FINANCIAL AND COMMERCIAL.

SATURDAY, Jan. 21.

While the disquieting news regarding the internal affairs of Russia had a perceptible influence on foreign markets, it played little apparent part in our own market, which after momentary hesitation at the opening developed no little firmness under the lead of price advances in the Vanderbilt group, which was so conspicuous in yesterday's trading. The shares of the Chicago and Northwestern Railway resumed their remarkable upward movement, touching at one time a price 6½ points over their closing figure on Friday. New York Central also rose a full point, and seemingly influenced by the developments thought to be impending in this direction St. Paul advanced practically two points. Union Pacific displayed strength coincident with the rise of Northern Securities in the outside market to a new high record, and the market as a whole, while not active, gave the impression of firmness. At the end of the first hour, however, rumors of an unfavorable character regarding the bank statement gained currency, and hesitation, and, in places, weakness, followed. The actual publication of the statement, showing as it did an unlooked for and striking increase in the loan account, resulted in a selling movement, aided, undoubtedly, by the "evening up" of professional operations before the holiday, before which in many places previous advances were wired out and net losses, in most cases small, scored for the day. Resistance to this movement was offered by several of the issues which had influenced the market earlier, notably by Chicago and Northwestern, which retained 3 points of its advance, and by St. Paul. Manhattan also closed at a gain, influenced by the rise of 12 points in Interborough stock in the outside market, and the common stock of the Pacific Coast Company, whose exceptionally favorable condition has heretofore been pointed out in this column, scored an advance of 2½ points and closed at the high price. The weekly statement of the banks, with its record changes in loans and deposits, called forth far more comment than explanation. Briefly it showed an increase of $84,474,700 in loans and $44,655,100 in deposits, with a gain of $10,438,300 in cash and a loss of $725,475 in surplus. The increase in deposits is only a quarter of a million dollars less than the sum of the increases in loans and cash, which makes the statement a technically favorable one. The increase in loans is the greatest ever recorded in a weekly statement, comparing with that of Jan. 23, 1904, when the loan increase reached the record figure of $30,669,300. On that date also deposits increased $45,034,700, thus overtopping the deposit figures of to-day's statement. The statement for that week and for the present, therefore, offer a striking resemblance, as do the explanations offered then and now that the loan increase represents the transfer of loans from the trust companies to the banks owing to the low rate commanded by money, which at that time also ranged around 2 per cent. The shifting of accounts between trust companies and banks may, therefore, be offered as explaining largely the conditions shown by the statement, but it is not improbable that syndicate operations in connection with loan flotations and preparations for impending payments, such as that which the Union Pacific is to make on Feb. 1, when it takes up the $10,000,000 of notes issued a year ago, also bear on the matter. The last instance gains added weight from the fact that the loan account of a bank closely connected with the railroad's affairs shows an expansion of over $15,000,000 along with a gain of nearly $5,000,000 in cash. The stock market, at least, unless the great trading in Reading be excepted, afforded in the week no forecast of this huge increase in loans.

Outside of the Russian situation, in their order of importance, attention was directed during the short session of business to-day to the Pennsylvania Railroad strike position, which presented features of encouragement, reflected only partially in the company's stock, in that the positive belief was expressed that at a meeting late in the day an acceptable solution would be reached; to the purchase by an independent steel plant of some 40,000 tons of Bessemer pig iron for quick delivery—an order which, it is maintained, practically cleans up all the pig iron which the furnaces can make until next April and which adds its evidence to the confidence expressed in the permanence of the revival in the steel and iron trades, and to the official statement that during the week $3,037,000 Union Pacific convertible 4 per cent. bonds had been exchanged for common stock, leaving outstanding $72,354,000 of the bonds. The failure of a small banking institution at Lancaster, Pa., was also noted. Comment was again made to-day in banking circles on the exceptional condition of the bond market, where investment demand has overtaken the supply and is even considered to be extending to the higher class of stocks, where it has undoubtedly affected such issues as Delaware and Hudson, St. Paul, Northwestern and New York Central. The same issues and other railroad securities will doubtless be influenced favorably by the exceeding mildness of the present winter season. A year ago at this time traffic in all directions was seriously hampered, and the results, financially, were eloquently set forth in subsequent annual reports.

New York Stock Exchange Sales Jan. 21.

CLOSING PRICES OF UNITED STATES BONDS.

	Bid.	Asked.		Bid.	Asked.
U S 2s r	104⅝	104¾	4s coup	105½	105¾
U S 2s c	104⅝	104¾	4s reg.	130¼	131
3s reg	103¾	104¼	4s c new	131¼	132
3s coup	104½	105	D C 3.65s	120	121
5s reg	104½	105	U S P 4s	109	
4s reg	105¼	106			

RAILROAD AND OTHER BONDS.

Adams Exp 4s	5000...104	Cons Tobacco 4s	North Pacific 4s
Amer Hide & L 6s	10000...78	5000...78	2000...105½
22000...99½	15000...78½	Or Rail & Nav 4s	10000...105
38000...100	10000...78	10000...103½	St L Rky 4s
10000...99½	10000...78¼	St L Rky 4s	10000...67¾
1000...100	10000...78¼	10000...67¾	Penna cv 3½s
Am Spirits 1st 6s	14000...78½	Penna cv 3½s	2000...103¼
1000...95	Cuba 5s of full pd	2000...103¼	3000...103¼
Am Tobacco 6s	1000...101¼	Peoria & East 4s	37000...106
25000...112¾	37000...106	Distillers' Securities Corp 5s	1000...76½
5000...112¾	Distillers' Securities Corp 5s	Reading gen 4s	29000...102¼
20000...112¾	7000...80½	29000...102¼	Rio Gr W col tr 4s
10000...112¾	Erie 5th ext	7000...101½	15000...94
149000...112¾	7000...101½	Erie refdg 4s	15000...94
1000...112	Erie refdg 4s	4000...101⅞	20000...94
Am Tobacco 4s	10000...102	1000...102	5000...93⅜
33000...74⅜	Erie 4s	10000...100½	St L & Iron Mt 4s
25000...74½	Erie-Penna Coal col tr 4s	10000...93	10000...93
5000...74⅜	10000...93¾	10000...95¼	10000...95¼
15000...74⅜	38000...95⅜	2000...95⅜	17000...95½
20000...74¼	Erie gen lien 4s	10000...95¾	10000...95¾
74000...74⅛	22000...92⅛	6000...95¾	6000...95¾
5000...74¼	10000...91⅞	5000...95¾	5000...95¾
10000...74⅛	Ft Worth & D 1st 4s	St L & San Fr 6g	St L & San Fr 6g
2000...71½	2000...111	1000...91	1000...91
2000...67¾	10000...111¼	35000...90¾	35000...90¾
AtchTop&SFe 4s	Georgia Pac 1st	StLouisSW cn 4s	StLouisSW cn 4s
1000...103⅞	4000...123½	65000...82⅝	65000...82⅝
1000...104	Green Bay&West deb ser B	10000...82⅛	10000...82⅛
5000...103¾	20000...21	San A & A Pass 4s	San A & A Pass 4s
A T & S F adj 4s	Impl Japanese 6s	1000...91	1000...91
1000...95½	sterling loan	Seaboard A L 4s	Seaboard A L 4s
stamped	1000...93⅝	1000...89	1000...89
5000...95¼	22000...93¾	South Car&Ga 1st	South Car&Ga 1st
Atlantic C Line 4s	15000...94½	1000...108½	1000...108½
1000...102	Int & Great Nor 3d	2000...109¼	2000...109¼
3000...102½	Impl Japanese 6s	South Pacific 4½s	South Pacific 4½s
Balt & Oh gold 4s	sterling loan	20000...101¼	20000...101¼
500...104	1000...93⅝	South Pacific 4s	South Pacific 4s
16000...104¼	125000...92½	10000...96⅝	10000...96⅝
B&O PL&W V 4s	20000...92⅝	Southern Ry 5s	Southern Ry 5s
68000...104¼	500...92⅞	10000...118¾	10000...118¾
3000...104¼	5000...92⅞	10000...118½	10000...118½
Balt & Ohio 3½s	5000...92⅝	Stand Rope & T 1st	Stand Rope & T 1st
7000...95¼	33000...92½	15000...4	15000...4
3000...95	500...92¾	Third Avenue 4s	Third Avenue 4s
Bal & Oh SW 3½s	17000...92½	1000...95¼	1000...95¼
1000...92½	Int&Gt North 3d	Tol St L & West 4s	Tol St L & West 4s

6000...75¼	1000...84⅛	Tol St L & W 3½s	Trenton Gas 5s
10000...76	5000...84	30000...90¾	70000...111⅝
Iowa Central 4s	Kan C Ft S&M 4s	Undgrnd El Rys of Lon Lim 5s	Undgrnd El Rys of Lon Lim 5s
3000...86½	29000...90	200000...97¾	200000...97¾
Kan C Ft S&M 4s	Kansas City So 4s	10000...97⅞	10000...97⅞
29000...90	42000...75	250000...97¾	250000...97¾
Kansas City So 4s	40000 s 20.74⅜	15000...97¾	15000...97¾
42000...75	28000...74¾	75000...97¾	75000...97¾
40000 s 20.74⅜	5000 s 20.75	500...98	500...98
28000...74¾	14000...75	500...98	500...98
5000 s 20.75	10000 s 20.75	500...98	500...98
14000...75	Kings County 4s stamped	25000...97¾	25000...97¾
10000 s 20.75	5000...93⅝	Lack Steel 5s	Lack Steel 5s
7000...75	Lack Steel 5s	40000...110⅞	40000...110⅞
Kings County 4s stamped	40000...110⅞	85000...110⅞	85000...110⅞
5000...93⅝	85000...110⅞	40000...110⅞	40000...110⅞
Lack Steel 5s	40000...110⅞	13000...110⅞	13000...110⅞
40000...110⅞	13000...110⅞	3000...110⅞	3000...110⅞
85000...110⅞	3000...110⅞	L Shk&Mich S 3½s	L Shk&Mich S 3½s
13000...110⅞	L Shk&Mich S 3½s	1000...110⅞	1000...110⅞
3000...110⅞	1000...110⅞	Lou & Nash 4s	Lou & Nash 4s
L Shk&Mich S 3½s	Lou & N col tr 4s	5000...110¼	5000...110¼
1000...110⅞	10000...99	Manhattan Ry 4s	Manhattan Ry 4s
Lou & N col tr 4s	Manhattan Ry 4s	5000...87⅞	5000...87⅞
10000...99	5000...87⅞	Met St Ry ref 4s	Met St Ry ref 4s
Manhattan Ry 4s	Met St Ry ref 4s	2000...93	2000...93
5000...87⅞	2000...93	5000...93⅛	5000...93⅛
Met St Ry ref 4s	5000...93⅛	Milw Gas 1st 4s	Milw Gas 1st 4s
2000...93	Milw Gas 1st 4s	1000...92¼	1000...92¼
5000...93⅛	1000...92¼	Mo Kan & Tex 5s	Mo Kan & Tex 5s
Milw Gas 1st 4s	Mo Kan & Tex 5s	5000...110¼	5000...110¼
1000...92¼	5000...110¼	Mo Kan & Tex 4s	Mo Kan & Tex 4s
Mo Kan & Tex 5s	Mo Kan & Tex 4s	3000...101¼	3000...101¼
5000...110¼	3000...101¼	Mo Pacific 5s 1917	Mo Pacific 5s 1917
Mo Kan & Tex 4s	6000...87	15000...111	15000...111
3000...101¼	Mo Pacific 5s 1917	Mobile & O new 6s	Mobile & O new 6s
Mo Pacific 5s 1917	15000...111	9000...127	9000...127
15000...111	Mobile & O new 6s	Nassau Elec 4s	Nassau Elec 4s
Mobile & O new 6s	9000...127	5000...88¼	5000...88¼
9000...127	Nassau Elec 4s	Nat R R Mex 4s	Nat R R Mex 4s
Nassau Elec 4s	5000...88¼	5000...82½	5000...82½
5000...88¼	Nat R R Mex 4s	10000...82¼	10000...82¼
Nat R R Mex 4s	5000...82½	5000...82½	5000...82½
10000...82¼	10000...82¼	10000...82½	10000...82½
5000...82½	10000...82½	N Y Central 3½s	N Y Central 3½s
10000...82½	N Y Central 3½s	1000...100	1000...100
N Y Central 3½s	1000...100	NY Cent L S 3½s	NY Cent L S 3½s
1000...100	NY Cent L S 3½s	2000...93	2000...93
NY Cent L S 3½s	2000...93	21000...93½	21000...93½
2000...93	21000...93½	10000...92¾	10000...92¾
10000...92¾	10000...92¾	N Y Gas Elec Lt H & P 4s	N Y Gas Elec Lt H & P 4s
N Y Gas Elec Lt H & P 4s	N Y Gas Elec Lt H & P 4s	25000...96½	25000...96½
25000...96½	25000...96½	Norf & W Poca 4s	Norf & W Poca 4s
Norf & W Poca 4s	Norf & W Poca 4s	20000...96½	20000...96½
20000...96½	20000...96½	North Pacific 1st	North Pacific 1st
North Pacific 1st	North Pacific 1st	1000...111½	1000...111½
1000...111½	1000...111½	3000...111¼	3000...111¼
3000...111¼	3000...111¼		

Total sales of bonds (par value), $5,158,000.

RAILROAD AND OTHER SHARES.

Sales.		High-est.	Low-est.	Clos-ing.	Net Ch'ge.
200	Allis Ch'lers	15¾	15½	15½	−½
100	Allis Ch pf.	64	64	64	−1
8600	Amal Cop.	75	74	74¼	−⅛
200	Am Car & F	33	32⅞	32⅞	−⅛
400	Am C&F pf.	92½	92½	92½	−⅛
200	Am Exp.	224⅞	224¾	224⅞	+4⅞
100	Am Grass T	12	12	12	+½
400	Am H&L pf	49¾	49½	49½	−½
100	Am Ice	61⅞	61⅞	61⅞	−¼
300	Am Ice pf.	37½	36⅞	37½	+⅞
500	Am Lin Oil.	18	17½	18	+1½
500	Am Loco.	34⅞	34½	34⅞	−⅛
100	Am Loco pf	105	105	105	
11300	Am Smelt'g	85⅞	84	84	−⅞
1600	Am Smelt pf	114	113½	114	
100	Am Snuff.	183	183	183	+3
500	Am St Hdy.	17	16¾	16¾	−⅛
1000	Am St Pd.	64	63¼	63¼	−¾
1400	Am Sugar.	143¼	142	142	−1⅛
1900	Am T pf new	93	92½	92½	−¼
100	Am Tpfold.	152	152	152	+1¾
100	Am Wool.	21½	21½	21½	−½
300	Anaconda.	109	108	108	−1
3800	A T & S F.	87⅞	86⅝	86⅞	−⅝
300	A T&S F pf.	100½	100¼	100¼	−½
800	At C Line.	123¼	123	123	−½
5800	Balt & Ohio	103⅞	102⅞	102⅞	−½
5000	Bklyn R T.	63	62	62¼	−⅛
400	Brunsw'k Co	12⅞	12⅞	12⅞	−¼
500	B R & P rts.	5	5	5	
200	Buf & Sus p	89⅞	89	89	−⅜
600	Can Pacific	133¾	133¼	133¼	−¼
1600	Ches & Ohio	49⅞	49	49	−⅝
200	Chi & E Ill pf	142	142	142	−1
10700	Chi & N W.	226	221	222½	+3
400	Chi & NW pf	248	245	245	
1700	Chi Gt W.	23⅞	23	23⅛	
200	C G I W pf.	35⅛	35	35⅛	+⅛
41200	C M & St P.	177⅛	175	175⅝	−⅜
9700	Chi Term'l.	15½	14¾	14⅞	−⅜
5900	ChiTerm pf.	26½	25	26	−⅜
1000	Chi U Tr.	12	11⅝	11⅝	−⅜
4500	C C C & St L.	96½	95½	95⅞	+⅝
900	Col F & I r.	47½	46¾	46¾	−½
500	Col H C & I	15¼	15	15¼	+¼
8600	Col South.	24¼	22⅞	23¾	−¾
600	Col So 1st p	62⅞	62½	62¾	−¾
3000	Col So 2d pf	37¼	36¼	36¾	−¾
300	Cons Gas.	198¾	198¼	198¾	+1¼
100	Cont Tob p	131	131	131	+¾
600	Del & Hud.	184⅞	184	184	−⅜
100	Det Un Ry.	77½	77½	77½	+¼
2800	Det South.	7⅞	7	7⅛	+⅝
300	Det Sou pf.	34⅞	34⅞	34⅞	
1200	Distillers' S	37¾	37¼	37¾	+⅛
3700	Dul S S & A	17½	16¾	16¾	+⅛
5700	D S S & A p	37	34¼	34½	
44100	Erie	41⅞	40⅞	40⅞	−⅝
4500	Erie 1st pf.	79½	78¾	78¾	−½
1800	Erie 2d pf.	63½	62⅞	62⅞	−1⅛
100	Fed M&S p	79	79	79	+½
200	Ft W & D C	44	44	44	−½
400	Gen Elec Co	188	187	187	−1
100	Hock Val.	88½	88½	88½	−1¾
1100	Ill Central.	158	155¾	156	
300	Int Paper.	22½	22⅛	22⅛	−⅞
3200	Iowa Cent.	31⅜	31	31⅜	+⅝
400	Iowa Cen pf	58	57½	58	+½
3700	Kan City So	30½	28¾	29	−1¼
6800	Kan C So pf	60⅜	58⅞	58⅞	−1⅛
200	L E & West.	40	40	40	+1
6100	Lou & Nash	142¼	141½	141½	−1¼
3400	Manhattan.	171⅞	170¼	170¼	−1¼
1300	Met St Ry.	116½	115	116	−½
1100	Met Ocean.	23⅞	23⅛	23⅛	
1000	MStP&SSM	95	94½	94½	
300	MStPSSM pf	150	150	150	
200	M K & Tex	32¼	32	32	−½
700	M K & T pf	66⅝	66⅜	66⅝	
2400	Mo Pacific.	107½	106¾	106¾	−½
300	Nat Bis Co.	55¼	55⅛	55¼	
300	Nat Lead.	24⅝	24½	24⅝	
100	Nat P & S.	19	19	19	+¾
600	Nat RR M pf	43½	42¼	42¼	−½
1100	N J Central	195½	194½	195	+¾
100	N Y Air Br.	156⅞	156⅞	156⅞	+⅜
12300	N Y Central	145¼	144	144	−¼
1300	NY C&StL.	44¾	43	43½	+½
100	NYC&StL	119	119	119	+4
100	NY N H & H	200⅞	200⅞	200⅞	−⅛
100	NY&NJ Tel	168½	168½	168½	+12½
1800	Nor & Wes.	79	78¼	78¼	−¾
100	Nor & W pf	93	93	93	−¼
4000	Ont & Wes.	44⅛	43⅞	43⅞	−1⅛
1500	Pac Coast.	83¾	79⅞	81¼	+2
700	Pacific Mail	45¼	44¼	44¼	−1
12000	Penn RR.	138	137	137	−½
800	Peo Gas.	107	106½	106½	−⅝
200	Peo & East.	31½	31	31	−⅝
200	Pressed S C	36⅞	36¼	36¼	
400	PressSC pf.	89½	89	89	+¼
320	RR Secu.	92¾	92¾	92¾	+¾
1300	Ry St Sp'g.	34¼	33¾	34¼	
100	Ry St Sp pf	93½	93½	93½	−1
100	Rep Steel.	16⅛	16⅛	16⅛	−⅛
100	Rep Steel pf	69	69	69	+¼
46700	Reading.	89½	88¼	88¾	−½
13100	Rock Island	37⅞	36⅝	36⅞	−¾
100	Sloss-Sheff.	61½	61½	61½	−½
400	StJ&GI 1 pf	58¾	58	58	−½
300	StJ&GI 2 pf	28¾	28½	28½	+½
200	SL&SF 2 pf	71⅛	71⅛	71⅛	
2500	SLSFCIfcf	179½	179½	179½	+¼
1100	St L S W.	27	26¼	26¼	−¾
2200	St L S W pf	62¼	61½	61½	−¼
1500	St P & Om.	182	175	182	+7
16800	Sou Pacific.	67¼	66¼	66¼	−¾
2400	South Pac pl	173¾	173⅜	173⅜	+⅛
5800	Sou Ry Co.	35	34½	34½	−½
500	Sou Ry Co p	97¼	96¾	97	
1300	Tenn C & Ir	71⅞	71⅜	71⅜	−⅛
300	Tex Pacific.	35	34⅝	34⅝	−¼
100	Tol StL&W	36¼	36¼	36¼	
100	Tol St L&Wp	53⅞	53⅞	53⅞	−⅛
100	Un B & P pf	71	71	71	
36200	Union Pac.	120	118¾	118⅞	−¾
400	Un Ry Inv.	23½	23	23½	+1
700	Un Ry In pf	68⅝	67⅞	68¼	+¼
1100	U S C I Pipe	24⅝	24	24⅛	−⅜
1900	U S Leather	13¾	13¼	13¾	+⅛
2000	U S Leath pf	102⅛	102⅛	102⅛	
200	U S Rubber	36	36	36	
100	U S Rub pf.	100	100	100	−½
21800	U S Steel.	30	29½	29⅞	−¼
18900	U S Steel pf	94⅞	93¾	94	−¼
200	Va-Car Ch.	35¾	35½	35¾	
400	Va-Car pf.	107¾	106½	106½	−1
200	Va I C & C.	42½	42	42	−1½
400	Wabash.	21⅝	21½	21½	−¼
100	Wabash pf.	43	43	43	−¼
100	Wells-F Ex.	245	245	245	+10
500	West'gh'se.	181½	180	180	−⅞
300	West Un T.	92¼	92½	92½	+¼
300	Wheel & LE	18¾	18¾	18¾	
1600	W & L E 2 p	46½	45½	46	+1
600	W & L E 2 p	26½	26	26	
500	Wis Central	22	21¾	21¾	−⅛
300	Wis Cent pf	45¾	45½	45¾	−¼

Total sales of stocks, 474,200 shares.

CLOSING PRICES.

	Bid.	Asked.		Bid.	Asked.
Adams Exp.	238	250	Kan City So p	58⅛	59
Allis Ch'lm'rs	15	15¼	Lac Gas pf.	90	105
Allis Ch pf.	63	64	L E & W.	38	39½
Amal Copper	74¼	74¼	L E & W pf.	95	103
Am C & F.	32½	32¾	Long Island.	57	63
Am C & F pf.	92½	93	Lou & Nash.	141⅛	141¾
Am Cot Oil.	34	35	Manhattan.	170¼	170⅝
Am Cot Oil pf	93	97	Met St Ry.	116	116½
Am Express.	225	230	Met Sec.	75¼	76
Am Hide & L	10¼	10½	Mex Cent.	23	23½
Am H & L pf	49½	50	Mich Cent.	135	140
Am Ice	6½	6½	Minn & St L.	55	60
Am Ice pf.	37¾	37½	M & St L pf.	85	90
Am Lin Oil.	17¼	18¼	M S P & S S M	94½	95
Am Lin Oil pf	38	40	MSP&SSM pf	149½	150
Am Loco	34½	34¾	M K & T.	31¾	32¼
Am Loco pf.	105	105½	M K & T pf.	66	66¼
Am Malt	7¾	8	Mo Pacific.	106¾	106⅞
Am Malt pf.	26	26¼	Nash & St L.	143	147½
Am Smelt'g.	84	84½	Nat Bis Co.	55	55¼
Am Smelt pf.	113¼	114	Nat Bis Co pf.	115	116¼
Am Snuff.	180	185	Nat'l En & St.	18⅛	20½
Am Snuff pf.	98	100	Nat Lead.	24½	25
Am Steel Fd.	16⅛	17	Nat Lead pf.	98	98½
Am St Fd pf.	63	63½	Nat RR Mex p	42¾	42½
Am Sugar.	141½	142	N R R 2d pf.	22½	23½
Am Sug pf.	137	138	N J Central.	195	196
Am T & C.	94	95	N Y A B.	153	157
Am T & T.	145	146	N Y Central.	143¾	144
Am Tob pf n	92½	93	N Y C & St L.	43	44
Am Tob pf cl.	93⅞	95¾	NYC& St L 1 pf	115	120
Am Wool.	21½	22	NYC& St L 2 p	76	78
Am Wool pf.	94	95	N Y Dock.	16¼	26¼
Ann Arbor.	32	36	N Y Dock pf.	59¾	61
Ann Arbor pf	62	66	N Y N H & H.	200½	201
Anaconda.	107	108	Nor & West.	78¼	78½
A T & S F.	86½	86¾	Nor & West pf	92	93
At T & S F pf	100	100¼	North Am.	91½	100
Atl Coast L.	128	123½	Ont & West.	43	43¼
Balt & Ohio.	102⅛	102⅝	Pacific Coast.	81	81½
Balt & Oh pf	96½	97	Pac Coast 1 p	100	105
B'klyn R T.	62¼	62⅜	Pac Coast 2 p	85	87½
Bkyn U Gas.	204	210	Pacific Mail.	44	44¼
Brunswick.	13	12½	Penna R R.	137	137¼
Buff R & P.	154	159	Peo G L & C.	106½	107
Buff R & P pf	155	165	Peo & East.	31	31½
Buff & Sus pf	88	89¼	P C C & St L.	75	78
Butterick.	60¼	63	PCC & StL pf	102	—
Can South'n.	69½	70	P'd St Car.	36	36¼
Can Pac.	138	138¾	P'd St Car pf.	89	89½
Ches & Ohio.	48¾	49	PullmanPCar	243	245
Chi & Alton.	41	42	Rwy Secu.	92¾	93¼
Chi & Alt'n pf	81	83	Ry St Sp'g.	34¼	34½
C C C & St L	95¼	96	Ry St Sp'g pf	94	94½
C C C & St L	p115	120	Reading.	88½	88⅝
Chi Gt West.	23	23⅛	Read 1st pf.	92	92½
Chi Gt W (A)	67	68¼	Read 2d pf.	87½	88½
Chi Gt W (B)	34¼	35½	Rep'lic Steel	16	16⅛
Chi Gt W deb	85½	86½	Rep Steel pf.	68	69
Chi & N W.	222	223½	Rock Island.	36⅝	36¾
Chi M & St P.	175¾	178½	Rock Isl'n pf.	83	83½
Chi M&StP pf	186	189	Rubber Gds.	26¼	26¾
Chi Terminal	14⅞	15¼	Rub Gds pf.	94½	95½
Chi Term'l pf	24⅞	25	Sloss-Shef.	61	62
Chi Un Trac.	11½	11¾	Sloss-Shef pf	100	104¼
Chi Un Tr pf	47	47½	St J & G I.	16¼	17
Cle Lo & W.	75	80	St J & G I pf.	57¾	58¼
Cle Lo & W pf	105	107	St J & G I 1 pf	27¾	28¼
Col Fuel & I.	46½	46¾	St L & S F 1 pf	76½	78
Col H C & I.	15¼	16	St L & SF 2 pf	71	71½
Col Southern	23¾	24	St L S W.	26¾	26¾
Col So 1st pf	62½	62¾	St L S W pf.	61½	61¾
Col So 2d pf.	36¾	37	St P & Om.	181	200
Con Gas.	198	198¾	So Pacific.	66¼	66¾
Cont Tob pf.	130	134	So Pacific pf.	117¾	117¾
Corn Prod.	19½	20	Southern Ry.	34½	34¾
Corn Prod pf	76	78	So Ry pf.	96¼	97¼
Del & Hud.	183½	184	Tenn C & I.	70½	71
Del L & W.	339½	342	Tex P L T.	36	38½
Den & R G.	32	33	Texas Pac.	34⅝	35
Den & R G pf	86	86½	Third Av RR.	126	130
Des M & F D	28½	—	T St L & W.	36	36½
Det U Ry.	77	77¼	T St L & W pf	53	54
Det South'n.	7½	7¾	Twin City.	103¾	106¼
Det South pf	33½	35	Un Pacific.	118⅞	119
Dis Secur.	37½	38	Un Pac pf.	98	98¼
D S S & A.	16⅝	17	U S C I Pipe.	24	24¼
D S S & A pf.	34¾	35	U S C I Pf.	84¾	84½
Erie.	40¼	41	U S Express.	120	126
Erie 1st pf.	78½	78¾	U S Leath'r A	13¾	13½
Erie 2d pf.	62¼	62¼	U S Leather.	13¾	13½
Ev & T H.	70	73½	U S Leath pf.	102	102¼
Ev & T H pf.	85	90	U S Rubber.	25¾	26
Fed Steel.	69	69	U S Rub pf.	99¾	100¼
Fed St Ms pf	78	79	U S Steel.	29¼	29⅞
Gen Elec.	186½	188½	U S Steel pf.	94	94½
Gt North pf	247	255	Va-Car.	35¾	36
Hock Val.	88½	90	Va-Car pf.	106½	107½
Hock Val pf.	90¼	92½	Wabash.	21⅛	21⅜
Illinois Cent.	155¾	156	Wabash pf.	42⅞	43¾
Int Paper.	22¾	23¼	Wells-F Exp.	245	250
Int Paper pf.	76	77	West Un Tel.	92	92½
Int Power.	65	67	West'gh'se.	180	181
Int Pump.	38	39	West'gh'se 1 p	190	194
Int Pump pf.	86½	88	Wheel & L E.	18½	19
Iowa Central	30⅞	31¾	W & L E 1 p pf.	43¾	46¼
Iowa Cent pf	57½	58	W & L E 2 pf.	26	26½
Kan & Mich.	36	38	Wis Central.	21¾	22
K C F S & M p	82	83¾	Wis Cent pf.	45½	45¾
Kan City So.	29	29⅝			

THE OUTSIDE MARKET.

The two hours devoted to the business of the outside market to-day were marked by more radical price movements, if not greater activity, than any of the full sessions during the week. Both Interborough