FINANCIAL AND COMMERCIAL.

SATURDAY, Feb. 18.

The judgment of the financial markets of Europe, expressed this morning, concerning the assassination of the Grand Duke Sergius was practically the same as that recorded by our own yesterday. The Russian noble who yesterday met his death was one who had long been notorious for flagitious personal conduct and as the most stubborn and bitter opponent of the spread of liberal ideas in his country, the leader of the war party there and the one whose influence most impressed itself upon the inconstant mind of his nephew, the ruling Czar. His death will be regarded the world over not simply as a just and too long delayed punishment for shameless misdeeds, but as a removal of one of the stoutest obstacles that has hitherto stood in the way of Russian progress and advancing civilization. So regarded, his death, while a shocking event according to Western standards, must have none the less a salutary effect. There is usually very little trading on Saturdays on any of the European financial bourses, but prices there to-day were firm and steady and in some instances strong. Russian bonds only declining a little in Paris. The view is generally taken that what has happened lends emphasis to the force of past circumstances making for a termination of the Russo-Japanese war, and there is now comparatively little doubt in banking houses on this side of the water that the second postponement of the Russian loan in Paris announced during the week is because of the knowledge of financial interests in the French capital that the flotation of the loan can only be accomplished as a celebration of peace rather than as the prolongation of a disastrous and devastating war in which victory has already perched upon the shoulders of Japan. In our own stock market to-day the eyes of all observers were turned to little else than the further sensational rise in all the Northern Securities stocks—the Northern Securities shares proper, Great Northern preferred and Union Pacific. All of these stocks rose more than 3 points apiece and closed at the highest. The Northern Securities and Great Northern preferred shares made new high record prices, while Union Pacific common stock rose with hardly five minutes reaction in a buying movement which included in the two hours session of the exchange the purchase of 123,800 shares. It would be gratifying to be able to report definitely some explanation for the advance in the market quotations for these stocks other than those general reasons to which reference has been so frequently made in this column. These general reasons are, however, sufficient. There has long been lack of public appreciation of the present earning power, intrinsic merit and future possibilities of all the railway lines that have been named. Wall Street at this moment is without adequate realization of the current cash value of the assets of the Great Northern Railway Company. The Northern Pacific shares, of which few people now bear, are earning greatly in excess of the 7 per cent. annual dividend disbursed upon them, while Union Pacific common stock forms the residuary estate of a vast railway system which will after the near at hand dissolution of the Northern Securities Company not only be in receipt of property worth between $30,000,000 and $40,000,000 more than the Union Pacific Company paid for it, but will be the controlling power in a great arrangement of railway communication stretching from ocean to ocean, with numberless branches in the shape of "feeding" lines tributary to it in every direction along its course. It would be idle to prophesy, of course, when the dividend rate upon Union Pacific stock will be raised, but it is clear that the accumulation of the stock that has been in progress, notably in the last two months, has proceeded from great capitalists who are aware of the value of what they are buying. A conservative estimate is that Union Pacific is at present earning 13 per cent. upon both its common shares and its convertible bonds, assuming that the latter are turned into stock, so that expectations of an advance in the dividend rate on the stock to 6 per cent. some time in the current year can hardly be said to be unreasonable.

The general market to-day was somewhat irregular, strength being exhibited, in addition to the quarters named, in the Baltimore and Ohio, St. Paul and Chicago and Great Western stocks, while the usual Saturday's scattered liquidation was apparent elsewhere. The recent selling of Consolidated Gas was explained by the announcement that a bill which it is said will have the support of some at least of the Republican leaders would be introduced in the State Legislature providing for a cut in the price of gas in this city to 80 cents. It must be held to be very doubtful that a bill of this sort will become a law at this session of the Legislature, although a law providing for a gradual reduction in the price of gas would probably meet with little opposition from the corporations concerned in the sale of the product. Past history in this matter is wholly to the effect that a reduction in the price of the commodity immensely increases sales, so that in a little time the business becomes more profitable than ever. To-day's bank return was, as most intelligent critics expected that it would be, less unfavorable than that of last week, although it showed a loss of cash by the banks and a reduction in surplus reserve. Loans, however, were roundly reduced, and it was well understood that the cash loss was sustained only by reason of the concluding payments of money to Cuba on account of the Cuban loan recently negotiated in this country. The money outlook remains unchanged. A plethora of money abroad has exercised its due effect in the security markets there and has also so altered the foreign exchange situation that gold exports from this country are manifestly impossible while present conditions hold. The Banks of England and France and the Imperial Bank of Germany made statements in the middle of the week showing in the case of all a decided reduction of liabilities and a great increase in the amount of gold on hand. The drain of gold from this country to Europe has therefore ceased. At the same time we are nearing a time of the year when money rates here usually naturally rise somewhat because of the retention in the west of cash supplies in view of the approach of the spring planting season, so that it is not improbable that in the near future a sustained rate for call money somewhat in excess of that which has ruled during the winter will be seen. Time money brokers are, on the other hand, as insistent as ever in their offers to loan money for long periods at almost the lowest rates ever known in the history of Wall Street, and this speaks with sufficient optimism so far as the general money situation is concerned.

Regarding the agricultural situation, which will soon, of course, become a matter of discussion, the most important development to date has been that the abundant snowfall and cold weather of the winter have kept a broad and thick covering of snow over the winter wheat belt, insuring not only protection to the growing grain, but a proper supply of moisture when warmer weather comes. The passing Equitable Life trouble; the continuous reports of good railway earnings, such as those of the Erie's increase of nearly $900,000 in the December quarter, saved almost wholly in net by a curtailment of operating expenses, and the equally gratifying increase in the New York Central's gross earnings for the month of December; renewed evidences as to the prosperity of the iron and steel business and of trade and industry in general; unhesitating strength of the bond and investment market; a rise in the price of wheat, owing, as is supposed, to a corner in the May option, followed, however, at the end of the week by heavy speculative profit taking; and the general dismissal of all fears that any Congressional legislation is likely that will be hurtful to business interests, were the notable occurrences, in addition to those which have hitherto been specifically mentioned, in the last six business days. In the last fortnight the weather has been admittedly bad for business, especially for the railroads, as was attested to-day in the large decrease of the Missouri Pacific's earnings for the second week of February. But such adversities are, of course, only temporary.

New York Stock Exchange Sales Feb. 18.

CLOSING PRICES OF UNITED STATES BONDS.

	Bid.	Asked.		Bid.	Asked.
U S 2s r	104½	105	4s coup.	101¾	106
U S 2s c	104½	105	4s reg	121½	132½
3s reg	103¾	104½	4s c new	131½	132½
3s coup	103¾	104½	D C 3.65s	118	119¾
4s sm	103½	—	U S P I 4s	105½	—
4s reg	105½	106			

RAILROAD AND OTHER BONDS.

Am Dock Imp 5s		Impl Japanese 6s		St L & San Fr fdg	
2000	112¾	sterling loan		52000	92
Am Tobacco 6s		50000	100¼	38000	92⅛
1000	116¾	13000	100½	StLouisSW cn 4s	
5000	117	500	100⅜	34000	82½
10000	116¾	36000	100½	20000	82¼
Am Tobacco 4s		9000	100⅝	1000	82½
13000	76	Impl Japanese 4s		San A & A Pass 4s	
1000	76¼	R L & Oc cfs		8000	91¼
13000	76	56000	98¼	5000	91⅜
10000	75⅞	26000	98¼	Seaboard A L 4s	
12000	75¾	10000	98⅛	24000	90
AtchTop&SFe 4s		129000	98	South Pacific 4s	
2000	104⅜	26000	98⅛	6000	96½
A T & S F 4s		50000	98⅛	Southern Ry 5s	
1000	97⅛	1000	98⅛	11000	119¾
Balt & Oh gold 4s		145000	98	Stand Rope&T 6s	
1000	105⅛	Int & Gt Nor 2d		2000	44¾
6000	105⅜	5000	103	Tenn C I & RR 5s	
1000	105⅛	San C Fi S&M 4s		10000	100
Balt & Oh P L E		14000	91¼	Tol St L & West 4s	
& W Va 4s		10000	91	18000	84½
10000	100⅞	Lou & Nash 4s		Und'gnd El Rys	
Balt & Ohio 3½s		1000	103	of Lou Lim 6s	
1000	95⅜	Lou & N col tr 4s		1000	99¾
4000	95¼	20000	100⅜	Union Pacific 4s	
Ben Rap Tr cr 4s		L & N-So Mon 4s		6000	106
12000	85⅜	11000	96⅞	Union Pacific cv	
80000	85¾	Mex Cent con 4s		25000	125⅞
134000	86	10000	76	10000	125¾
Bkn Un El 4½s		Mex Cent 1st in		25000	125⅞
3000	111½	4000	23¼	50000	126
Buffalo & Susq 4s		MoKan&OklaR		31000	126⅛
10000	98	1st 5s 1962		15000	126⅛
Canada South 1st		2000	100⅛	16000	126⅛
1000	103⅝	Mo Kan & Tex 5s		10000	126
Central Ga 1st in		39000	106⅜	15000	126⅛
10000	92⅛	Mo Kan & Tex 4s		10000	126¼
Central Ry NJ 5s		11000	101	11000	126¼
registered		Mo Pacific con		1000	126⅜
5000	135½	1000	125¼	24000	126½
Ches & Ohio 4½s		M&O Mont 1st 5s		10000	126⅜
30000	109¾	3000	113¾	3000	126½
Chi Bur & Q 4s		Nat R Mex 4s		10000	126¼
2000	100	15000	82½	1000	126
Chi Gas L & C 5s		15000	82⅜	5000	126⅛
13000	110	NY Cent L S 4½s		5000	126¼
Chi Mil & St Paul		registered		10000	126¼
South Minn 6s		5000	89½	5000	126½
1000	110⅝	NY Cent MC 3½s		2000	126⅝
Chi Mil & St P 4s		5000	90	5000	126¾
10000	112¼	N Y Chi & St L 4s		20000	127
Chi & Nor W deb		3000	105¼	11000	127⅛
1909		NY Gas Elec Lgt		50000	127¼
1000	105½	H & P 5s		50000	127⅜
C Ri & St Paul 4s		3000	111	10000	127½
25000	82¼	NY Gas Elec Lgt		5000	127⅝
20000	82⅜	H & P 4s		10000	127¾
6000	82¼	2000	95	30000	127⅞
Chi & P W 1st 4s		N Y Lack & W 4s		60000	128
10000	98¾	5000	104	10000	128⅜
Chicago Term 4s		NY Ont & West 4s		United Ry St L 4s	
coupon off		5000	101¼	5000	78¾
2000	87¾	Norfolk & West 4s		US of Mex 4s cts	
Col Puebl & Iron cv		2000	104	5000	94¾
5000	90	North Pacific 4s		US Realty & I 5s	
Cons Tobacco 4s		1000	105¾	1000	101
5000	82	North Pacific 3s		10000	101½
Cuba 5s ct full pd		10000	77¼	1000	102
1000	107¾	Or S L fdg 4s cts		1000	102½
Distillers' Securit		2000	97⅞	13000	102
ies Corp 5s		Ott C F & StP 5s		U S Steel s f 5s	
6000	79½	1000	107	53000	94⅞
2000	79¼	Penna cv 3½s		60000	94¾
Erie cv 4s ser A		500	104¼	Wabash 1st	
45000	105	Peoria & East 4s		3000	119¼
Erie prior lien 4s		10000	79¼	Wabash deb B	
7000	101⅞	13000	79½	10000	70⅛
Erie-Penna Coal		11000	79¼	14000	70⅜
col tr 4s		5000	79⅜	10000	70⅛
1000	95⅛	Reading gen 4s		5000	70¼
Erie gen lien 4s		4000	102¾	5000	70⅜
1000	92⅜	5000	102⅞	1000	70½
Gal Har & San A		3000	102⅜	Wa Maryland 4s	
Mex & Pac 1st		2000	102⅞	4000	93¼
4000	113½	Read J C col tr 4s		Wheel L E 1st 4s	
Green Bay & West		10000	100⅜	2000	94¾
deb ser B		Rich & Meck 4s		Wisconsin Cen 4s	
5000	211½	5000	98	2000	94¼
12000	21	Roch & Pitts con		5000	94⅜
		1000	128	2000	94

Total sales of bonds (par value), $2,854,000.

RAILROAD AND OTHER SHARES.

Sales.		High-est.	Low-est.	Clos-ing.	Net Ch'ge.
1200	Atlis Ch'ers	181½	177⅞	18	
500	Atlis Ch pf.	67¼	66¾	67	+⅜
5100	Amal Cop..	74⅜	73⅞	74¼	+¼
600	Am Car & F	34	34	34	—⅜
2700	Am Cot Oil.	36⅛	35	35⅞	+1⅛
400	Am GrassT	9	9	9	—⅜
200	Am Hide&L	9⅝	9½	9½	—⅛
500	Am H&L pf	48	47½	48	
400	Am Ice pf.	39⅞	39¾	39⅞	—⅛
100	Am Lin Oil.	16	16	16	
3800	Am Loco..	41⅛	40¼	40¾	+½
100	Am Loco pf	111⅞	111⅞	111⅞	+⅞
13000	Am Smelt'g	88⅜	87⅞	88¼	+⅞
500	Am Smelt pf	118¼	118	118	—½
500	Am St Fdr.	15⅞	15¾	15⅞	+⅛
400	Am St F pf.	62	61½	62	+⅛
2400	Am Sugar.	144	143⅜	143⅞	+⅛
700	Am T & T..	144⅞	144½	144⅞	+⅞
2300	Am Tob pf.	98½	97½	97½	—¾
200	Am Wool..	24	24	24	—½
100	Ann Arbor.	37½	37½	37½	+1½
1800	A T & SF..	87¾	87⅝	87¾	+⅝
800	A T&SF pf.	102	101⅞	102	
6800	Balt & Ohio.	104⅛	103⅝	104⅛	+⅞
2000	Bklyn R T.	62½	62¼	62¼	—¼
100	Canada Sou	70	70	70	
4400	Can Pacific	137¼	136⅝	137⅛	
1100	Ches & Ohio	50⅝	50½	50½	—⅛
2200	Chi & N W.	237¼	236	237¼	—⅞
21400	Chi Gt W..	24¼	23¾	24¼	+⅞
2100	C Gt W pf B	37	36¼	36⅝	—¼
5100	C M & St P.	176⅝	176	176⅝	+¾
100	Chi Term'l.	18⅝	18⅝	18⅝	—⅜
200	Chi Term pf	34	34	34	—¾
100	Chi Un Tr.	12	12	12	+¼
800	C C C&St L.	96½	96	96⅜	—⅝
500	CCC&StL pf	121	120	121	+¼
6700	Col F & Ir.	51⅛	50¼	50¾	+⅛
100	Col F & I pf	100	100	100	+5
200	Col H C & I	16½	16¼	16¼	
900	Col South.	26¼	26	26	+¼
200	Col So 1st p	63⅝	63⅝	63⅝	—⅜
100	Col So 2d pf	37⅞	37⅞	37⅞	+⅛
4100	Cons Gas.	204½	203⅛	204¼	—¾
1000	Corn Prod.	20½	20	20	—⅝
100	Corn Pro pf	77½	77½	77½	
800	Del & Hud.	192	191¼	191¾	+¼
100	Den&RG pf	88	88	88	
400	Del South.	16⅝	16½	16½	—¼
800	Distillers' S	38⅝	38	38⅛	—⅜
100	Dul S S & A	15⅞	15⅞	15⅞	—⅛
200	D S S & A p	32½	32½	32½	
20100	Erie....	44⅝	44	44¼	+¼
400	Erie 1st pf.	80¼	80	80	
1200	Erie 2d pf..	64¾	64¼	64⅝	—⅛
800	Fed Min & S	109¾	104½	109¾	+5¼
2200	Fed M&S p	93½	93	93⅜	+⅜
200	Gen Elec Col	187	186¾	186¾	—¼
500	Great Nor p	291	285½	291	+7
1800	Ill Central.	158	157½	158	
1000	Kan City So	32	32	32	—½
2900	Kan C So pf	68	67	67½	—⅛
100	K C Ft S pf	82½	82½	82½	—¼
1800	Lou & Nash	138	137⅝	137⅝	—⅜
500	Manhattan.	173	172¾	173	+¼
3400	Met St Ry.	122¼	121⅝	121⅝	—¼
400	Met Secu..	81⅝	81¼	81¼	—¼
1600	Mex Cent..	22⅞	22⅝	22⅝	+⅛
1000	MStP&SSM	105¾	105	105¼	
1300	M K & Tex	31	31	31	—½
500	M K & T pf	65	64½	64⅝	—⅜
1800	Mo Pacific.	107	106⅝	106¾	—⅛
19800	Nat Lead..	37⅜	34¾	36⅞	+2½
400	Nat Lead pf	109	108⅛	108⅞	+1⅞
200	Nat E & S.	25⅛	25	25	—⅜
200	Nat RRM 2p	22¼	22¼	22¼	+¼
500	N J Central	200	199	200	+2
100	N Y Air Br.	153¾	153¾	153¾	
800	N Y Central	147½	147	147½	—⅛
100	N Y Dock..	23½	23½	23½	
100	N Y Dock p	61	61	61	+1
3000	Nor & Wes.	83¼	82½	83	
18700	Ont & Wes.	51⅝	50¾	51⅜	+⅜
300	Pac Coast..	94	94	94	
1200	Pacific Mail	47½	45⅝	47	+¾
17700	Penn RR...	139¾	139⅛	139⅝	
1200	Peo Gas...	107	106¾	106⅞	—⅜
600	Peo & East.	40	39¾	39¾	+¾
700	Pressed S C	37⅛	37⅛	37⅛	—⅜
200	Press S C pf.	88	88	88	—1
100	Pullman PC	243½	243⅛	243½	—½
900	Ry St Sp'g.	35¾	35⅛	35½	—¼
900	Rep Steel..	18⅛	18	18⅛	
700	Rep Steel pf	76	75½	75½	—½
24600	Reading....	94½	93⅞	94⅛	—⅛
3600	Rock Island	35	34¾	34⅞	+⅛
500	Rub Goods.	26⅝	26½	26½	
200	Rub Gds pf.	97	97	97	+¼
2100	Sloss-Shef.	75½	74¼	75½	+½
100	SL&SF 2 pf	70⅞	70⅞	70⅞	—⅛
100	SLSFCInc f	177	177	177	—1½
1600	St L S W pf	63½	63	63½	+½
60700	Sou Pacific.	68	67¼	67¾	+¾
2700	South Pac p	120⅜	120	120⅜	+⅝
2900	Sou Ry Co.	34⅜	34	34¼	
3300	Tenn C & I.	81⅝	80¼	81¼	—¼
500	Tex Pacific.	36⅜	36¼	36¼	+⅛
600	Tol St L&W	36⅞	36⅞	36⅞	+⅛
180	Tol St L&W p	55	55	55	—1
400	Twin CRT.	106	105⅝	106	+1
100	Un B & P pf	74½	74½	74½	
153800	Union Pac.	128⅞	126⅛	128⅞	+3⅛
600	Un Pac pf.	100½	99½	100½	+1¾
100	Un Fruit Co	110	110	110	+3
100	Un Ry Inv.	32½	32½	32½	
900	Un Ry In pf	77½	76¾	77½	—½
1100	U S C I Pipe	25⅜	25¼	25¼	
800	U S C I P pf	84	84	84	—⅜
300	U S Express	133	133	133	+1
2600	U S R & Im.	90⅜	89⅞	90⅜	+⅜
400	U S Leather	12¾	12⅝	12⅝	—⅛
2100	U S Leath p	105¾	105¼	105¾	+⅜
2300	U S Rubber	43¾	43	43⅜	+⅝
800	U S Rub pf.	115	114	114	
25600	U S Steel...	32¼	31¾	31⅞	—¼
8300	U S Steel pf	94¾	94¼	94⅝	+⅛
700	Va-Car Ch.	38⅛	38	38⅛	
200	Va-Car pf..	109¾	109⅛	109⅛	+⅛
800	Wabash pf.	46⅜	46	46	—½
800	West Un Tel	93⅜	93⅛	93⅜	+⅛
300	Wheel & L E	19	19	19	—½
300	Wis Central	24⅝	24⅝	24⅝	—⅛
800	Wis Cent pf	53¾	53¼	53¼	—¼
Total sales of stocks, 628,600 shares.					

CLOSING PRICES.

	Bid.	Asked.		Bid.	Asked.
Adams Exp..	245	250	Kan City So p	67⅞	68
Allis Ch'lm'rs	18	18⅝	Lac Gas pf...	96	106
Allis Ch pf...	66	67	L E & W.....	37	38
Amal Copper	74	74⅛	L E & W pf...	100	102
Am C & F....	34	34½	Long Island..	60	63
Am C & F pf.	93⅞	94	Lou & Nash..	137½	137⅝
Am Cot Oil...	35¾	36	Manhattan...	173	173¼
Am Cot Oil pf	95	97	Met St Ry....	121⅜	121⅝
Am Dist Tel..	33	38	Met Seco.....	81	81½
Am Express.	237	244	Mex Cent.....	22⅛	22¾
Am Hide & L	9½	10	Mich Cent....	145	150
Am H & L pf	47½	48	Minn & St L..	58	61¾
Am Ice.....	5	6½	M & St L pf...	88	90½
Am Ice pf...	39⅞	40	M S P & S S M	105	105½
Am Lin Oil..	16½	17	MSP&SSM pf	—	160
Am Lin Oil pf	38	40	M K & T.....	31	31¼
Am Loco	40¾	40¾	M K & T pf...	64¾	64¾
Am Loco pf...	111	112	Mo Pacific....	106⅝	106¾
Am Malt.....	7	7¼	Nash & St L..	142	145
Am Malt pf...	25¼	25½	Nat Bis Co....	37⅛	37⅝
Am Smelt'g.	88¼	88⅝	Nat Bis Co pf.	112¾	116
Am Smelt pf.	117⅞	118	Nat'l En & St.	25	25½
Am Snuff....	175	200	Nat Lead.....	36⅞	37
Am Snuff pf.	100	101	Nat Lead pf..	108½	109
Am Steel Fd.	15⅞	15⅞	NatRRMex p	41¾	42¼
Am St Fd pf.	62	62¾	N R R 2d pf...	22½	22⅞
Am Sugar....	143¾	144	N J Central..	199	200
Am Sug pf...	139	140	N Y A B.....	153	155
Am T & C....	92	95	N Y Central..	147⅜	147½
Am T & T...	144¼	145	N Y C & St L..	43	45
Am Tob pf..	97¾	97¾	NYC& SL 1 pf	110	120
Am Wool....	23½	24¼	NYC& SL 2 p	75	77
Am Wool pf.	98¾	99¼	N Y Dock.....	23	25
Ann Arbor....	35	40	N Y Dock pf..	61	62
Ann Arbor pf	70	75	N Y N H & H.	204	206
Anaconda ...	106	107	Nor & West ..	83	83¾
At T & S F...	87¾	88	Nor & West pf	93½	94
At T & S F pf	101⅞	102	North Am.....	10¾	10⅞
Atl Coast L..	121	122	Ont & West...	51¼	51⅜
Balt & Ohio..	104	104⅛	Pacific Coast.	93½	94½
Balt & Oh pf	97	97¾	Pac Coast 1 p	103	109
Brooklyn R T	62¼	62½	Pac Coast 2 p	93	97
Bkyn U Gas.	210	215	Pacific Mail..	47	48
Brunswick...	12½	13	Penna R R....	139⅛	139⅜
Buff R & P...	152	157	Peo G L & C..	106⅞	107
Buff R & P pf	155	—	Peo & East...	39¼	39⅞
Buff & Sus pf	87	88½	P C C & St L..	81½	82½
Butterick....	59	63	PCC & StL pf	105	110
Can South'n.	70	72	P'd St Car...	37¾	37¾
Can Pac.....	137½	137¾	P'd St Car pf.	87½	88½
Ches & Ohio.	50⅜	50⅝	Pullman PCar	240	243
Chi & Alton.	41½	42	Rwy Secu....	94¼	95¼
Chi & Alt'n pf	80	82	Ry St Sp'g...	35⅜	35½
C C C & St L	96½	97½	Ry St Sp'g pf	96	97
C C C&St L pf	120	121	Reading.....	94¼	94⅝
Chi Gt West.	24¼	24¼	Read 1st pf...	93½	94
Chi Gt W (A)	67¾	68	Read 2d pf...	90	91
Chi Gt W (B)	36½	36⅝	Rep'b'c Steel	17¾	18
Chi Gt W deb	85½	86	Rep Steel pf..	75½	75¾
Chi & N W...	237	238	Rock Island..	34⅞	35
Chi M & St P.	176½	176⅝	Rock Isl'n pf.	81½	81⅞
Chi M&StP pf	187½	188½	Rubber Gds..	26¼	26½
Chi Terminal	18¾	19	Rub Gds pf...	96½	98
Chi Term'l pf	34	34¼	Sloss-Shef...	75	75½
Chi Un Trac.	11¾	12	Sloss-Shef pf	105½	109
Chi Un Tr pf	49	50	St J G & I....	16½	17½
Cle Lo & W..	80	95	St J & G I pf..	57	59
Cle Lo & W pf	106	115	St J & G I 2 pf	27	29
Col Fuel & I.	50⅝	51	St L & S F 1pf	76½	79
Col H C & I.	16	16½	St L & SF 2 pf	70½	71
Col Southern	25⅝	26¼	St L S W.....	26	26¾
Col So 1st pf	63½	64	St L S W pf...	63¼	63½
Col So 2d pf.	37½	38	St P & Om....	199	201
Con Gas.....	204½	204½	So Pacific....	67¾	67⅞
Corn Prod...	20½	20¾	So Pacific pf..	120¼	120⅜
Corn Prod pf	77½	78	Southern Ry.	34⅛	34¼
Del & Hud...	191	191¾	So Ry pf.....	97½	97⅞
Del L & W...	355	360	Tenn C & I...	81	81½
Den & R G...	32½	33½	Tex P L T....	38	40
Den & R G pf	87¾	88	Texas Pac....	36	36¼
Des M & F D	22	25	Third Av RR.	132	135
Det U Ry....	78½	79¼	T St L & W...	36¾	37
Det South'n.	6¼	6¾	T St L & W pf	55	55¾
Det South pf	33½	34½	Twin City....	105½	106
Dis Secur....	38¼	38¾	Un Pacific....	128¾	128¾
D S S & A....	15⅞	16	Un Pac pf....	99½	101
D S S & A pf.	32¼	33	U S C I Pipe..	25¼	25¾
Erie.....	44¼	44¾	U S C I P pf..	84	84⅜
Erie 1st pf...	79¾	80	U S Express...	132	134
Erie 2d pf...	64½	64¾	US Rlty & Im	90	90½
Ev & T H....	67	70	U S Leather..	12½	12¾
Ev & T H pf.	87	95	U S Leath pf.	105¼	105¾
Fed Min & S..	107½	110	U S Rubber...	43½	43¾
Fed Min & S p	93¼	93½	U S Rub pf...	114	114¼
Ft W & D C..	42	48	U S Steel....	31⅞	32
Gen Elec Co.	186	187	U S Steel pf...	94½	94⅝
Gt North pf.	290	292	Va-Car.....	38⅜	38½
Hock Val....	90	92	Va-Car pf....	109¼	110
Hock Val pf.	91½	91¾	Wabash.....	22¾	23
Illinois Cent.	157½	158	Wabash pf...	46	46¼
Int Paper....	21½	21¾	Wells-F Exp.	245	252
Int Paper pf.	77¼	77¾	West Un Tel..	93½	93¾
Int Power....	73¼	74¼	West'gh'se...	178	181
Int Pump....	38	38¾	West'h'se 1 p	190	192
Int Pump pf.	86	88	Wheel & L E.	19	19½
Iowa Central	29½	30	W & L E 1 pf..	46	47
Iowa Cent pf	55¾	56¼	W & L E 2 pf..	27¼	27¾
Kan & Mich.	35	38	Wis Central..	24¼	24¾
K C F S & M p	82½	82¾	Wis Cent pf...	53¼	53¾
Kan City So.	31	32			

LATEST QUOTATIONS OF BANK STOCKS.

	Bid.	Asked.		Bid.	Asked.
America...	515	530	M L N B..	105	—
Am Ex....	272	278	Manh Co..	315	325
Astor Nat	775	825	Mar & Pul	262	268
Bowery..	325	—	Metrop'lis	380	—
Bk of Dis..	150	160	Mech'ics..	305	315
Butch & D.	155	165	Mech & T.	140	—
Cons'd'rd	148	152	Merc'ille..	280	290
Century..	180	—	Merch.....	175	185
Chase Nt..	650	—	Merch Ex..	165	175
Chatham..	320	330	Mt Morris.	210	220
Chemical..	4275	4325	Mutual....	290	315
Cit Cen Nat	163	170	Nassau....	190	198
City.....	292	297	New Am..	475	500
Coal & Iron	210	225	N Y N B A	315	325
Commerce	225	230	N Y Co....	1300	—
Colonial..	450	—	N Y N Ex.	200	205
Columbia.	400	—	19th Wd..	220	—
Corn Ex..	350	365	North Am.	215	222½
East Riv..	150	160	Nor Nat...	130	—
Fidel