FINANCIAL AND COMMERCIAL.

SATURDAY, Oct. 1.

The weekly bank return to-day told of an increase in loans of $4,529,100, a loss in cash of $6,659,100, and a decrease in surplus reserve of $6,337,600. It leaves the surplus reserve at $19,913,425, as compared with a surplus at this time last year of, in round numbers, $14,000,000, and of a surplus six weeks ago of $58,613,075. The Saturday bank statement is not now in Wall Street's eyes, or rather, in the eyes of speculators in Wall Street, a matter of any importance whatever; principally because money can be borrowed on call at 2 per cent. and "over the end of the year" at 3½ per cent., and because the weakness of sterling exchange indicates that gold imports in case of any advance in money rates will afford a means of relief. Gold imports, however, never kept alive a speculation that was flagging because of scarcity of money; and the comparisons of the bank return just noted are worthy of fleeting remark. They show that the bank surplus has diminished, owing to the coincidence of an active demand for money for speculative use and to the shipments out of the city of money on a large scale for the purpose of moving the crops, with a rapidity that is almost, if not quite, unprecedented; and that this diminution is now going on at a rate which makes the comparison with former years much less flattering than it once was. But a little time ago the reserve was over $38,000,000 in excess of what it was a twelvemonth before; to-day the excess is but about $6,000,000. Usually, bank reserves touch their minimum about December 1. With two months more of a loss in cash and an increase in loans at the same pace as that which has been recently kept up, a state of affairs would prevail that would hardly be called nice by anybody in Wall Street. Of course, this pace will not be kept up, for, as money rates rise, the total of bank loans will be reduced by shifting a good many of these loans to the shoulders of trust companies and similar local lenders, while, moreover, foreign money will be put out here on a large scale. Even so, the prospect is not pleasing. It is said that the 5 or 6 per cent. money market which may come is not a matter that should trouble anybody, and the fact is recalled that some of the most active periods of speculation for the rise in Wall Street have been accompanied by a money rate ruling even higher than the figures quoted. But there is one phase of those occurrences which reminiscent optimists forget to state. It is, that at those times business in the country was booming and that its demands upon the money market were such as to stimulate and support in the strongest way the enthusiasm of Wall Street over higher prices for securities; and even so, tight money soon brought the stock market to grief. To-day the huge expansion of bank loans, far outrunning all previous records, has been caused almost solely and exclusively by advances to speculators on the collateral of stock certificates. If there is a wide revival in business, with its peremptory call for the use of funds, these loans must be cut down; and if this revival is not experienced Wall Street will once more hear sadly told the story of the house of cards. To-day's bank statement, it may be added, was disappointing in this respect: that so large a loss in surplus was shown despite the known fact that money belonging to European bankers was lent here during the week very freely and was even forced upon the market. Indeed, the chief responsibility for the great cheapness of money at this centre recently has been laid by many competent authorities at the door of foreign banking houses. This indicates that the speculative borrowing that is going on is greater than appears on the surface.

The stock market to-day, though somewhat more quiet than yesterday's, was no less strong, and the closing prices of all the prominent stocks showed gains. On the curb market Northern Securities stock again advanced vigorously, which had the effect of stimulating the Union Pacific common shares on the Stock Exchange; but these shares were, on the other hand, subjected to the drawback of not very favorable criticism of the Union Pacific's plan burdening itself with the purchase of the Alton preferred stock at 84 after it had lost, as is now understood, the control of the Alton property. The notable rise in Northern Securities stock in the last few days is now said to be due to the currency given to a rumor that as "only $15,000,000" stood between the parties at issue in the present Northern Securities litigation, it was fair to assume that the pending lawsuit was on the way to an amicable adjustment. The story does not, on its face, seem to have any plausibility whatever. What caused the great struggle in the railway world, which led to the formation of the Northern Securities Company, and which is now going on in another way, has not been a dispute over $15,000,000, or even a much larger sum, but over the possession of the Northern Pacific Railway. There are no signs yet that the controversy is ended or is in the way of ending; and if it was "adjusted" privately by the parties in interest, law suits over the points at issue would undoubtedly be begun by other litigants. The great differences concerned must come to a court settlement. The only other matter to-day that engaged interest was the report of the New York Central and Hudson River Railroad for the year ending June 30, which indicated more clearly than have the reports of many other great railway systems for the fiscal year what the railway lines of the country have had to struggle with in the shape of increased operating expenses. The New York Central cut down its expenditures for maintenance of way and structures, and only increased in a small way the money spent by it for new equipment; yet its expenses increased over $2,300,000, of which much the largest item was the increased cost of conducting transportation. As the gross earnings of the company only increased $76,443.53, net earnings decreased nearly $2,225,000. The reflection must occur to every one on reading these and other railway reports of similar character, that the most important problem that the great railway lines of our country have to face is whether in the present fiscal year their operating expenses can be cut down to reasonable figures in comparison with their gross earnings.

New York Stock Exchange Sales Oct. 1.

CLOSING PRICES OF UNITED STATES BONDS.

	Bid.	Asked.		Bid.	Asked.
U S 2s r..	104¾	105¼	4s coup..	*106¾	*107¼
U S 2s c..	104¾	*105¼	4s reg n..	131½	132¼
3s reg	104¾	105¼	4s c new ..	131½	132¼
3s coup ..	105½	106	D C 3.65s..	118½	119½
2s sm.....	105	—	U S Pi 4s	110	—
4s reg....	106¾	107¾			

*Ex interest.

RAILROAD AND OTHER BONDS.

Adams Exp 4s 2000..102½	Colo Midland 4s 2000....66½	Reading gen 4s 1000..101
$500..102½	Colo Southern 4s 10000....86	Rio Grande W 4s 1000....99⅜
*Atch Top&Fe 4s 5000..101⅞	*Distillers Securities Corp 5s 2000....71	St L&San Fr fdg 5s 20000....86⅞
$500..102⅛	16000....70½	St Louis South 1st 1000..102½
A T & S F adj 4s $5000 ..97	3000....70¾	St Louis S W 1st 4000....98¾
Atch Top & S Fe deb se K 1000....96¾	2000....71	St Louis S W con 5s 1000....99
Atlantic C Line 4s 1000....98⅝	2000....70⅜	St Louis S W cn 4s 1000....80
$500....98½	1000....70½	10000....79⅞
	3000..121	

*Balt & Oh gold 4	2000..120¾	10000....80			
3000..101⅞	Erie prior lien 4s	San A&A Pass 4s			
Balt & Ohio 3½s	1000....99⅞	10000....87½			
5000....95	Erie gen lien 4s	10000....88			
Bkn Rap Tr cv 4s	4000....87¾	Seaboard A L 4s			
35000....80¾	Hocking Val 4½s	13000..103			
5000..80⅞	5000..108½	1000..102⅞			
Bkn Un El 1st	MiCent L div 3½s	Scioto V & NE 1st			
2000..107½	9000....96	7000..102¾			
Central Ga cn 5s	Japan cvf 6s	South Pacific 4s			
55000..112⅛	5000....94⅝	5000....94			
6000..112	44000..94⅞	Third Avenue 4s			
5000..112⅛	Kings County 4s	1000....96¾			
*Central Ga 1st in	20000....91	5000....96½			
11000....82⅞	10000....91½	2000....96⅝			
*Central Ga 2d in	15000....92	Toledo P & W 4s			
5000..52½	10000....92¼	2000....90½			
Cent Pacific 3½s	*Lack Steel 5s	*Tol StL & West 4s			
1000....88¾	5000..100⅛	5000....78½			
Ches & Ohio 4½s	L Sh & M So 4s	50000....78¼			
1000..105⅛	1000....99¾	Union Pacific 4s			
1000..105¼	Lou & Nash 4s	2000..105⅛			
Chi Bur & Q 4s	3000..100⅞	1000..105			
1000....97¾	1000..101	500..104¾			
5000....97⅝	3000..101⅛	Union Pacific cv			
Chi B & Q Ill 3½s	5000..101¼	90000..106⅜			
27000....94⅜	*Met St Ry ref 4s	24000..106½			
Chi & NorW 3½s	30000....90½	160000..106¾			
5000..100¾	10000....90¾	10000..106⅞			
Chi R I & Pac RR gold 4s	40000....90½	15000..106¾			
2000..86¾	Mex Central 4½s	13000..106⅞			
Chi R I & P RR 4s	6000....92	37000..107			
7000..79⅞	Mex Cent 1st in	1000..106⅞			
11000....77	3000..77	160000..107			
10000....76⅞	McKan & T ex 5s	8000..106⅞			
5000..76¾	10000..103¼	U S Realty & I 5s			
4000..76⅞	Mo Kan & Tex 2d	13600....92			
5000..76¾	10000..80¼	10000..91¾			
25000....77	5000..80½	5000..91½			
Col Fuel & Iron cv	Mo Pacific 5s 1917	10000..90½			
2000....80	4000..106	U S Steel s f 5s			
Cons Gas cv 6s	Mutual Fuel G 5s	35000....82⅞			
N C Bank ctfs	3000..101½	10000....82¾			
3000..88½	Nassau Elec 4s	139000....82⅞			
17000..88¼	2000....88	72000....83			
1000..88	N Y Central 3½s	3000....83⅛			
22000..88⅛	10000..100	47000....83			
3000..88¼	*Norfolk & West 4s	1000....83⅛			
9000..88	500..100	5000....83			
5000..88½	*North Pacific 4s	52000....83⅛			
5000..88¾	10000..104¼	registered			
65000..89	North Pacific 5s	500..83¼			
4000..88½	1000....74½	Wabash 1st			
Cons Tobacco 4s	4000..74⅜	2000..118⅛			
50000....73¾	Or Short Line 4s	Wabash deb B			
30000....73⅝	22000....99½	77000....66			
2000....73½	1000....99⅝	Wheel & L E cn 4s			
29000....73⅝	Penna cv 3½s	6000..90¼			
5000....73¾	5000..100	Wisconsin Cen 4s			
5000....73⅝	Peoria & East 1st	10000....90⅞			
	5000....68¼	6000....91			

*Ex interest.

Total sales of bonds (par value), $2,129,500.

RAILROAD AND OTHER SHARES.

Sales.	High-est.	Low-est.	Clos-ing.	Net Ch'ge.
8072 Amal Cop..	58⅞	58⅛	58⅞+	⅜
1500 Am Car & F.	23¾	23⅛	23⅝+	1⅛
570 Am C&F pf.	81	80¼	80¼−	⅝
100 Am Exp....	210	210	210	
140 Am Ice.....	8	8	8 +	1¼
300 Am Ice pf..	33	32¾	32¾−	1¼
4300 Am Loco...	27¾	27	27¾+	¾
520 Am Malt....	4¾	4¾	4¾+	1⅛
325 Am Malt pf.	21¾	21½	21½−	1⅛
300 Am Smelt..	67	66⅞	67 +	1¼
600 Am Smelt pf	108	107¾	107¾−	1¼
220 Am St F pf..	39	38¼	39 +1	
300 Am Sugar..	131¾	131⅝	131⅝−	⅛
100 Am Sug pf..	133½	133½	133½−	1½
100 Am T & C...	91	91	91 +1	
200 Am Wool pf	83	83	83	
8250 A T & S F...	83¼	83	83¼	
332 A T & S F p	100⅝	100½	100½	
100 At Coast L..	138	138	138 −	1½
8030 Balt & Ohio	90½	90	90½+	1¼
500 Balt & O pf..	94	94	94	
10270 Bklyn R T..	57½	57⅛	57⅜+	1⅛
2460 Can Pacific.	131½	131	131½+	1½
6400 Ches & Ohio	45	44⅝	44⅞+	1½
300 Chi & N W..	190	189	190	
500 Chi Gr W....	16⅞	16⅝	16⅞+	⅜
21710 Chi M&STP.	161⅝	160¼	161¼+	¾
600 Chi Term...	6¾	6½	6¾−	1⅛
300 Chi Term p.	15¼	15¼	15¼+	1⅛
200 Chi Un Tr...	7⅝	7½	7½−	⅛
118 C C C & St L	82	82	82 +1½	
2450 Col Fuel&Ir	36⅞	34¾	36¾+	1¾
150 Col South..	19½	19½	19½	
8422 Con Gas....	213¼	210⅝	212¼+	1⅜
980 Con Tob pf.	124⅛	123¾	123¾+	¼
665 Corn Prod..	15¾	15½	15¾+	¼
160 Corn Pro pf	71⅛	71⅛	71⅛−	⅜
2100 Del & Hud .	170⅞	169⅞	170⅞+	1½
400 Del L & W..	299	295	295 +	4
479 Distill Secs.	29	28½	29 +	⅛
1300 Erie.....	8⅛	8⅛	8⅛+	⅛
13410 Erie.....	31¾	31½	31¾+	⅛
1700 Erie 1 pf...	68	67⅞	68 +	¼
600 Erie 2 pf...	46⅜	46	46⅜+	⅞
200 Ft W & D C	47	46½	46½−	3¼
100 Gen Elec Co	173½	173½	173½+	1
200 Hock Val pf	89½	89	89 −	¾
1130 Ill Central..	140¼	139⅞	140¼+	1¼
500 Int Paper..	17⅞	17½	17½−	1¼
200 Int Paper p	76	76	76	
200 Int Power..	41½	41⅜	41½+	1⅛
100 Iowa Cent..	25¼	25¼	25¼−	1¼
100 K C Ft S pf.	77½	77½	77½−	1⅛
4300 Lou & Nash	128	127	128 +1⅛	
100 Manhattan..	153⅝	153⅝	153⅝−	1½
9300 Met St Ry..	122¼	121¼	121½−	1⅛
7445 Met Secur..	84½	83¼	84½+	1
200 Mex Cent..	14	14	14	
200 Minn & St L	57¼	57	57¼−	1¼
775 MSt P&SSM	75¼	74¾	74¾+	1¼
100 MSPSSM pf	131	131	131 +1¼	
950 M K & Tex.	24⅝	24¼	24½+	1¼
500 M K & T pf.	49⅛	49	49⅛+	1⅛
8125 Mo Pacific.	98½	97⅝	98½+	1½
500 Nat Lead...	24½	24½	24½+	1⅛
100 Nat E & S..	14	14	14	
100 N J Central	182	182	182	
1275 N Y Central	126½	126	126½+	1¼
100 NYC&St L p	113	113	113 +3¼	
110 NYC&St L 2p	67½	67½	67½+	2½
9150 Nor & West	71	69⅞	71 +2¼	
3250 Ont & West	35¾	35⅜	35⅝+	1⅛
210 Pacific Mail	34	34	34	
30100 Penn R R...	132⅝	132⅛	132⅝+	⅜
100 Peo & East.	25	25	25 +1½	
1620 Peoples Gas	103½	103	103⅜+	⅝
3900 Pressed S C	34	33⅜	34 +1½	
1310 Pr St Car pf	79	78½	78½−1½	
400 Ry Steel Sp.	23¼	22⅞	23¼+	1¼
700 Ry St Sp pf.	80	80	80 +1⅛	
13910 Republic St.	10½	9¼	10⅜+1⅛	
6250 Rep St pf...	51	47	50¼+3½	
10700 Reading ...	69¼	68¾	69¼+ ⅝	
100 Reading 1 p.	86½	86½	86½−	1¼
17050 Rock Island	29⅛	28	28¾+	3¼
1010 Rock Isl pf.	72½	72	72½+	1⅛
1000 Rubber Gds	22⅛	22	22⅛+	1⅛
100 Rub Gds pf.	84	84	84	
100 St Jo&GI 1 p	45¼	45¼	45¼−1¾	
150 SL&SF 2 p..	58¾	58¾	58¾	
700 St Louis SW	21¾	21½	21¾+	1¼
2750 St L S W pf.	47⅝	47	47⅝+	⅞
17500 Sou Pacific.	57¾	57¼	57⅝	
1700 SouPacific pf	116½	116	116½+	1¼
6420 Sou Ry Co..	33⅝	33¼	33⅝+	1⅛
2300 So Ry Co pf.	95	94¾	95 +	⅝
3620 Tenn C & Ir.	49	48¼	49 +	⅞
2600 Tex Pacific.	31⅞	31⅜	31⅝	
100 Third Av R.	128¾	128¾	128¾+	1¼
2100 Tol St L&W.	31⅞	30¾	31⅜+	1½
6345 Tol St&W pf	52	49¾	51⅝+21⅜	
650 Twin C R T.	101½	101¼	101½+	¾
34700 Un Pacific..	103⅜	102½	103⅛+	1½
820 U S C I P pf.	60	59½	60 +	⅜
1500 U S R&Imp.	63⅜	63	63	
2700 U S Leather	9⅞	9⅝	9⅞+	1⅛
2700 U S Rubber.	23⅛	22	22⅞+1	
630 U S Rub pf.	79½	76½	79½+3½	
30338 U S Steel ...	18⅞	18½	18⅞+	⅜
51555 U S Steel pf.	75	73⅝	74⅝+	1½
100 Va-Car Ch..	35	35	35 +	1¼
1000 Va-Ca Ch pf	106⅞	106	106⅜−	1⅛
600 Wabash....	20¾	20¼	20¾+	⅜
300 Wabash pf.	42	42	42 −	1⅛
400 West'gh'se	166	165	165 −1	
210 West U Tel.	90¾	90¾	90¾+	1⅛
1380 Wis Central	20⅝	20⅛	20¼−	1½
300 Wis Cent pf.	45¼	45	45¼	

Total sales of stocks 402 700 shares.

CLOSING PRICES.

	Bid.	Asked.		Bid.	Asked.
Adams Exp..	230	250	Lac Gas pf...	75	100
Allis Ch'lm'rs	10⅝	12	L E & W.....	31	33
Allis Ch pf....	49	50	L E & W pf....	90	100
Amal Copper.	58¾	58⅞	Long Island.	55	58
Am C & F.....	23⅝	23⅞	Lou & Nash...	127⅞	128
Am C & F pf..	80¼	80½	Manhattan...	153¾	154¼
Am Cot Oil...	28½	30	Met St Ry....	121½	121¾
Am Cot Oil pf	88	92	Met Sec.....	84¼	84½
Am D Tel.....	23	26	Mex Cent.....	13¾	14
Am Express..	206	212	Mich Cent....	130	135
Am Grass.....	5¼	6½	Minn & St L...	57	57½
Am Hide & L.	4½	4¾	M & St L pf..	95	98
Am H & L pf .	19	20½	MS P & SS M	74½	74¾
Am Ice.....	7⅝	7⅞	MSP&SSM pf	129	131
Am Ice pf.....	32⅞	33	M K & T.....	24½	24⅝
Am Lin Oil...	11½	14½	M K & T pf...	49¼	49¾
Am Lin Oil pf	31	35	Mo Pacific....	98⅜	98½
Am Loco.....	27⅝	27¾	Nat C & St L..	125	126
Am Loco pf..	96½	97	Nat Bis Co....	48⅝	49
Am Malt.....	4⅝	4¾	Nat Bis Co pf.	109⅝	110
Am Malt pf...	21½	21¾	Nat Lead.....	24⅛	24½
Am Smelt'g..	66¾	67¼	Nat Lead pf..	94½	96
Am Smelt pf.	107¾	108	Nat RR Mex p	39	41
Am Snuff.....	135	140	N R R 2d pf ..	20¾	21½
Am Snuff pf..	96	97	N J Central...	181	182½
Am Sugar....	131½	131⅝	N Y A B.....	133	136
Am Sug pf	133	135	N Y Central...	126¼	126½
Am T & C.....	90	92	N Y C & St L..	30½	31
Am T & T....	139	140	NYC&StL 1 pf	110	120
Am Wool	13⅞	14½	NYC&StL 2 pf	66	68
Am Wool pf ..	82	83¼	N Y Dock. ...	14	18

	Bid.	Asked.		Bid.	Asked.
N Y Dock pf .	40	48	Standard Oil Co of N J	64¾	647
N Y N H & H .	193½	193½	Standard Milling	6½	8
Nor & West..	71	71¼	Standard Milling, pfd	27	30
Nor & West p.	90¼	92	Storage Power	¼	¾
North Am....	95	95½	Tennessee Copper	32½	33
Ont & West...	35⅝	35¾	Tonopah Gold Mining Co	8	9
Pacific Coast.	63½	65	Union Copper	1	1 1-16
Pac Coast 1 p.	95	105	Union Typewriter	79	82
Pac Coast 2 p.	73½	75	Union Typewriter, 1st pfd	109	111
Pacific Mail...	34	34¼	Union Typewriter, 2d pfd	109	112
Penna R R...	132⅝	132⅞	United Railways of St. Louis, pfd.	59	61
Peo G L & C .	103⅝	103½	Washington Railway and Electric.	19	20
Peo & East..	24½	25	Washington Railway and Elec. pfd	72	73
P C C & St L .	69	71	Worthington Pump pfd	119	122
P C C & St L .	—	105	White Knob Copper	1¾	2
Pr'd St Car...	34	34¼	**BONDS.**		
Pr'd St Car p.	78	79	American Tobacco 4s, w i	64	64½
Pullman Car 2	200	225	American Tobacco 6s, w p	108	108¼
Rwy Secur...	87	87¾	American Writing Paper 5s	77¼	78
Ry St Sp'g..	23	23½	International Salt 5s	56	59
Ry St Sp'g pf	80	80¼	New Orleans Railway 4½s	78	82
Reading	69⅛	69¼	New York Central deb 4s	99⅛	99¼
Rdg 1st pf...	85	86½	Seaboard Air Line 5s	96	96¼
Read 2d pf....	77½	78	Standard Milling 5s	74½	75½
Rep'b'c Steel.	10⅜	10½	Virginia-Carolina Chemical 5s	99½	100½
Rep Steel pf..	50½	55¼	Washington Railway & Electric 4s	83	84
Rock Island .	28⅝	28⅞			
Rock Island p.	72⅜	72½			
Rubber Gds..	22½	22¾			
Rub Gds pf...	83½	84½			
St J & G I 1...	15	17			
St J & G I 1 p.	45	48			
St J & G I 2 p.	24	26			
St L & S F 1 p.	71	75			
St L & S F 2 p.	58½	59			
St L S W.....	21½	21¾			
St L S W pf...	47¾	48			
St P & Om...	140	150			
So Pacific....	57½	57⅝			
So Pac pf.....	116⅝	116½			
Southern Ry.	33½	33⅝			
So Ry pf.....	94¾	95			
Tenn C & I....	48⅞	49			
Tex P L T....	30	33			
Texas Pac....	31½	31⅝			
Third Ave RR	128½	129			
T St L & W....	31⅛	31⅝			
T St L & W pf	51½	51¾			
Twin City.....	101	101¾			
Un Pacific....	103½	103¾			
Un Pac pf.....	92½	93¾			
U S C I Pipe..	12	12¼			
U S C I Pf...	60	60½			
U S Express.	114	119			
U S Leather.	9¾	9⅞			
U S Leath pf.	87	87¾			
USR'ty & Im.	62⅝	62⅞			
U S Rubber...	22¾	23			
U S Rub pf...	79¼	79¾			
U S Steel....	18¼	18⅞			
U S Steel pf...	74½	74⅝			
Va-Car.....	35	35¾			
Va-Car pf....	106¾	106½			
Wabash.....	20⅞	21			
Wabash pf...	42¼	42¼			
Wells-F Exp.	235	245			
West Un Tel.	90½	91			
West'gh'se..	165	166			
West'h'se 1 p.	155	195			
Wheel & L E.	17½	18			
W & L E 1 pf..	45	46			
W & L E 2 pf..	24½	25½			
Wis Central..	20⅝	20¼			
Wis Cent pf..	45	46			

LATEST QUOTATIONS OF GUARANTEED STOCKS.

	Rate.	Bid.	Asked.
Albany & Susquehanna	9	225	...
Albany & Vermont	3	61	...
Allegheny & Western	6	148	153
Atlanta & Charlotte Air Line	7	152	...
Augusta & Savannah	5	114	117
C G & M Ist pf	3½	63	...
Beech Creek	4	105	109
Berkshire	6	155	...
Bleecker St & F F	1½	30	31
Boston & Albany	8	249	251
Boston & Lowell	8	230	240
Boston & Providence	10	290	...
Broadway & Seventh Avenue	10	242	252
Brooklyn City R R	10	237	241
Camden & Burlington County	6	150	...
Catawissa R R 1st pfd	5	117	123
Catawissa R R 2d pfd	5	118	122
Cayuga & Susquehanna	9	215	...
Central P N & E R R R Co	9	202	210
Chattahoochee & Gulf	6	110	115
Chestnut Hill	6	40	...
Christopher & Tenth Street	8	178	...
Cleveland & Pittsburg	7	181½	184½
Columbus & Xenia	8	210	220
Concord & Montreal	7	179	...
Concord & Portsmouth	7	195	...
Conn & Passumpsic R pfd	6	100	108
Conn River	10	280	285
Dayton & Michigan pfd	8	210	215
Delaware & Bound Brook	8	198	205
Detroit, Hillsdale & S W	4	104	107
Dry Dock, East & B	6½	120	130
Eastern Pennsylvania	5	140	...
Eastern Maine	4½	100	...
Elmira & Williamsport com	4.50	85	...
Elmira & Williamsport pfd	6.26	150	...
Erie & Kalamazoo	10	245	...
Erie & Pittsburg	7	155	161
Fitchburg pfd	5	135	...
42d St & Grand St Ferry	18	390	405
Fort Wayne & Jackson pfd	5½	145	150
Georgia R R & Banking	14	250	...
Goshen & Decker	1	40	...
Grand River Valley	5	125	130
Green R R	5	140	...
H M t J & L	7	185	...
Hartford & Conn W	2	20	...
Hereford	4	95	98
Illinois Central Leased Line	4	103½	...
Jackson, Lansing & Saginaw	3½	88	...
Joliet & Chicago	7	180	...
Kalamazoo, Allegan & Grand Rapids	5.90	140	...
Kansas City, F S & M	4	63	...
Lake Shore gtd. stock	10	255	...
Little Miami	8 2-3	221	226
Little Schuylkill, N R & N C	5	122	...
Louisiana & Missouri River	7	174	185
Lykens Valley	5	85	...
Malion Coal pfd	5	90	...
Man & Lawrence	10	243	...
Mass Valley	6	150	...
Mine Hill & Schuylkill	5½	124	133
Mobile & Birmingham pfd	4	87	93
Mobile & Ohio		92¼	97
Morris Canal & B com	4	60	...
Morris Canal & B Co pfd	10	160	170
Morris & Essex	7	184	188
Nashua & Lowell	9	249	...
Nashville & Decatur	7½	188	192
Naugatuck	10	265	...
N J Transportation Co	10	282	...
New London & Northern	9	192	...
N Y, B'k'n & Man Beach pfd	5	100	107
New York & Harlem	14	307	...
N Y, Lack & Western	5	130	133
Ninth Avenue	8	192	...
North Carolina	7	85	...
Northern R R of N J	4	94	...
North Pennsylvania	8	200	208
Northern (N H) R R	6	150	165
Norwich & Worcester pf	8	225	228
Old Colony	7	224	...
Oswego & Syracuse	9	229	...
Paterson & Hudson River	8	175	...
Paterson & Ramapo	8	175	...
Peoria & Bureau Valley	8	190	...
Philadelphia, Ger & Nor	12	150	160
Philadelphia & Trenton	10	265	...
Pitts, Bess & L E com		33	36
Pitts, Bess & L E pfd	6	65	...
Pitts, Ft Wayne & Chi gen'l	7	181½	18⅞
Pitts, McK port & Y	6	130	140
Pitts & No A (B & A)	5	137	...
Providence & Springfield	5	100	...
Providence & Worcester	10	262	...
Rensselaer & Saratoga	8	204	210
Rochester & Genesee Valley	6	125	...
Rome & Clinton	4	130	...
Rome, Watertown & Og	5	130	...
Rutland & Whitehall	6	130	135
Saratoga & Schenectady	7	173	...
Shamokin Valley	6	120	140
Southwestern (Ga)	5	114	118
Spuyten Duyvil & Mt M	8	200	...
Stockbridge & P	6	150	...
Second Avenue	9	20	211
Sixth Avenue	7	172	...
Syracuse G & Co	3½	82½	...
Troy & Greenbush	7	173	...
Twenty-third Street	18	290	...
United N J R R & Canal Co	10	265	267
Upper Coos	6	187	...
Utica & Black River	7	180	...
Utica Chenango & Susq V	3	149	155
Utica, Clinton & B	5	118	...
Valley of New York	5	128	138
Vermont & Massachusetts	6	162	...
Ware River	7	185	...
Warren, N J	7	182	...
American Telegraph & C	5	84	87½
Commercial Union	6	115	...
Commercial Union of M	6	115	...
Franklin Telegraph	2½	42	52
Gold & Stock Telegraph	6	115	120
Inter Ocean Telegraph	6	113	...
Northwestern Telegraph	6	120	125
Pacific & Atlantic Telegraph	4	76	82
Southern & Atlantic Tel	5	95	105

MINING EXCHANGE QUOTATIONS.

Closing bid and asked quotations for active stocks on the Wall Street Mining and Stock Exchange yesterday were:

	Bid.	Asked.
Aurora Consolidated	—	.15½
Bald Butte	—	1.40
Bismarck Nugget Gulch	.08½	.13