	120½	119	120	+ ¾
3900	Manhattan	140¾	140¼	140¾	+ ¼
2400	Met St Ry	134¼	133	133¾	+1⅛
600	Met Secu	116	115¾	116	+ ½
200	Mex Cen	26¾	26¾	26¾	+ ¼
100	M St & L	99	99	99	
700	MSP&SSM	71	70⅜	71	— ½
100	MSPSSM p	126¼	126¼	126¼	— ¾
200	M K & T	26	26	26	+ ½
200	M K & T pf	58	58	58	+1
5500	Mo Pacific	109⅛	108⅛	108¾	+ ¼
600	Nat Bis Co	46⅝	46½	46⅝	+ ¼
300	Nat E & S'g	36	35⅞	36	
300	Nat Lead	26	25⅝	26	+1
100	Nat RR Mex	17¾	17¾	17¾	
100	N Y Air B	162	162	162	+2
2100	N Y Cent	139	138⅛	138⅛	— ⅝
2500	Nor & Wes	71½	70⅞	71½	+ ½
700	No Am Co	105	105	105	
1200	Ont & Wes	31	30¾	31	+ ⅛
100	Pac Mail	36⅝	36⅝	36⅝	+ ⅛
4200	Penn R R	143¾	143⅛	143½	
200	Peo Gas	102	101½	102	+ ⅜
100	Q'ksilv'r pf	71¼	71¼	71¼	
200	Ry St Sp'g	33½	33	33	— ¾
100	Ry St Spg p	87½	87½	87½	+ ¾
100	Rep Steel	20½	20½	20½	+ ¾
300	Rep Steel p	79⅞	79½	79⅞	+ ⅞
26900	Reading	61	60	60⅝	+ ¼
11800	Rock Island	44⅜	43⅜	44	+ ¾
200	Rub Goods	26	25¾	25¾	— ⅞
100	Rub Gds pf	78	78	78	
500	Sloss-Sheff	64	63	63	—2
200	S L So W	25	25	25	+ ¼
200	S L So W pf	57⅞	57¾	57⅞	+ ¼
5300	Sou Pac	62¾	62¼	62½	— ⅛
1700	Sou Ry Co	32¼	32	32	
200	Sou Ry Co p	94	93¾	94	+ ½
300	Tenn C & I	63⅝	63½	63⅝	+ ½
400	Tex Pac	38¼	38	38⅛	+ ⅜
300	Tol St L & W	25	25	25	—1½
200	Twin C R T	116	115½	115½	—1½
10500	Union Pac	92½	91⅞	92¼	+ ⅜
1300	Un Pac pf	91¼	91	91¼	+ ¼
200	Unit'd Fruit	108½	108¼	108½	+ ¼
400	U S R & Cen	24⅛	23⅞	24	
900	U S R & Cp	68¾	68¼	68⅝	— ¼
800	U S Leather	12½	12¼	12½	
100	U S Leath p	90¾	90¾	90¾	+ ¾
200	U S Rubber	16	16	16	+ ½
8000	U S Steel	37¾	37⅜	37¾	+ ¼
3920	U S Steel pf	86⅝	86⅛	86⅝	+ ¼
1200	Va-Car Ch	63⅝	63	63	
200	Vulcan D'g	29½	29½	29½	+ ⅛
800	Wabash	28⅞	28⅛	28⅝	— ¼
6300	Wabash pf	50¾	49¾	49⅞	+ ⅛
700	W & L E 1 p	54	53	54	—1
500	W & L E 2 p	33¾	33¼	33¼	— ½
400	Wis Cent	26⅞	25½	25⅞	+ ⅛
400	Wis Cent pf	50	49⅛	49½	— ½

Total sales of stocks, 210,700 shares

CLOSING PRICES.

	Bid.	Asked.		Bid.	Asked.
Adams Exp	215	235	L E & W	41	44
Allis Ch'lm'rs	18	21½	L E & W pf	113	115
Allis Chal pf	81	86	Long Island	75	78
Amal Copper	73⅝	73½	Lou & Nash	120	120¼
Am A C Co	22	25	Man Beach	12	13
Am A C Co p	—	85	Manhattan	140⅝	140¾
Am Bicycle	—	⅛	Met St Ry	133	134
Am Bicycle p	¾	2	Met Sec Co	115	116
Am C & F Co	39⅝	40	Mex Cent	26⅝	26¾
Am C&FCo p	90½	91½	Mich Cent	150	150
Am Cot Oil	43	44⅝	Minn & St L	99	100¼
Am Cot Oil p	95	97	M & St L pf	108	118
Am D Tel Co	37	39	MSP & SSM	71	71½
Am Express	215	222	MSP&SSM p	126½	127½
Am Grass	17½	20	M K & T	25⅛	26
Am Hide & L	8¾	9½	M K & T pf	57	58
Am H & L pf	35	35	Mo Pacific	108⅛	108⅝
Am Ice	7⅛	7½	Nat Bis Co	46⅝	46⅝
Am Ice pf	31½	32½	Nat Bis Co p	105	106
Am Lin Oil	14½	15	Nat Lead	25¼	26
Am Lin Oil p	35	40	Nat Lead pf	90	93
Am Loco	27½	28	Nash C & StL	106	108
Am Loco pf	93¼	94	Nat RR Mex	17¾	17¾
Am Malt	3½	4	Nat RR Mex p	35¼	36
Am Malt pf	20½	22	N Y A B Co	160	162½
Am Snuff	—	126	N Y Central	138	138¼
Am Snuff pf	—	98½	N Y C & St L	39	40
Am Smelt'g	49¼	49½	N Y C & St L 1p	112	116
Am Smelt pf	95½	95⅝	N Y C & St L 2p	79	81
Am Sugar	124¾	125	N Y Dock	—	30
Am Sug pf	120	121	N Y Dock pf	53	53⅝
Am T & C Co	82	85	N Y N H & Hrd	212	214
Am T & T Co	—	—	N J Central	175	180
Am Wool	13	14	Nor & West	71⅛	71½
Am Wool pf	78	79	Nor & West p	83	91
Ann Arbor	35	40	North Am	104	105
Ann Arbor pf	65	70	Ont & West	30⅞	31
Anaconda	120	120½	Pacific Coast	74	78
At T & S F	82½	82¼	Pac Coast 1p	96	104
At T & S F p	97⅝	97¾	Pac Coast 2p	69	72
Balt & Ohio	92⅝	92¾	Pacific Mail	36½	37
Balt & Oh pf	92	94	Penna R R	143⅝	143⅝
B'klyn R T	65¼	65½	PeoG&CCo	101⅞	102
Bkyn U Gas	210	215	Peo & East	30	33
Brun'sw'k Co	10⅞	11½	PCC & St L	82	83½
Buff R & P	136	150	PCC & St L p	100	110
Buff R & P p	150	160	Pit'd St Car	60¾	61
Butterick Co	45	55	Pr'd St Car p	92	93
Can South'n	73	75	Pullm'nPC	220	229
Can Pacific	124½	124¾	Ry St L'gPg	32⅝	33
Ches & Ohio	46⅝	46½	Ry St Spg pf	87	88½
Chi & E Ill	—	—	Rwy Sec Co	88	92
Chi & Alton	32½	33⅝	Reading	60⅝	60¾
Chi & Alt'n p	69¼	69⅝	Read 1st pf	84⅝	84½
CCC & StL	91½	92¼	Read 2d pf	72	73
Chi Gt West	24	24¼	Rep'ic Steel	20⅝	20⅝
Chi Gt W p	79	80	Rep Steel pf	79⅝	80
Chi Gt W 1st p	59½	60	Rock Island	44	44¼
Chi Gt W 2d p	38⅝	39⅝	Rock Isl d pf	77¼	78
Chi I & L	4	5	Rubber Gds	26	26½
Chi & N W	184	188	Rub Gds pf	78	79
Chi M & St P	169½	169½	Sloss Sheff	63	64
Chi M&StP p	184	181	Sloss Sheff pf	95	95½
Chi Terminal	16¼	17½	St J & G I	10	12
Chi Term'l pf	29½	30	St J & G I 1 p	57	58
Chi U Trac	9¾	10	St J & G I 2 p	27	35
Cle Lor & W	85	90	St L & S F	78⅝	80
Cle Lor & W p	90	95	St L & S F 1 p	—	82
Col H C & I	19½	20½	St L & S F 2 p	73	76½
Col Fuel & I	64	65	St L S W	24⅛	25
Col South'n	25½	26	St L S W pf	57⅝	58
Col So 1st pf	65	68½	St P & Dm	140	152
Col So 2d pf	59	60	So Pacific	62⅝	62¾
Con Gas	205¼	206	So Ry Co	32	32¼
Cons Tob pf	113½	114½	So Ry Co pf	94	94½
Corn Prod	33	34½	So Ry Mob	35	40
Corn Prod pf	84½	85½	Stan R & T	6½	8
Del & Hud	171	172	Tenn C & I	63½	64
Del L & W	255	260	Tex P L T	36	38
Den & R G	37½	37¾	Tenn Pac	38½	38¾
Den & R G pf	86½	87	Third Av RR	120	125
Den & R G 1 p	87	87	Tol L & W	24½	25½
Det South'n	15½	16	Tol L & W p	41½	42
Dist Sec pf	32	35	Twin City	115½	116½
Dist Sec	40½	42	Union Bag	18½	19½
Distillers Sec	20	20½	Union Bag p	74½	77
D S R & A	38½	39½	Un Bag & P	10½	11½
D S R & A pf	84½	86½	Un Bag & P pf	81	84½
Erie	35½	36	Un Fruit	108½	109
Erie 1st pf	50½	51½	U S Express	122	127
Erie 2d pf	44½	45½	U S Leather	12½	12¾
Evans & T H pf	80	90	U S Leather pf	80½	80¾
Fed Min & S	7½	8	U S Rubber	16½	17
Fed Min & S pf	29	32	U S Rubber pf	64½	65½
Fed S & R pf	90	97	U S Cast I Pipe	23	24
Fort Wayne	165	175	U S Cast I P pf	70	72
Gen El Co	192½	193½	U S Leather	8½	9
Gen El Co new	193	193½	U S Leather pf	78½	79
Glucose	37	38	U S Red & Ref	27	28½
Glucose pf	95	97	U S Red & Ref pf	77	78½
Gold Dust	38½	39½	Va-Car Chem	15½	16½
Hocking Valley	72½	73½	Va-Car Chem pf	37½	38½
Home Tel	100	105	Wabash	28½	29
Illinois Cent	139½	140½	Wabash pf	49½	50
Int Paper	11	12	Wells F Exp	215	225
Int Paper pf	70	75	W U Tel	90	92
Int Pump	41	43	Wheel & L E	14½	15½
Int Pump pf	91	93	Wheel & L E pf	88	92
Int Salt	40	45	Wis Central	24	25
Int Sil	100	110	Wis Central pf	50	52
Iron Age	30	35	Woolworth	105	110
Jer City I & F	170	175	Va-Car Ch 1st 5s	101	102
Kan City So	26¾	27	Va-Car Ch 2d 5s	100	102
Kan City So pf	57	58	Ind Steel 5s	100	102
Keokuk & D M	15	20	Ind Steel 5s	100	102
Keokuk & D M pf	35	40	Ind Steel 5s	100	102
Lac Gas	98	99	Ind Steel 5s	100	102
Lac Gas pf	110	112	Ind Steel 5s	100	102

Total sales of bonds (par value), $811,000.

RAILROAD AND OTHER SHARES.

Sales.		High-est.	Low-est.	Clos-ing.	Net Ch'ge.
[illegible]	Amal Cop	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Am Ag Chem	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Am Ag Chem pf	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Am Can	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Am Can pf	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Am Car & Fdy	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Am Car & Fdy pf	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Am Cotton Oil	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Am Cotton Oil pf	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Am Hide & L pf	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Am Steel Fdy	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Am Steel Fdy pf	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Am Woolen	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Am Woolen pf	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Anaconda	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Brooklyn Union Gas	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Brunswick Co	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Brunswick Co pf	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Chicago Pneumatic Tool	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Colorado Fuel & Iron	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Colorado Fuel & Iron pf	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Colorado Midland	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Colorado Midland pf	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Colorado Southern	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Colorado Southern 1st	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Colorado Southern 2d	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Colorado Southern pf	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Colorado Southern 1 p	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Colorado Southern 2 p	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Colorado Southern 3 p	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Colorado Southern 4 p	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Colorado Southern 5 p	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Colorado Southern 6 p	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Colorado Southern 7 p	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Colorado Southern 8 p	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Colorado Southern 9 p	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Colorado Southern 10 p	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Colorado Southern 11 p	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Colorado Southern 12 p	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Colorado Southern 13 p	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Colorado Southern 14 p	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Colorado Southern 15 p	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Colorado Southern 16 p	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Colorado Southern 17 p	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Colorado Southern 18 p	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Colorado Southern 19 p	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Colorado Southern 20 p	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Colorado Southern 21 p	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Colorado Southern 22 p	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Colorado Southern 23 p	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Colorado Southern 24 p	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Colorado Southern 25 p	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Colorado Southern 26 p	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Colorado Southern 27 p	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Colorado Southern 28 p	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Colorado Southern 29 p	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Colorado Southern 30 p	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Colorado Southern 31 p	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Colorado Southern 32 p	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Colorado Southern 33 p	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Colorado Southern 34 p	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Colorado Southern 35 p	[illegible]	[illegible]	[illegible]	[illegible]
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THE OUTSIDE MARKET.

The outside market during the week was comparatively quiet, with extensive narrow fluctuations. Railroad securities displayed little of the activity in trading for the week just being concluded in traditional adequate American fashion, although strong interest continued to be displayed in the Chicago Great Western situation.

by a sharp upward movement after the opening. The Copper shares continued to show more or less irregularity; transactions showed a marked falling off in nearly every instance. In bonds U. S. Steel 5s continued under press sure, although at the opening some attempt was made to advance the price, which responded with a gain of about ⅛ per cent., but at the close receded to the last final.

American Can issues became prominent in to-day's trading by the sharp advance of 1⅛ per cent. in the common and nearly 5 per cent. in the preferred, although at the high figure the supply of offerings was limited. Houses with Chicago connections were the large buyers. The improvement in this stock during the last few days is attributed to the advance of 5 per cent. in the price of their wares in nearly all classes and also to the better financial condition of the company as reported by the executive committee.

The transactions in the market to-day were as follows:

Sales.		Open-ing.	High-est.	Low-est.	Clos-ing.
265	Aberd'en Ca	44⅛	44⅛	44⅛	44⅛
100	Am Ba & P	54	54	54	54
310	Am Can	9	9	8½	8⅝
900	Am Can pf	43	45½	43	45
900	Am Diesel En	14½	14½	14	14