FINANCIAL AND COMMERCIAL.

SATURDAY, May 16.

The rise in the stock market to-day was again continued with unabated vigor and seeming enthusiasm on the part of those carrying it on but without any change worthy of note in its characteristics as previously outlined. Neither to-day any more than at any time in recent weeks was any reason assigned for the advance beyond the general explanation that the market was moving in a way anticipatory of more prosperous business conditions later in the year. Especial features of strength to-day were, as they long have been, the Union Pacific and St. Paul shares, and round advances here were accompanied with even larger gains in Illinois Central stock. Other particularly strong stocks were the Atlantic Coast Line, Louisville and Nashville, Brooklyn Rapid Transit, General Electric and at one time Reading stock; but realizations late in the day caused the greater share of the gain in Reading to disappear and also largely wiped out gains before made in the Northern Pacific, United States Steel common and one or two other leading stocks. Aside from the engagement of $2,350,000 more gold for export and the publication of a "bullish" interview with the President of the Union Pacific Railroad Company there were absolutely no market developments to-day. The weekly bank statement was of non-committal order, showing a small increase of loans and a gain in cash of a little over $2,000,000, as compared with a loss of about the same amount generally predicted yesterday. According to the actual as distinguished from the average figures of the bank return there was an increase of nearly $11,000,000 in loans at the close of business last night and a loss of $848,000 in cash. But however calculated, there were only trifling changes in the bank surplus reserve.

Union Pacific common stock was easily the leader of the security market this week, the sensational rise here carrying all the other prominent stocks in its train, more especially, however, in the railway list. As the week drew near its end an impression widened in Wall Street that the advance in Union Pacific was due to some more specific reason than a discounting of future prosperity by speculative financial interests and that the announcement of a "deal" of some kind affecting the property and of the same general nature as those which have long been characteristic of the Harriman financial operations was likely to be made. Rumors were scattered broadcast as to what the deal probably was, varying from the assertion that the Union Pacific had obtained control of the Chicago and Northwestern Railway to the familiar tale that a "segregation" in Union Pacific assets was impending, the budget of stories including of course widely differing guesses as to the maturing schemes of the company for borrowing money. Wall Street gossip also greatly busied itself with rumors affecting the Chesapeake and Ohio and Western Maryland railway companies and of practically every one of the Gould companies, but none of these matters had materialized into fact at the close of business this afternoon, and most of them doubtless were of the stuff that dreams are made of. From commercial and mercantile quarters reports were as a rule to the effect that the rise in the stock market had helped business affairs proper to a certain extent. Depression is still acutely manifest in the lumber and woollen trades, but the market for cotton goods has brightened up a little bit under the influence of the advance in the price of the July option on the New York Cotton Exchange, which was solely due, however, to considerations of a purely local nature. Bank clearings at many of the large interior cities show a slight tendency to improve, while the volume of exchanges at this centre is greatly increased by the current wave of stock market speculation. In general throughout the country collections are said to be a little better, but railroad earnings on many lines are at the lowest ebb of the year. On the other hand nearly all the leading railway companies seem to have arrived at the point where they are able to materially curtail their operating expenses, so that they are making much better progress in net savings than they did; but here again this more favorable aspect is clouded by two circumstances, one that the reduction in operating expenses is largely accounted for by the great number of railway cars now standing idle and the other the more or less well grounded fear that there is a good deal of "skimping" now going on in railway management. Gold exports in the week and the prospect of metal remittances equally as large next week cut no figure in the speculative trading because of the piling up of surplus funds here that is still taking place, and these easy money conditions are the more notable because the banks this week not only suffered a drain from gold exports but through heavy withdrawals of public money by the Government. Indications that the Vreeland financial bill in Congress or something resembling it in its main features would soon become a law had no weight whatever as a stock market factor.

New York Stock Exchange Sales, May 16.

CLOSING PRICES OF UNITED STATES BONDS.

	Bid.	Asked.		Bid.	Asked.
U S 2s c	103½	104	3s small	100½	—
U S 2s c	103¾	104¼	4s reg	120	120¾
3s reg	100¼	101¼	4s coup	122	123
3s coup	100¾	101½	Pan 2s	102	103

RAILROAD AND OTHER BONDS.

Adams Exp 4s	88½	Dul&IronR 1st 5s	NYCity 4½s 1917
$500	88½	5000	108½
Amer Hide 6s	88	3000	108⅝
4000	82	Erie cv 4s ser A	1000
Am Tobacco 6s	105	10000	58
10000	105¾	1000	58½
22000	106	Erie cv 4s ser B	1000
5000	106¼	5000	53¼
Am Tobacco 4s	74	Erie-Pa C col 4s	50000
1000	71¾	1000	82
3000	72	Erie g m ben 4s	1000
Atch T&SF cv 4s	93	1000	71
7000	93	1000	70¾
1000	92⅞	Gen Elec cv 3s	2000
Atch T&SF cv 4s	93	Ga & Ala Cn 5s	1000
17000	93	1000	94½
2000	93¼	Imperial Ap 4½s	1000
3000	93¼	sterl loan cnv	2000
11000	93½	Imp Jap 4½s RL	1000
2000	93	& Co ct new 2d	13500
Atch T&SF adj 4s	99	Interboro cv 4s	5000
1000	99⅛	JPM&Co tr rcts	5000
Atl C L col tr 4s	88	5000	50¾
3000	88	Int-Met cl tr 4½s	1000
Balt & Oh gold 4s	70	5000	67¼
2000	70½	5000	67⅜
5000	70¾	10000	67½
Balt & Oh S W 3½s	90	1000	67⅜
15000	89	5000	67¼
Bkn Rap Tr cv 4s	70	2000	67⅜
5000	71⅛	10000	67¼
38000	71¼	55000	67⅜
44000	73⅜	60000	67¼
5000	73¼	5000	67½
5000	73⅜	5000	67⅜
40000	72½	5000	67¼
10000	73¾	10000	67⅜
10000	73⅞	Kings County 4s	5000
Canada Sou 1st ext		stamped	10000
1000	108	10000	81½
Central Ga 2d m 5s	90	2000	90
2000	47	2000	95
Central Ga 2d m	30	Lou&Nash gm 6s	1000
2000	30½	Manhattan Ry 4s	4000
Cent Trust ctfs		4000	96
4000	37½	Marine col tr 4½s	1000
Cen Leather 5s	70	1000	70
1000	69¼	Met Elevated 1st	17000
Cent Pacific 1st	100	17000	102⅝
6000	96¾	Met St Ry ref 4s	3000
Ches & Ohio 4½s	101½	3000	50
10000	101½	Mex Cent con 4s	16000
5000	101½	16000	84
Chi Bur & Q deb	101½	11000	84¼
2000	101½	20000	84½
C B & Q Nebr 4s	100	Cent Trust ctfs	3000
28000	96½	10000	84
1000	96⅝	10000	84⅛
1000	96½	10000	84¼
15000	96½	14000	84½
5000	96¾	Mo K & T 4½s	5000
Chi B & Q Neb 4s		5000	81½

1000	81	5000	108½
McKesp & S 1st 5s		10000	108¾
1000	90	Wabash 5s	
McPacific con 4s		10000	92½
20000	77½	Wab P Ter 1st 4s	
10000	77½	10000	47½
15000	77¼	Wab P Ter 2d 4s	
7000	91	1000	11½
5000	91¼	1000	11½
25000	91½	1000	11½
20000	91¼	10000	11½
20000	91½	10000	11½
4000	92	20000	11½
N Y Central 3½s		12000	11½
Registered		15000	11½
10000	89¼	5000	11½
N Y Cent L 3½s		5000	11½
7000	80½	5000	11½
NYCity 4½s 1957		10000	11½
tem rcts		2000	11½
200000	109	Wabash ext 4s	
175000	108½	15000	94½
50000	108¼	50000	94¼
50000	108½	20000	94½
50000	108¾	15000	94¾
20000	108½	5000	94½
85000	108¾	Westing El cv 4s	
10000	11	11000	80
10000	10½	15000	80½
25000	10¼	Wa Maryland 4s	
2000	10	5000	76
50000	10¼	10000	72
50000	10	5000	72¼
20000	108⅝	Wisconsin Cen 4s	
50000	108¾	2000	83½
50000	109⅞		
47000	109¾		

Total sales of bonds (par value), $3,230,000.

RAILROAD AND OTHER SHARES.

Sales.		High-est.	Low-est.	Clos-ing.	Net Ch'ge.
1500	Allis Chalm.	97s	91s	91s	+3s
1450	Allis Ch pf	24¾	23¾	24¾	+¾
30200	Amal Cop	68⅝	67⅞	68⅛	+1¼
600	Am Ag Ch	21½	20¾	20¾	—¼
800	Am Beet Sug	22½	21½	22½	+1½
100	Am B Sn pf	77⅞	77⅞	77⅞	—1s
800	Am Car & F.	38	37⅝	37¾	—¼
100	Am Cot Oil	30¾	30¾	30¾	—1s
2900	Am Ice Secs	28	27¼	27¾	+¾
1000	Am Loco	51	50⅝	50⅞	+1s
300	A Malt Crp p	33	32	33	+2
9100	Am Smelt	77⅝	77	77	—⅜
300	Am Smelt pf	99¾	99½	99½	—1s
150	Am Steel F.	67s	67s	67s	
200	Am S Fd pf ctf	34½	34	34	—⅜
8900	Am Sugar	131⅞	130¾	131¾	+½
100	Am T & T	117¼	117¼	117¼	
100	Am Tob pf	92¼	92¼	92¼	+¼
400	Am Woolen	22½	22	22½	+½
122	Am Wool pf	89	89	89	+2
7000	Anaconda	45⅝	45	45⅝	—⅛
7250	A T & S F	84	83½	83¾	+⅜
800	At C Line	92½	90½	92½	+3
7200	Balt & Ohio	93½	92⅞	93½	—½
200	Batopilas M.	3½	3½	3½	
900	Beth Steel	16	15	15	—1½
500	Beth St pf	42	40	40¾	—1¾
11350	Brklyn R T	62½	60¾	62	+1½
3100	Can Pac	159¾	159	159	—1
1000	Cen Leather	27¼	27	27	
100	Cen Leath pf	94¾	94¾	94¾	+¼
14500	Ches & Ohio	45⅞	44	44½	—1⅛
100	Chi & Alton	22¼	22¼	22¼	—¼
5450	Chi & N W	165½	164	165½	+⅝
4900	Chi Gt W	6⅝	6	6⅝	+½
500	C Gt W pf B.	8½	8⅜	8½	
100	C Gt W deb	50	50	50	+5
30500	C M & St P	136½	134¼	136¾	+1⅛
300	C M & St P pf	153	153	153	+1½
1300	C M & St P cts	132⅞	132⅞	132¾	+1¾
500	C M & St P p ct	145½	145	145½	+¾
200	C U T stmpd	3¾	3½	3¾	
100	C U T stmd	14	14	14	—¼
100	C C C & St L	59¾	59¾	59¾	—¼
2300	Col Fuel & I.	28⅞	28½	28¾	—⅛
3860	Col H C & I.	23¼	21½	22⅞	+1⅜
2300	Col Southn.	32⅞	32⅜	32¾	+⅛
275	Col So 1st pf.	59¾	59½	59¾	+½
300	Cen Gas	122	121½	121½	—¼
300	Corn P Ref.	171¼	171½	171½	—¼
200	Corn P Ref p	72¾	72½	72½	+¼
600	Del & Hud	164⅞	163¾	164½	
520	Den & R G.	26⅞	26½	26½	—¼
100	Den & R G pf	64½	64½	64½	+½
3200	Distillers' S.	36½	36⅞	36	+¼
210	Dul S S & A.	14	13½	14	+½
2900	Erie	21	20⅝	20¾	
1800	Erie 1st pf	38¾	38½	38½	+½
1000	Erie 2d pf	27⅝	27	27¼	+¼
400	Evans & T H	62½	62	62½	+½
700	Gen Elect	139¾	137⅞	139¾	+2¾
19925	Great Nor pf	132⅞	132	132½	+⅝
3900	Gt N O ctfs.	61	60¼	60½	+½
100	Homestake	75	75	75	
6300	Ill Central	141	138½	141	+3¼
2800	Int Paper	11½	10¾	11	+¼
500	Int Paper pf	59¾	58	59¾	+1¾
200	Int Pump	23½	23	23	—½
200	Int Pump pf	73¾	72½	72½	—1¼
1500	Inter-Met	12	11⅝	11¾	+¼
1300	Inter-Met pf	31½	30¾	31⅝	+⅝
2800	Iowa Cent'l	17	16	17	+¾
900	Iowa Cen pf	35⅝	34¾	35⅝	+⅛
800	Kan C So	26⅝	26	26	—¼
200	Kan C So pf	57	57	57	+¼
200	L Erie & W.	19¾	19	19¾	+¼
4500	Lou & Nash	111½	109	110¾	+1¾
100	Mackay	64½	64½	64½	+½
100	Mackay p	67¾	67¾	67¾	+3½
1200	Manhattan	139½	138¾	139½	+¾
800	Marine pf	23½	22¼	22⅞	+⅞
200	Mex Cent	16¾	16¾	16¾	—⅛
2400	Mex Nat	17⅛	16⅞	17⅛	+¼
100	M & St L pf	69½	69½	69½	+½
2735	M St P & SS M	115	113½	114½	+⅛
1900	M K & T	29⅝	28¾	29	—¼
2650	Mo Pacific	52	51½	52	+⅝
900	Nat Lead	64⅝	64	64	
200	Nat E & S	10⅞	10½	10½	—¾
1100	N Y Air Br	71½	70	71½	+½
2100	N Y Central	106⅝	106¼	106⅝	—½
300	N Y C & St L	40⅞	40	40	
1200	Nor & Wes	72¾	72	72½	+⅝
200	North Am	62⅞	62½	62½	—½
18400	Nor Pac	133½	137¼	137½	+1¼
1900	Nor Pacific	124⅝	123½	123¾	+¼
2500	Ont & West	42	41½	41⅝	—⅛
200	Pac Coast	79	79	79	—⅜
2600	Pacific Mail	31½	30⅝	31	+⅛
18300	Penn R R	122	121⅜	121⅝	—⅛
300	Peo Gas	92⅝	92	92	+½
600	Pitts Coal	13⅝	13	13⅜	+⅜
300	Pitts Coal pf	44½	43	44	+½
460	Pressed S C.	29½	29¼	29¼	—⅜
100	Pullman P C	158⅞	158⅞	158⅞	+⅞
400	Ry St Sp'g	37½	37½	37½	+⅛
2600	Rep Steel	20	19¼	19¾	—⅛
1650	Rep Steel pf	71½	70¾	71¼	+¼
108600	Reading	118¼	117	117½	+⅜
400	Reading 1 p.	86	85	86	+1
1900	Reading 2 p.	85½	84½	85½	+2½
1300	Rock Island	18⅞	18⅛	18½	—½
3400	Rock Isl pf	39⅝	38½	38½	—¼
100	St Jos & Grand Isl	26½	26½	26½	
100	St L & SF 2 pf	33⅝	33⅝	33⅝	+⅝
200	St L & Om	134	134	134	—½
20900	Sou Pacific	87½	87	87½	
200	Sou Pac pf	120½	120	120	—½
4500	Sou Ry Co.	18½	17¾	17¾	—½
450	Sou Ry Co pf	46¾	46½	46¾	+¼
1400	Tenn Cop	38¼	38⅛	38¼	
1600	Tex Pacific	23⅞	23⅝	23½	+½
2100	Third Av R.	33¾	32⅞	33¼	—½
200	Tol Rwys	11¼	11½	11⅛	+⅛
100	Tol St L & W	20¾	20¾	20¾	
300	Tol St L & W p	46½	46½	46½	
400	Twin CRT	90	89⅝	90	+⅞
100	Un Bag & P.	6	6	6	
33900	Union Pac	147¾	145	146¾	+1⅞
200	Un Pac pf	83	83	83	—1
200	Un Cigars pf	90	88	90	+5
200	U S Cl Pipe	27½	27½	27½	+½
310	U S Cl P pf	76	75½	75½	—½
100	U S R & Im	46½	46½	46½	
1000	U S R & R pf	33⅝	30¼	33⅝	+2½
900	U S Rubber	26	25½	25⅞	+⅜
1200	U S Rubber pf	92	91	91¼	+1¼
33800	U S Steel	38⅞	38⅜	38⅝	—⅛
4600	U S Steel pf	102¾	102	102⅝	+⅛
1100	Utah Cop	31	30½	30⅞	+⅝
700	Va-Car Ch	25¾	25½	25¾	+¾
500	Va-Car pf	100½	99¼	100	+2
1000	Wabash	13	12½	12½	—½
1700	Wabash pf	24⅞	24¼	24¼	
2800	Westinghouse	56	52	53	—1¾
400	West'h'se 1 p.	68½	67½	68½	+1¾
3330	W Maryland	15⅝	12¼	14⅞	+2⅝
500	West Un T	57½	56	56¾	—½
100	Wis Central	18	18	18	—½

Total sales at stocks, 584,300 shares.

CLOSING PRICES.

	Bid.	Asked.		Bid.	Asked.
Adams Exp	155	180	Mackay	63	(5½)
Allis Ch'm'rs	9¼	9½	Mackay pf	64½	65
Allis Ch pf	24¾	25	Manhattan	138¾	140
Amal Copper	68¼	68½	Marine	8	8¾
Am B Sug	23¾	23½	Marine pf	32¾	33¾
Am Can	5	5½	Mex Cent	16¾	16¾
Am Can pf	89	89½	Minn & St L	30	32
Am C & F	37⅞	38	M & St L pf	67	70
Am C & F pf	94½	97½	M St P & SSM	114	114½
Am Cot Oil	30¾	31	MSPaSSM pf	134	136
Am Cot Oil p	80	90	M K & T	16¾	19
Am Express	165	200	M K & T pf	41	42
Am Hide & L	3¾	4	Mo Pacific	51¾	52
Am H & L pf	19	30½	Nash C & St L	110	113
Am Ice Secs.	27¾	27¾	Nat Biscuit	65¾	66¾
Am Linseed	8½	11½	Nat Biscuit pf	115¾	116
Am Lin pf	24	26	Nat Lead	63¾	64
Am Loco	50¼	50⅞	Nat Lead pf	99¾	100
Am Loco pf	103½	103½	Newhouse	7¼	7¾

	Bid.	Asked.		Bid.	Asked.
Am Malt Crp	5¼	6	N J Central	185	190
Am M Crp pf	32	34	N Y A B	71½	72
Am Smelt'g	77	77½	N Y Central	106	106¼
Am Smelt pf	99¼	99¾	N Y C & St L	39	40½
Am Steel F'ds	6¼	7	N Y Gas L 1 pf	95	102
Am St F ct pf	34	35	N Y Gas L 2 pf	72	76
Am Sugar	131¼	131½	N Y N H & H	141	146¼
Am Sugar pf	126	130	North Am	61½	63½
Am T & T	117¼	118	Nor & West	72	72¾
Am Tob pf	92	92½	Nor & West p	79	80
Am Wool	22¼	22½	Nor Pacific	137½	137¾
Am Wool pf	88	90	No Pac rcts	123½	124
Anaconda	45¼	45½	Ont & West	41¾	41¾
At T & S F	83½	83¾	Pacific Coast	78½	79½
At T & S F pf	92¼	92¾	Pac Coast 1 p	80	100
Atl Coast L	92	94	Pac Coast 2 p	80	90
Balt & Ohio	93	93¼	Pacific Mail	30¾	31½
Balt & Oh pf	83	87	Penna RR	121¾	121¾
Batopilas M	3¾	3¾	Peo G L & C	92	92½
Beth Steel	15	17¼	Pittsburg C	13¼	13½
Beth Steel pf	40	42	Pittsbg Cp	44	45
Brklyn R T	61¾	61¾	P C C & St L	70	71
Brklyn U Gas	108	120	P C C & St L pf	90	92
Butterick	23½	28½	Pr Steel car	30½	30
Can South'n	62	63	P Steel C pf	85	88
Can Pac	159	159¼	Pull P Car	158	159
Cen Leather	27	27¼	Ry St Spg	27¼	28
Cen Leather p	94½	95	Ry St Spg pf	84	92
Ches & Ohio	44½	44½	Reading	117¾	117½
Chi & Alton	21¾	22½	Read 1st pf	46	47
Chi & Alt pf	58	60	Read 2d pf	55½	56
Chi Gt West	6½	6½	Repub Steel	19½	20
Chi Gt W (A)	22	23	Rep Steel pf	71	71¾
Chi Gt W (B)	8½	8¾	Rock Island	18	18¼
Chi Gt W deb	50	55	Rock Isld pf	38½	38¾
Chi & N W	155	155¼	Sloss-Shef	51	52
Ch M & St P	135½	135¾	St L & S F 1 p	58	58
C M & St P pf	153	154	St L & S F 2 p	32½	33
C U T stmpd	3½	3¾	St L S W	16¼	16½
C U T p stmp	13	14¼	St L S W pf	39	40
C C C & St L	59½	60	St P & Om	133	135
C C C & St L p	96	100	So Pacific	87¼	87¾
Col Fuel & I	28½	28¾	So Pacific pf	119¾	120⅝
Col H C & I	22⅞	23	Southern Ry	17¾	18¼
Col Southern	32¾	32¾	So Ry pf	45¼	45¾
Col So 1st pf	59¼	60	Tenn Cop	38¼	38¼
Col So 2d pf	56½	51	Texas Pac	23½	23¾
Con Gas	121½	121¾	Third Av RR	33	34
Corn Pd Ref	17½	17½	T St L & W	20	21
Corn P Ref pf	72	73	T St L & W pf	48¼	48¾
Del & Hud	164	164¾	Twin City	99	99½
Del L & W	520	540	Un Bag & P	5½	6¼
Den & R G	26¼	26¾	Un Bag&P pf	56	60
Den & R G pf	64½	65¼	Un Pacific	146¾	146¾
Dis Secur	35⅞	36	Un Pac pf	83	85
D S S & A	13½	14	Union Ry Inv	22	22¾
D S S & A pf	23	24	Un Ry Inv p	40	40½
Erie	20¾	20¾	Un Cigar pf	90	100
Erie 1st pf	38¾	38¾	U S Cl Pipe	27¼	27¾
Erie 2d pf	27¼	27½	U S Cl pf	75	75¾
Fed Min & S.	70	80	U S Express	75	85
Fed M & S pf	71	77	U S Rlty & Im	44	46
Gen Elec Co	138½	139¼	U S Red & R	11	12
Gt North pf	153½	153¾	Un R & R pf	33¾	33½
G N sub cfts	128½	130	U S Rubber	25¾	26
Gt N Ore ctfs	60½	60¾	U S Rub 1 pf	91	91½
Hock Valley	89¾	92	U S Rub 2 pf	57	59
Hock Val p	52	90	U S Steel	38¾	38¾
Illinois Cent	140¾	141	U S Steel pf	102¾	102¾
Inter-B Met	11¾	11¾	Utah Copper	30¼	30¼
Int-B Met pf	31	31¾	Va-Car	25¾	26
Int Paper	11	11	Va-Car pf	99	100
Int Paper pf	59	60	Wabash	12¾	12¾
Int Pump	23	23½	Wabash pf	24¼	24½
Int Pump pf	72½	73½	Wells-F Exp	250	305
Iowa Central	17	17¼	West Maryld	14¾	15
Iowa Cent pf	35	35½	West Un Tel	56½	57
Kan City So	34	35	Westhouse	52	53
Kan City So pf	56½	57	Wheel & L E	8	8½
Lake E & W	19	20	W & L E 1 pf	16	17
L S & M S pf	42	50	W & L E 2 pf	10	11
Long Island	38	43	Wis Central	17¼	18¼
Lou & Nash	110¾	111	Wis Cent pf	39½	41

GUARANTEED STOCKS.

	Rate.	Bid.	Asked.
Albany & Susquehanna	9	210	220
Albany & Vermont	3	65	70
Allegheny & Western	6	152	157½
Atlanta & Charlotte A Line	7	145	—
Augusta & Savannah	5	102	107½
Beech Creek	4	85	—
Berkshire	6	150	175
Boston & Albany	8	208	206
Boston & Lowell	8	200	205
Boston & Providence	10	285	290
Broadway & Seventh Ave	10	100	150
Brooklyn City	10	160	175
Cayuga & Susquehanna	9	175	200
Central Park N & E River	9	100	142
Chicago & E Ill pf	5	100	112
Cleveland & Pittsburg	7	165	170
Columbus & Xenia	8	200	215
Concord & Montreal	7	150	—
Conn & Passumpsic R pf	5	135	140
Connecticut River	10	245	258
Delaware & Bound Brook	6	185	200
Detroit, Hillsdale & Swn	4	87	93
East Pennsylvania	16	135	—
Eighth Avenue	10	300	—
Erie & Kalamazoo	10	155	—
Erie & Pittsburg	7	140	150
Fitchburg pf	5	120¾	124
Ft Wayne & Jackson pf	6½	120	140
Georgia R R & Bank Co	11	215	230
Gold & Stock Tel	6	95	105
Grand River Valley	5	110	—
Hereford	4	88	—
H Central Leased Line	4	88	93
Illinois & Mis Tel	4	60	—
Interocean Tel	8	90	110
Jackson Lansing & Sag	8½	86	90
Joliet & Chicago	7	150	170
Kal Allegan & G Rapids	5.95	130	—
K C Ft S & Memphis pf	4	60	65
Kansas City St L & Chi pf	6	112	130
Lake Shore	10	278	320
Little Miami	3 2-5	205	220
Louisiana & Mo River pf	7	140	—
Mahoning Coal pf	5	100	—
Manchester & Lawrence	10	225	—
Mobile & Birmingham pf	4	70	—
Mobile & Ohio	4	70	80
Morris Canal & Bank	4	64	—
Morris Canal pf	10	155	175
Morris & Essex	7	175	180
Nashville & Decatur	7½	175	185
Nashua & Lowell	9	200	—
New London & Northern	9	175	—
N Y Brooklyn & M B pf	5	100	110
New York & Harlem	14	315	325
N Y Lack & West	5	117½	120
Ninth Avenue	8	150	—
North Carolina	7	140	145
Northern R R of N B	7	180	—
Northern R R of N J	4	75	85
North Pennsylvania	8	180	210
Northwest Tel	6	90	105
Old Colony	7	180	183
Oswego & Syracuse	9	205	215
Peoria & Bureau Vy	8	170	185
Pitts Bessemer & L E	3	27	35
Pitts Bessemer & L E pf	6	55	65
Pitts Ft Wayne & Chi	7	165	180
Pitts McKeesport & Yough	6	122	125
Providence & Worcester	10	280	—
Rensselaer & Saratoga	8	180	182
Rochester & Genesee Valley	6	100	—
Rome & Clinton	6½	110	115
Rome Watertown & Ogden	7	115	117½
Rutland & Whitehall	6	115	125
Saratoga & Schenectady	7	160	—
Second Avenue	8	100	—
Sharon Railway	6	105	115
Sixth Avenue	7	100	125
Southwestern R R of Georgia	5	105	110
Syracuse Gen & Corning	3½	80	—
Troy & Greenbush	7	160	—
U N J R & Canal Co	10	242	245
Upper Coos	6	135	—
Utica & Black River	7	160	170
Utica Chen & Susq Valley	6	138	—
Utica Clinton & Binghamton	3¼	65	70
Valley of New York	8	107	115
Vermont & Mass	5	125	—
Warren	7	166¼	170

TRUST COMPANY STOCKS.

	Bid.	Asked.
Alliance Realty Co	—	110
American Surety Co	145	158
Astor Trust	275	—
Bankers Trust Co	435	450
Bowling Green Trust Co	295	310
Bond & Mortgage Guarantee Co	295	310
Broadway Trust Co	120	—
Brooklyn Trust Co	390	410
Commercial Trust Co	150	160
Carnegie Trust Co	130	145
Casualty Co of America	120	130
Central Trust Co	1500	—
Century Realty Co	167½	—
City Investing Co	55	60
Citizens Trust	115	—
Columbia	200	210
Commonwealth Trust Co