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FINANCIAL NEWS AND COMMENT

Stock Market Strength Proved by Rock Island Receivership.

PRICES AT HIGHEST YET

Another convincing test was made of the position of the stock market yesterday and the response given was sufficient to demonstrate the controlling persistence of the forces which have been working to make the remarkable bull movement that has been under way for about two months. The announcement of the appointment of receivers for the Chicago, Rock Island and Pacific Railway Company did not cause any spread of general weakness throughout the share list. After a short interval of hesitancy and unsettlement quoted values began to harden all around even before the Rock Island issues had completed their decline.

Throughout the afternoon the trading was on a scale of increasing breadth, with prices rising as buoyantly as at any time in previous weeks, and the close was strong, not only at about the best prices of the day, but with the statistical averages at new high levels for the year. Total transactions aggregated about a million and a quarter shares and all the indications were that constructive factors and optimistic attitudes had gained a strengthened ascendancy.

Coming at the time it did the reaction which started on Monday afternoon seemed rather unlikely to run into an extreme collapse from which it would take a more or less prolonged period to recover. Conclusions of this sort were corroborated by the action of stocks in the early trading yesterday. Opening firmness was promptly lost and the reactionary trend continued for a while, but before the news of the Rock Island receivership was published it was evident that sellers for the fall were not making much headway.

As it turned out bearish operations had after all only a brief and limited success, for the proof of the market's position given by the sequel to the Rock Island announcement encouraged an active renewal of engagements for the advance. If the market had been in a very vulnerable condition the Rock Island affair might well have accelerated the pace of reaction and converted it into a wide break throughout the list. None of the ordeals which the market has endured in the last few weeks was as severe as this and sentiment last night was more hopeful than it had been at any time since the upward price swing got under way.

As to the Rock Island receivership itself it is quite to be expected that from some quarters it will be denounced as a most unwarranted procedure. Criticism was heard yesterday, but it was all from the stock market point of view and had little or nothing to do with the facts of the Rock Island situation. In the past month some bullish exploits have been perpetrated in the Rock Island shares which seemed to be based on the Amster campaign to place the minority interests in charge of the property.

All the time the displays of bullish fireworks were being touched off in Rock Island no encouragement of any sort to buy into the shares came from bankers or the principal stockholding interests unless purchases were based on the expectation that the road would have a second go of difficulty to get through. On the contrary, all informed emphasis has been laid on the financial uncertainty of the Rock Island's immediate future, uncertainty intensified by the conditions of regulation and operation which have borne hard on weaker railroad systems in recent years no matter to what cause their impaired position was owing.

Possibly because the Wall Street view in the large had not accepted the Amster opinion of Rock Island prospects the episode of the receivership had only such a fugitive effect on the share list. Moreover the rather sharp shaking down of prices in various directions undoubtedly improved the technical position of stocks. At any rate the sweep of the afternoon recovery was extensive and its progress was rapid, while the range of stocks actively dealt in carried all classes of issues forward with impressive vigor. It was more or less implicit in the breadth and buoyancy of the later dealings that the evidence which had been furnished of the stability of the market's price structure had allayed some incipient banking uneasiness over the status of special descriptions which had made the greatest price gains since the beginning of the year.

EXPORTS AND IMPORTS.

Exports from the port of New York reported yesterday were $6,816,766, and the imports were $2,699,479.

Live Stock Market.

TUESDAY, April 20.

Receipts of beeves were 458 head, including 7 cars for the market. No trading today in live cattle. The feeling was steady, with fairly good receipts expected for Wednesday's market. Dressed beef in some demand at steady prices, or at 19@12c for city dressed native sides.

Receipts of calves were 403 head, including 194 for the market. Feeling steady for all grades. Good to prime veals sold at $10.25@$10.50 per 100 lbs., culls at $7. Dressed calves in fairly good demand. City dressed veals were firm at 13@14½c; country dressed higher, at 10½@14c.

Receipts of sheep and lambs were 2,668 head, including half a car for the market. Spring lambs quiet at steady prices; no other lambs were offered and no sheep were on sale. The deck of Virginia spring lambs sold at $8 per head. Dressed mutton quiet but steady, at 12@15c. per lb.; dressed lambs at 16½@18c.; hog dressed at 18½@19c., country dressed hotbouse lambs easier at $5@$8 per carcass.

Receipts of hogs were 3,831 head, all for slaughterers, with the exception of 27 head. Feeling firm, and good medium weights sold at $8.15 per 100 lbs., roughs at $6.75.

BID AND ASKED PRICES.

Closing prices of stocks in which there were no transactions yesterday:

	Bid.	Asked.		Bid.	Asked.		Bid.	Asked.
AdamsExp	57	98	CuaMSu	57	62	NoWTel	105	
AdamsEx pf	93		CuaMSu pf	94	98	MackCos	80	81
AmBrass	87	87	DresCo pf	85	90½	MacCos pf	67½	68½
AmCan	6½	7½	DesMoLD	7	9	ManBeach	2	8
AmCan pf	25	28	DetEdison	114½	115c	MasDpst	40	45
AmCotOil	97	99	DetBoston	114½c	115c	MexPet	81	82
AmCotOil pf	95	98	Det&Mack	25	—	MexPet pf	81	85
AmExpress	94	98	Det&M pf	80	—	MichCen	100	—
AmFdPip	85	95½	DetUnited	62	68	Min&StL	17	18
AmSnuff	120	126	DiaMatch	140	150	M&SSM pf	43	45
AmSnuff pf	100	107	GWElec	165	170	MSP&SS		
AmTel&Ca	99	103	GWElec pf	114	120	M pf	130	134
AmTob pf	195	197	GrabBotCon	29	35	MSP&SS		
AnnArbor	90	95	Havana	75	80½c	M L	75	82
AnnArbr pf	70	75	Havana pf	92	100c	MobBlr pf	66	
AssetsReal	7	12	HarvNJ pf	114	116	MonW pf	111	115
AssocM pf	95	115	HartCorp	102	115	Mon&Gen	167½	169c
AssocM 2 pf	98½	102	HartCorp pf	116	120	NatAcme	12½	15
BaldwL pf	100	102	HoskingV	115	125	NatBeas pf	81	87
BrooklRT	101	102	HiCentral	111¼	114	NatBy of		
BrunsPar	5	6½	IntAgricCo	3	5½	Mex 1 pf	16	22
BrunsRdge	96¼	98	IntAgr pf	13	19	NatBy of		
BrownSh pf	50	81	IntPump pf	12	17	Mex 2 pf	7	9
BuffR&P	50	60	Iowacen	6	9	NYLac&W	112½c	121c
BuffR&P pf	100		Iowacen pf	15	22	NYSilks		53
BurnsBros	84	89½	JBKeser	84	87½	Norfolk	20	25
CalSouth	56½c	60c	JBKeser pf	97	100	NorGas&W pf	85	95
CliffsCJ	300	330	JICMch pf	28	85	OntSUM	3¼	4
CoalAsso			KCFSM pf	65	68½	PalmBr pf	40	60
CoalAsso pf	100	102	KeoADesM	13	16	PacCT pf	88½c	94
ChiAlk pf	14		KeoHot pf	36		PenWM	21	27
ChiN&W pf	165	175	KCoLLAP	121½	122½c	Pet&M 1 pf	82	100
ChicPneu	120	130	LacIndustrial	100	105	PeoGAL	9	10½
ChicPneu pf	90	100	LbAW pf	22	25	PCC&StL	70	72
CCCoSL	93	98	LigtPrPfd	92½	95½	PCC&StL pf	90	95
CloverPhilm	104		LigMCo pf	117½	120	Phinney	21	75
CluettCo pf	90	100	LongIsland	31	35	PitrWAC	150	—
ColeSpr	100	110	Lorillard	150	156	PittStel pf	50	85
ColeSpr pf	92	94	LoneStar	115½	117½	PreStLP pf	94½	98
ColonSt 2 pf	48	50	LoewWHls	26	34	QuicksilMer	7½	8½
ColonSt 3 pf	48	50	LoewV pf	95½	97½	RepSUSp pf	91	95
ConsCigar	105	108	LoewV 2 pf	60½	65	Road 1 pf	81	86
CreasLer	16	76	MontWw	150	160	SL&SF 1 pf	8	12
CuaMSu	57	62	MontWw pf	100	102			

NEW YORK STOCK EXCHANGE PRICES.

Railroad and Other Shares.

TUESDAY, April 20, 1915.

Closing Bid	Closing Ask	Div. Rt.	Sales		Opening	Highest	Lowest	Closing	Net Change
37	37¾	..	6800	Alaska G M	36½	37¼	36½	37	— ¼
17¼	17¼	..	8600	Allis-Chalmers	17½	17¾	16¾	17¼	— ¾
52½	53½	..	1900	Allis-Chalmers pf	53¾	53¾	50½	53	..
77¾	77¾	2	83500	Amal Copper	74½	77¾	74¼	77¾	+ 3
47¾	48	..	5000	Am Beet Sugar	47¼	47¾	46½	47¾	+ ¾
55½	55¾	4	500	Am Ag Chem	55½	55½	55	55¼	+ ¼
92½	..	7	100	Am Brake Shoe	93¼	93¼	93¼	93¼	+ 2¼
37¼	37¾	..	32200	Am Can	35¼	37½	35	37½	+ 1¾
98½	99	7	300	Am Can pf	98½	98½	98¾	98½	..
54½	54¾	2	4200	Am Car & F	53½	55	52¾	54¾	+ ½
107	108½	7	20	Am Coal Prod pf	108	108	108	108	..
50	51½	..	400	Am Cot Oil	50¼	50¼	50	50	..
7¼	7¾	..	1600	Am H & Leather	7½	7¾	7½	7¼	..
38½	39	..	3200	Am H & Leather pf	39¾	40	37¼	38¾	— ¾
32	32¼	..	1800	Am Ice	32¾	32¾	31¼	32¼	— ¼
12¾	13	..	1300	Am Linseed Co	13¼	13¼	12¾	12¾	— ¾
31½	32	..	200	Am Linseed Co pf	31	31	31	31	— 2
54	54½	..	15300	Am Loco	50	54	48½	54	+ 4
95	99	7	200	Am Loco pf	97¼	97¼	97¼	97¼	— 1½
4¼	4¾	..	100	Am Malt	4½	4½	4½	4½	+ ½
25	29	2	100	Am Malt pf	25¼	25¼	25¼	25¼	— ¾
73¾	73½	4	9300	Am Smelting	73¼	73½	71½	73½	+ 1¼
105¼	105¾	7	10	Am Smelting pf	105½	105½	105½	105½	..
34	37	..	800	Am Steel Fdy	36	36	34½	35¾	— 1¼
110	111	7	1400	Am Sugar	109	111¼	105	110¾	— 1¾
122	122½	8	3600	Am Tel & Tel	122¾	123¼	122	122¼	— ¾
232	232½	20	800	Am Tobacco	229¼	232¾	229	232	+ 2¼
28	29	..	1220	Am Woolen	28	29	28	28¾	— ¾
84	86¾	7	300	Am Woolen pf	85½	87¼	85	85	— ½
14	14¾	..	300	Am Writing P pf	14¾	15	14¾	15	+ ½
37¾	37¾	4	20700	Anaconda	36¼	37¾	35¾	37¾	+ 2¼
104¼	104½	6	9600	Atch, Top & S Fe	103¾	104½	103¾	104½	+ ¾
99½	100	5	92	Atch, Top & S Fe pf	99½	100	99½	100	..
109	111	5	100	At Coast Line	110	110	110	110	— ½
48½	48¾	2	2300	Baldwin Loco	47¾	49¼	46	49¼	+ 1¼
78½	79	5	13700	B & O	78	79	77½	79	+ ¾
71½	72	4	200	B & O pf	72	72	71¾	71¾	..
..	100	..	1450	Batopilas	17¾	18	15	15	— ¾
142	144	..	9600	Bethlehem Steel	132	145	132	143	+ 9
110	112	..	500	Bethlehem Steel pf	111	111	111	111	..
48¾	49	..	7100	B F Goodrich	46¼	48	47¾	48	+ 2¾
92½	92¾	6	6100	Bklyn Rap Tran	92	92¾	91½	92¾	+ ¾
127	130	6	100	Bklyn Un Gas	129	129	129	129	..
17¾	18½	..	800	Cal Pet	18¾	18¾	17¾	17¾	— ¾
45	46	..	200	Cal Pet pf	48	48	45¼	45¼	..
170½	171	10	2700	Can Pacific	170½	171¾	169¾	170⅞	+ 1½
41½	41¾	3	22500	Cen Leather	40¾	41¾	40	41¾	+ 2¼
102¾	103¼	7	100	Cen Leather pf	103	103	103	103	— ½
48¾	49	4	3500	C & O	48¾	48¾	47¼	48¾	+ ¾
131	132	7	300	Chi & Northwest	131	131	130¾	131	..
13¾	13¾	..	600	Chi Gt West	13¾	13¾	13½	13½	— ¼
35½	35¾	..	2100	Chi Gt West pf	35¼	35¾	34¾	35½	+ ¼
57½	57½	5	7700	Ch, M & St P	57	57½	55¾	57¼	+ ¼
127½	128¾	7	260	Ch, M & St P pf	128¼	128¾	128¼	128¾	+ ¾
131	132	..	240700	Chi, R I & Pac	32	32¾	21¼	24¼	— 9¼
45½	45¾	40	12700	Chino Copper	44	45¾	43¾	45¾	+ 1½
64	65¼	..	100	C, C, C & St L pf	64¾	64¾	64¾	64¾	— ¼
33½	33¾	..	5600	Col F & I	34½	34½	32½	33¾	— ¾
126½	127	6	900	Cons Gas	126	126½	125¾	126¼	— ¾
15	15¼	..	8200	Corn Products	15	15¼	14¼	15	..
79½	80	5	300	Corn Products pf	78	79¾	78	79¾	..
59	61	..	700	Cont Can	61	61	60	61	— ½
94½	96	7	200	Cont Can pf	95	95	95	95	+ ¾
153	153	5	100	Del & Hud	153	153	153	153	..
420	429½	10	141	Del, L & W	425	425	425	425	..
8¾	10¼	..	200	Denv & R G	9¼	9¼	9	9	— ¼
16	16¾	..	400	Denv & R G pf	17	17	16	16¾	— ¾
8¾	9	..	1200	Distillers Sec	8	8¼	8¾	9	..
4	6	..	200	Dul, S S & A	4½	4½	4½	4½	+ ½
9	10	..	100	Dul, S S & A pf	9½	9½	9½	9½	+ ½
29½	29¾	..	30200	Erie	29¼	29¾	28¾	29¾	+ ¾
45½	45¾	..	4300	Erie 1st pf	45¼	45¾	44½	45¼	+ ¾
36¼	37	..	300	Erie 2d pf	36¾	36¾	36½	36½	— ¾
13	15	..	300	Federal M & S	14¾	14¾	14½	14½	— ½
31	32¾	4	400	Federal M & S pf	33½	34	32½	32½	— 1
107	108	7	100	F W Woolworth	107	107	107	107	— 1
210	215	6	100	Gen Chem Co	212	212	212	212	..
107	108	8	80	Gen Chem Co pf	108	108	108	108	..
153	153¾	8	400	Gen Elec Co	154¼	154½	153	153	— 1
146¾	148	..	2800	Gen Motor	137½	147	137	147	+10
101	102	7	300	Gen Motor pf	100	100	100	100	— ½
121¾	122	7	4100	Gt Nor pf	120¾	122	120¾	121½	+ ¼
38	38¼	..	8900	Gt Nor Ore ctfs	37¾	38¼	36	38	..
58½	59	14	1600	Guggenheim	58	58½	57½	58½	+ 1¼
103	104	5	1000	Harvester N J	105¼	105¾	102	102	— 2
70	80	..	100	Harvester Corp	75	75	75	75	— 5
30¾	30½	..	11600	Inspiration Con	29¾	30½	29	30½	+ 1
11¾	11½	..	1000	Int Paper	11¼	11¾	11	11¾	+ ¼
40¾	41	2	1300	Int Paper pf	41¾	41¾	40	40¾	— 1¼
5¾	6¾	..	700	Int Pump	6¼	6¼	6	6	+ ½
20¾	21	..	26600	Inter-Met	20	21	19¾	21	— 1¼
73¾	73¾	..	14900	Inter-Met pf	71½	73¾	71¼	73¾	— 2¼
26¾	26¾	..	1200	Kan City Sou	26½	26¾	25¾	26¾	— ¾
60½	60¾	4	500	Kan City Sou pf	60½	60½	60	60½	— ¼
39½	41	..	300	Lack Steel	42	42	39½	39½	— ¾
9	9¾	..	300	Lake Erie & West	9¼	9¾	9¼	9¼	..
144	144½	10	9500	Lehigh Valley	145	145	142½	144¼	+ 2¾
123	127	5	400	L & N	122¾	125½	122¾	125½	+ 2½
126	129	7	100	Manhattan El	127¾	127¾	127¾	127¾	..
..	51½	..	12300	Maxwell Motor Co	47½	51	45	51	+ 2
82¼	82¾	..	4100	Maxwell Motor Co 1 pf	82	82½	80	82½	— ½
39	39¾	..	3600	Maxwell Motor Co 2 pf	36¾	40	35½	39½	+ 2¾
91¾	92	..	28700	Mex Pet	90	93	88¼	92	+ 3¼
26	26¾	40	2200	Miami Copper	26	26¾	25½	26¼	— ¾
121	122	7	700	Minn, St P & S S M	120½	121	120½	121	..
14¼	14½	..	8450	Mo, Kan & Texas	14½	14¾	14	14¾	+ ¼
35¼	37	..	300	Mo, Kan & Texas pf	37	37	35	35	— 2
17	17¼	..	32400	Missouri Pacific	17½	17¾	16¼	17¼	+ ¾
51½	52½	2	200	Montana Power	51¼	51½	51¼	51½	..
122	123	7	100	Nat Biscuit Co	122½	122½	122½	122½	..
120	122	7	100	Nat Biscuit Co pf	120½	120½	120½	120½	— ½
65	65½	3	4500	Nat Lead	65¼	66	64	65¼	..
109	110	7	10	Nat Lead pf	109¾	109¾	109¾	109¾	..
15	15½	..	200	Nat E & S	15	15¼	15	15¼	— ¾
69	71½	..	200	Nat Cloak & Suit	70¼	70¼	70	70	— ¾
105	105½	7	100	Nat Cloak & Suit pf	105½	105½	105½	105½	— ½
15	15¼	20	3000	Nevada Con	15¾	15¾	15	15¼	..
84½	85	8	800	N Y Air Brake	82	85½	82	87	..
91¾	92	5	13600	New York Central	90½	92	89½	91¾	+ 1¾
69½	70	..	23200	N Y, N H & H	63½	70¾	63½	70	+ 6½
34¼	34¾	..	17100	N Y, Ont & West	29¾	35½	29¾	34½	+ 5
105¼	105¾	6	700	Norfolk & West	108	108	105½	105½	— 2
78	78½	5	1900	No American Co	75	78½	76	78	+ 1
111	111¼	7	7350	Northern Pacific	110¾	111½	109¾	111½	+ 1¼
19	19½	..	500	Pacific Mail	19¾	19¾	18¾	19¾	+ 1¾
35	36½	..	450	Pac T & T	36½	36½	36	36	— 1
110½	111	6	5580	Penn R R	110¾	111	110¼	111	+ ½
120½	121	8	100	Peoples Gas	120½	120½	120½	120½	+ 1
23	23¾	..	1400	Pitts Coal	23½	24	22¾	23¾	— ¼
93¼	94	3	200	Pitts Coal pf	93½	93½	93¼	93¼	— 1¼
43½	44	..	3500	Pressed Steel Car	43	43¾	42¼	43¾	+ 1¾
106¾	..	6	200	Public Service	106½	106½	106	106	— ¾
158	158½	8	100	Pullman Pal Car Co	157¼	157¼	157¼	157¼	..
1½	1¾	..	400	Quicksilver pf	1½	1½	1½	1½	+ ¼
23¾	23½	..	11500	Ray Cons Copper	22¾	23½	22½	23¾	— ¾
32	33	..	2400	Ray Steel Spring	31	33	30¾	33	+ 3
29½	29¾	..	5300	Republic Steel	29½	30¼	29½	29½	..
87	87¼	..	1000	Republic Steel pf	86½	87¼	86¼	86¼	— ¾
155	155¼	8	55540	Reading	154¼	155¾	152¾	155¼	+ 1¼
82	85½	4	100	Reading 2 pf	85½	85½	85½	85½	+ 1
½	¾	..	1200	Rock Island	⅝	⅞	½	½	— ¼
¾	1	..	1600	Rock Island pf	1	1	¾	¾	— ¼
4	4¼	..	300	Rumely	4	4¼	4	4¼	..
8¾	10	..	200	Rumely pf	9½	9½	9	9	— 1
16½	16¾	..	2100	Seaboard A L	16¼	16¾	16¼	16¾	+ ¾
41½	41¾	..	850	Seaboard A L pf	42	42	41½	41¾	+ ¾
138	138½	7	100	Sears-Roebuck	138¼	138¼	138¼	138¼	— ¾
38	39	..	500	Sloss-Sheffield	39	39	38	38	— 3
3¼	3¾	..	650	St L & San Fran	3¾	3¾	3	3	..
94	94¼	8	17430	Southern Pacific	93	94¼	93	94	+ 1
..	..	..	100	Southern Pacific cfs	106¼	106¼	106¼	106¼	..
19¼	19¼	..	4100	Southern Rwy Co	19¼	19¼	18¾	19¼	+ ¼
66¾	67	..	10300	Studebaker	64¼	67	62	67	+ 2
33¾	33¾	12	1800	Tenn Copper	33¼	33¾	33¼	33¾	+ ¾
140	140½	10	1000	Texas Co	139	139	136½	139	— 4
17	17½	..	400	Texas Pacific	17	17	17	17	..
55¾	56	..	1400	Third Ave R R	55	55¾	55	55¾	— ¼
100	101	7	200	Tobacco Prod pf	100½	100½	100½	100½	+ ¼
99	100	6	100	Twin City R T	99½	99½	99½	99½	— ½
67	69¾	4	200	Underwood	69¾	69¾	69¾	69¾	+ 1¾
102	107	7	100	Underwood pf	103	103	103	103	+ 3
6	6½	..	400	Union Bag & P	6½	6½	6½	6½	— ¼
29	31	..	100	Union Bag & P pf	30	30	30	30	— 5
133¼	133¾	8	53100	Union Pacific	132¾	133½	131½	133¼	+ ¼
80¾	80¾	4	200	Union Pacific pf	80½	80½	80½	80½	+ ¼
12	13	..	600	Un Ry Inv	12	12½	12	12½	+ ½
31	32	..	600	Un Ry Inv pf	32	32	30¾	30¾	— 1¼
13½	14	..	300	U S C I Pipe	15	15	13	13½	— 1¾
26	28	..	150	U S I Alcohol	28	28	28	28	+ ½
70¼	70¾	6	5400	U S Rubber	69½	70¼	68½	70¼	+ ¾
107	108	8	220	U S Rubber 1 pf	108	108	107¼	107¼	— ¾
58¾	58½	..	141100	U S Steel	57¾	58¾	57¼	58¾	+ ¾
109¼	109½	7	1800	U S Steel pf	108½	109¼	108½	109¼	— ¾
67	67¼	30	31050	Utah Copper	65½	67¼	64½	67¼	+ 2¼
27½	29	..	200	Va-Car Chem	30	30	30	30	— 1
1¼	1½	..	200	Wabash	1½	1½	1¼	1¾	+ ¼
3½	4	..	500	Wabash pf	4	4	3¾	3¾	— ¼
83¾	84	4	16100	Westinghouse Elec	84½	84½	81¼	84½	+ 2¾
39	40	..	100	Western Maryland pf	39½	39½	39½	39½	+ ½
68	68½	4	900	Western Union Tel	68	68½	68	68½	+ ½
2	2¾	..	100	Wheel & L Erie	2½	2½	2½	2½	+ ½
..	..	..	6	800 Willys Overland	124	126	120	126	+ ½

Total sales to-day, 1,247,100 shares. Same day 1914, 352,365. January 1 to date, 31,595,314. Same period 1914, 26,553,648.

Where a "c" follows a quotation it indicates a bid or offer for 10 shares.

SUB-TREASURY STATEMENT.

MONDAY.

Paid by Sub-Treasury to banks	$6,589,000
Paid by banks to Sub-Treasury	2,655,000
Gain to banks on day's transactions	$3,934,000
SINCE FRIDAY LAST.	
Paid by Sub-Treasury to banks	$10,182,000
Paid by banks to Sub-Treasury	6,491,000
Gain to banks	$3,992,000
Gain to banks same period previous week	5,676,000

DIVIDEND DECLARATIONS.

Company and Term.	Stock	Amt.	Payable
Illuminating and Power Securities, quarterly	pfd	1¾%	May 15
Warwick High