FINANCIAL AND COMMERCIAL.

STUNDAY, May 13.

There was little to differentiate transactions on the Stock Exchange to-day from those of an ordinary Saturday half holiday. There was the usual reduction of business and end of the week profit taking. London houses turned sellers after their recent rather active buying. Prices opened somewhat lower than they closed yesterday, rallied and then became steady, falling again toward the close of the market, so that final prices were generally at declines. There was continuing pressure for patent reasons upon Consolidated Gas stock and kindred issues, and an adverse influence appeared to be exerted by a published statement attributed to President Earling of the Chicago, Milwaukee and St. Paul Railway Company in which he definitely declared it was the intention of the St. Paul company to extend its lines to the Pacific Coast and gave details of the program. On the other hand, the market derived support from a prevailing impression that at the long deferred annual meeting of the Northern Pacific stockholders to be held next Thursday some light would be thrown upon the reasons for the recent extreme strength of the Northern Pacific and Great Northern preferred shares, a story receiving some credence being that it was the intention of the Great Northern and Northern Pacific companies to retire by an issue of stock the collateral trust bonds put out by these companies in 1901 by which provision was made for the purchase of a controlling interest in the stock of the Chicago, Burlington and Quincy Railroad Company. After the close of the market announcement was made of a proposed increase of the stock of the United States Rubber Company, looking forward to an acquisition of a majority interest in the stock of the Rubber Goods Manufacturing Company, a transaction that has long figured prominently in Wall Street gossip. The weekly bank statement was hardly up to expectations, showing an increase in loans of $7,595,000, a decrease of nearly half a million dollars in cash holdings and a decrease in the bank surplus of $2,016,850. As the bank surplus now stands, however, above the seasonable average, and the plain tendency of money rates is toward a lower figure, the bank return was wholly without market influence. There figured in the statement, of course, a part payment by the banks to the S b-Treasury during the week on account of the Government's call upon the country's depository institutions for $15,000,000 of public money to be paid into the Treasury on or before the 15th inst. The only other incident of the day worthy of notice was the report of the New York, New Haven and Hartford Railroad Company for the March quarter, exhibiting a deficit of $417,224.

Specific developments influencing the stock market during the week were not many and prices seemed to be moved more by the internal condition of the market itself than by anything else. There was at the opening of the week a good deal of disturbance on the European bourses, caused by the evidence furnished by THE SUN's correspondents in the Far East that France was grossly stretching in favor of Russia a proper construction of the duties of neutral nations in time of war. The French Government, first denying the truth of the cabled despatches concerning the acts of its officials as described, has since practically admitted them to be true. The contingency, when these facts became known, seemed not at all remote that England, in fulfilment of her treaty obligations, might be compelled to intervene, if only in a diplomatic way, in favor of Japan; and this led to a small commotion in the London stock market that, coming on the heels of the fall in prices here, was extremely unwelcome to speculators for the rise in London and accentuated the liquidation that was going on in American securities. But the trouble soon passed, mainly, it seems, because the Russian vessels moved out of French waters and French toleration of their presence became ancient history. Then came President Roosevelt's speech at Denver, in which he reaffirmed in the stoutest way his determination to secure, if possible, the enactment of a law giving power to make railway rates to the Interstate Commerce Commission, and declaring that he would not accept any compromise bill from Congress on the subject. Had this announcement been made a little earlier, and not at a time like last week when the influences making for depression in the financial community were already waning, it would have shaken the stock market a good deal more than it did, for everybody in Wall Street has been given to understand recently that the Administration would meet the railways half way in the matter and ask for something less than the passage of a law entrusting authority to a Government agency to make railway rates. At present, however, Wall Street seems content to rest in the understanding that the extra session of Congress at which the matter will be threshed out is almost five months off, and the current impression is, very clearly, that whatever the wishes of the President may be in this regard no such drastic law as he talks of will be passed. Whatever unfavorable effect might have attended the President's speech was largely counterbalanced, moreover, by the President's deliverance almost at the same time of a vigorous rebuke, one of the most praiseworthy utterances in his career, to the representatives of the strikers who sought to obtain from him assurances that the United States troops would not be called upon in case of necessity to suppress violence and disorder in the city of Chicago. The Chicago strike, it may be said, seems to be petering out, leaving a well nigh complete cessation of labor troubles throughout our country.

The reduction of the dividend rate of our two great local gas companies later in the week appeared to be heeded by Wall Street not at all. The action was unexpected and seems premature in view of the fact that no cut in gas prices to be paid by private consumers has yet been made and that the State Commission that will take charge of such concerns has not yet been appointed, although, of course, a reduction in the price of electric lighting to private customers and of gas lighting to the city in its municipal capacity has been directed by the Legislature. Finally, the Government monthly crop report made public on Wednesday afternoon was a mightily encouraging document, even if its purpose had been generally anticipated and even if it was realized that such tiptop crop conditions at this time can hardly be continued until the harvest. April railway earnings as they come to hand are not quite as large as those of last month, but still show good gains as compared with those of last year. Bank clearings for the week are lower as the result of diminished speculation in Wall Street, but there is no slackening of general business, and the opinion appears to be commonly entertained that the small accumulation in pig iron stocks that has taken place is only indicative of a natural halt in a production of raw iron that has recently surpassed all records.

New York Stock Exchange Sales May 13.

CLOSING PRICES OF UNITED STATES BONDS.

	Bid.	Asked.		Bid.	Asked.
U S 2s r	104⅝	104¾	4s coup	104½	104¾
U S 2s c	104½	105	4s reg	132	132½
2s reg	103⅝	104¼	4s new r	132	132½
2s coup	104	104¾	D C 3.65s	118½	—
4s sm	103⅝	—	U S P 1st L D 2s		—
4s reg	104½	104¾			

RAILROAD AND OTHER BONDS.

Amer Hide & L 6s 10000 98	Erie gm lien 4s 5000 92⅝	Norfolk & West 4s 2000 102½
2000 97¾	5000 92¾	North Pacific 4s 10,000 105½
2000 97½	3000 93	5000 105¾
Amer Thread 4s 2000 87½	Ft Worth & D 1st 25000 113	North Pacific 3s 2000 78¾
5000 87¾	Green Bay & West deb mr B 5000 81½	Or Sh Ldg 4s 5000 77⅞
Am Tobacco 6s 20000 113¾	14000 88⅝	14000 98
2000 111⅞	impl Japanese 4s sterling loan 3000 90	Penna cv 3½s 16000 102¼
10,000 113¾	5000 90⅛	Peoria & East 4s 10000 74
Am Tobacco 4s 5000 92¾	Imperial Jap 4½s K L & Oct Fund 3000 87⅝	Reading gm 4s 4000 102¾
Atch Top & Sfe 4s 1000 103	5000 87¼	St L & I M Bdge 4s 10000 94⅜
500 102⅝	Kan C Ft S & M 4s 1000 88¼	St L & San Fr fdg 5s 3000 90
A T & S F Adj 4s stamped 7000 95	9000 89	St Louis S W 1st 3000 97¾
Atlantic C Line 4s 10000 101¾	Kansas City So 3s 43000 71	St Louis S W cons 4s 6000 83⅛
Balt & Ohio 3½s 2000 96½	5000 71⅛	Scioto V & N E 1st 1000 101
Bkn Rap Tr cv 4s 2000 87½	5000 71¼	So Pac ref 4s ctfs 1000 97¼
Central Ga 1st 5s 2000 113¼	Kings County 4s stamped 5000 71¼	Southern Ry 5s 2000 119½
Central Ga 1st 5s 3000 107¾	Lack Steel 5s 2000 104¾	9000 119
Chi Bur & Q 4s 31000 100	9000 93½	Stand Rope & Tin 6000 4
47000 100⅛	Lou & Nash gm 5s 5000 122	Tex & Pac 1st 5s 2000 123
58000 100¼	Lou & Nash 4s 1000 104	Toledo P & W 4s 10000 94¼
7000 100⅜	Lou & N col tr 4s 4000 98½	Trenton Gas 5s 3000 110
58000 100½	Met St Ry ref 4s 2000 90	Union Pacific 4s 1000 106⅜
60000 101	U S Realty & I 5s 1000 101	500 100
35000 100¾	Mex Central 4½s registered 3000 95½	3000 106½
60000 100⅞	2000 95¾	Union Pacific cv 2000 123
10000 100¾	5000 96	5000 122½
25000 100⅞	M St P & Ste M 4s 2000 101½	5000 122⅜
105000 101	Mo Kan & Tex 5s 10000 104	U S Realty & I 5s 1000 101
60000 101¼	Mo Kan & Tex 4s 2000 101½	US Red & Ref 6s 4000 96½
18000 101	2000 104¾	9000 96⅝
6000 100⅞	Mo Pacific 5s 1917 3000 110¼	U S Steel s f 5s 5000 94¾
19000 100¾	N Y Cen deb 4s 2000 100¾	13000 94⅞
19000 100⅝	N Y Cent L S 3½s registered 2000 90	5000 94¾
5000 99½	N Y Gas Elec Lgt H & P 4s 5000 92½	50000 94⅞
Chi R I & Pac R R gold 5s 4000 80	N Y Sus & W gm 5s 2000 101½	Wa Maryland 4s 2000 89⅛
Erie prior lien 4s 1000 101⅞	Norfolk & West con 4s 2000 94⅞	Wisconsin Cen 4s 1000 94⅛
1000 101¾		

Total sales of bonds (par value) $1,392,500.

RAILROAD AND OTHER SHARES.

Sales.		High est.	Low est.	Clos ing.	Net Ch'ge.
100	Allis Ch'mers	15¼	15¼	15¼—	1¼
18600	Amal Cop	84	83⅛	83¼—	⅝
2100	Am Car & F	36⅞	36	36 —	1
200	Am C & F pf	99	99	99	
12800	Am H & L pf	44⅞	43¾	44⅞+	1⅛
200	Am Lin pf	46¾	46	46¾+	2¾
19600	Am Loco	53½	51½	52¼+	⅜
1200	Am Loco pf	113¾	113⅝	113⅝+	1¼
100	Am Malt	6	6	6	
10200	Am Smelt'g	117⅞	116⅝	117⅛—	⅝
200	Am Smelt pf	121½	121½	121½	
100	Am St Fdy	4½	4½	4½	
400	Am St F pf	59⅞	59½	59½—	1⅛
1300	Am Sugar	137½	136¼	136¾—	1¼
1300	Am Wool	14¼	14½	14½—	⅝
300	Anaconda	112	111	111 —	1
2100	A T & S F	92½	92	92 —	⅝
600	A T & S F pf	101⅞	101¾	101¾	
300	At C Line	155	154	154 —	2¼
3700	Balt & Ohio	118⅝	117⅞	118⅛—	1⅛
200	Balt & O pf	97	97	97 —	1⅛
35	Brklyn R T	61¼	60¾	60⅞+	1⅛
200	Buf & Sus p	91⅜	91¼	91⅜+	1⅛
3200	Can Pacific	149¼	148½	148⅝—	1⅛
400	Ches & Ohio	50	49½	49½—	1⅛
200	Chi & N W	219	218¾	218¾—	1¼
1300	Chi Gt W	20½	20¼	20¼—	1¼
100	C Gt W pf B	52	52	52 —	⅝
17800	C M & St P	175	173¾	174 —	1
100	Chi Un Tr	7¼	7¼	7¼	
3000	Col F & Ir	47⅛	46¾	46 —	¾
100	Col South	27¾	27¾	27¾	
100	Col So 2d pf	34½	34½	34½—	1¼
2500	Cons Gas	187	185¾	185¾—	1¼
100	Corn Pro pf	61	61	61 +1	
1800	Del Un Ry	87⅛	87	87 —	1⅛
1700	Distillers' S	44½	44	44 —	1⅛
100	Dul S S & A	13	13	13	
100	D S S & A p	26⅛	26⅛	26⅛—	1⅛
3700	Erie	42¾	42⅛	42⅛—	¾
400	Erie 1st pf	79	79	79	
100	Erie 2d pf	66½	66½	66½—	1⅛
900	Fed M & S pf	97¼	96⅞	97¼—	1⅛
800	Gen Elec Co	177½	177¼	177½+	⅝
2900	Great Nor pf	290	284	287½+	3
1200	Ill Central	161½	161¼	161¼—	1¼
100	Int Paper p	79½	79½	79½+	1¼
200	Kan C So pf	62	62	62 —	⅝
100	K C Ft S pf	83¼	83¼	83¼+	1¼
200	Knick Ice	193¼	193¼	193¼+	1⅛
3800	Lou & Nash	146½	145	145⅛—	1¼
4100	Met St Ry	116	114¾	115¾+	1⅛
600	Met Secu	76	75¼	76 +	1⅛
2400	Mex Cent	31¾	31	31⅛+	1¼
100	M St P & S S M	116½	116½	116½	
800	M K & Tex	27¼	26⅞	27¼	
400	M K & T pf	60¼	59½	59½—	1¼
1700	No Pacific	98	97⅝	97¾—	1¼
300	Nat Biscuit pf	118½	118½	118½+	1¼
2700	Nat Lead	48⅝	48	48 —	1⅛
100	N J Central	197	197	197 —1¼	
400	N Y Air Br	152⅞	152½	152¾+	1⅛
2100	N Y Central	144½	143¼	143¼—	¾
300	N Y C & St L	46	45¾	46 —1	
295	Nor & Wes	79	78½	78⅝	
1000	North Am	21¾	21¼	21¼—	¾
1712	Nor Pacific	193½	192	192½+1	
1600	Ont & Wes	49⅞	49½	49½—	1⅛
100	Pacific Mail	37⅝	37⅝	37⅝+	⅝
8500	Penn RR	136⅜	135⅞	36 —	⅝
10500	Peo Gas	111¼	98½	98½—27⅞	
100	Peo & East	37	37	37 +1	
1300	Pittsbg Coal	20¼	19⅞	20 —	1¼
2300	Pittsbg Cl p	79	78½	78⅞+	1⅛
100	Pressed S C	40	40	40	
100	Press S C pf	94¼	94¼	94¼—	1⅛
110	Ry St Sp'g	35	35	35 —	1¼
600	Rep Steel	18½	18¼	18¼—	1⅛
100	Rep Steel pf	73¾	73¾	73¾—	⅝
11700	Reading	94	93¼	93⅝—	¾
100	Reading 1 p	91½	91½	91½	
2400	Rock Island	28⅞	28⅝	28⅝—	1⅛
100	Rock Isl pf	74	74	74 —	¾
15100	Rub Goods	37⅞	35⅞	37 +1⅝	
1000	Rub Gds pf	110⅛	110⅛	110⅛+3½	
200	St L & S F 2 pf	66	65¾	65¾—1	
100	St L S W	24	24	24	
1200	St L S W pf	64⅝	64⅛	64¼	
200	St P & Om	178	177	178 +3	
8500	Sou Pacific	62⅞	62	62 —1¼	
100	South Pac pf	119	119	119 — 1¼	
800	Sou Ry Co	31⅛	30¾	31 — 1⅛	
100	Sou Ry Co p	61¼	61¼	61¼+ 1¼	
6600	Tenn C & Ir	83¾	82½	82½— 3¼	
800	Tex Pacific	33¼	33	33 — 1⅛	
100	Tol Rwys	33½	33½	33½— ⅝	
300	Tol St L & W	36	35½	36 + ¾	
500	Twin C R T	114¾	114¾	114¾	
53300	Union Pac	223⅝	222⅝	222⅝—1	
200	Un Pac pf	97	97	97	
200	Un Ry Inv	42	42	42 + ¾	
900	U S Cl Pipe	31	30⅞	31	
100	U S Cl P pf	93¼	93¼	93¼+ ¾	
500	U S R & Im	89	89	89 + ⅞	
600	U S R & Co	31¼	31	31¼+ 1¼	
700	U S H & R pf	63	62½	62⅞+ 1⅛	
300	U S L ctf	12⅞	12½	12⅞+ 1¼	
100	U S L ctf pf	108¾	108¾	108¾+1¼	
2600	U S Rubber	42½	40⅞	42 + ⅝	
400	U S Rub pf	110⅛	110	110⅛+ ⅝	
17400	U S Steel	31¾	31⅛	31½— 1⅛	
8100	U S Steel pf	99¼	98½	98½— ⅞	
200	Va-Car Ch	35⅝	35⅝	35⅝+ ⅝	
100	Va-Car pf	107	106½	107 + 1⅛	
300	Vulcan Det	127⅞	127⅞	127⅞— ⅝	
500	Wabash	19¾	19½	19½— 1¼	
200	Wabash pf	41¾	41	41 — ⅞	
600	West'gh'se	171½	171½	171½	
400	West Un T	92⅞	92¼	92⅞— 1⅛	
100	Wheel & LE	16	16	16	
2000	Wis Central	23⅝	23⅝	23⅝+ 1¼	
600	Wis Cent pf	50	49⅛	49⅛+ 1⅛	

Total sales of stocks 301,300 shares.

CLOSING PRICES.

	Bid.	Asked.		Bid.	Asked.
Adams Exp	243	250	Erie 1st pf	79½	80
Allis Ch'lm'rs	15	15¼	Erie 2d pf	66½	67
Allis Ch pf	52	54	Long Island	50	60
Amal Copper	83¼	83⅝	L E & W	33	36
Am C & F	36½	36⅝	L E & W pf	95	98
Am C & F pf	98½	99	Lou & Nash	145	146¼
Am Cot Oil	32¼	33¼	Manhattan	164½	165
Am Cot Oil pf	46½	47	Met St Ry	115½	116¾
Am Dis Tel	30	35	Met Sec	76¾	76
Am Express	236	242	Mex Cent	31½	31¾
Am Hide & L	8¼	8½	Minn & St L	56	60
Am H & L pf	44½	44¾	M & St L pf	87	94
Am Ice ctfs	5	5½	M S P & S S M	115¾	116¾
Am Ice pf ctfs	38½	39½	MSP&SSM pf	128	129
Am Lin Oil	18½	23	M K & T	26¾	27
Am Lin Oil pf	44	46½	M K & T pf	59½	60⅝
Am Loco	52¼	52½	Mo Pacific	97¾	98
Am Loco pf	113½	113¾	Nash & St L	147	150
Am Malt	6	6¼	Nat Bis Co	61¼	61½
Am Malt pf	23½	24	Nat Bis Co pf	117	118½
Am Smelt'g	117¾	117¾	Nat'l Enam & St	28	28½
Am Smelt pf	121	121½	Nat Lead	48	48¾
Am Snuff	165	175	Nat Lead pf	106¾	108½
Am Snuff pf	100¾	102	NatRRMex p	25	36
Am Steel Fd	14½	14¾	N R R 2d pf	18	22
Am St Fd pf	59	60	N J Central	196	198
Am Sugar	136¾	137	N Y A B	152	153½
Am Sug pf	136	138	N Y Central	143¼	143½
Am T & C	91½	93	N Y C & St L	45½	47
Am T & T	138½	140	NYC&SL 1 p.l.i	110	120
Am Tob pf	95¼	96	NYC&SL 2 p.	76	81
Am Wool	34½	35	N Y Dock	21	24
Am Wool pf	104	105	N Y Dock pf	59½	61
Ann Arbor	35	40	N Y N H & H	200	204
Ann Arbor pf	72	80	Nor & West	78½	79
Anaconda	110	111	Nor & West pf	91	93
At T & S F	81⅞	82	North Am	102½	102⅝
At T & S F pf	101⅝	102¼	Nor Pacific	191½	192
Atl Coast L	153¾	154	Pacific Coast	85	90
Balt & Ohio	107⅞	108	Pac Coast 1 p	100	105
Balt & Oh pf	96½	97½	Pac Coast 2 p	90	95
B'klyn R T	60¾	61	Pacific Mail	36½	37⅛
Bkyn U Gas	185	195	Penna R R	135⅞	136
Brunswick	14	14½	Peo G L & C	98½	98⅝
Buff R & P	145	150	Peo & East	36	37
Buff R & P pf	153	175	Phila Rap T	122½	130¼
Buff & Sus pf	90½	91½	P C C & St L	71	76
Butterick	57¾	60	PCC & StL pf	95	108
Can South'n	69¼	69¾	Pittsburg C'l	20	20½
Can Pac	148½	148⅝	Pittsb'g C'l p	78½	79
Ches & Ohio	49½	49¾	P'd St Car	40	40½
Chi & Alton	33	35	P'd St Car pf	94	95
Chi & Alt'n pf	78	80	PullmanPCar	234	236
C C C & St L	97	99	Ry St Sp'g	24½	24⅝
C C C & St L pf	119	120	Ry St S'pg pf	97	99
Chi Gt West	20¼	20½	Reading	93⅝	13½
Chi Gt W (A)	64	68	Read 1st pf	91½	12
Chi Gt W (B)	31⅞	32½	Read 2d pf	85¼	88
Chi Gt W deb	86½	87	Rep'b'c Steel	18	18¼
Chi & N W	218½	219	Rep Steel pf	73½	74
Chi M & St P	173¾	173¾	Rock Island	28⅝	28¾
Chi M&StP pf	183	185	Rock Isl'n pf	74	75
Chi Terminal	17½	18½	Rubber Gds	37	37⅝
Chi Term'l pf	82½	83	Rub Gds pf	108	109
Chi Un Trac	6¾	7½	Sloss-Shef	76½	79
Cle Lo & W	72	80	Sloss Sheff p	106	125
Cle Lo & W pf	106	110	St J G & I	13	18
Col Fuel & I	45¾	46	St J & G I pf	49	81
Col H C & I	13¾	14¼	St J & G I 2pf	24	24¾
Col Southern	27½	28	St L & S F 1pf	74	77½
Col So 1st pf	57	58	St L & S F 2pf	65¾	66¾
Col So 2d pf	34½	35	St L S W	23	24
Con Gas	185½	186	St L S W pf	63	64
Corn Prod	12½	12¾	St P & Om	175	180
Corn Prod pf	60	61	So Pacific	62	62¼
Del & Hud	187	187¾	So Pacific pf	119	119¾
Del L & W	365	365	Southern Ry	30¼	30¾
Den & R G	30½	32	So Ry pf	95½	96¼
Den & R G pf	85¼	86	Tenn C & I	82½	83
Det U Ry	86¾	87	Tex P L T	41	44¼
Det South'n	4¾	5	Texas Pac	33	33¼
Det South pf	34½	37	Third Av RR	125	128
Dis Secur	44	44¼	Toledo Ry	33⅛	33¾
D S S & A	12½	13¼	T St L & W	35	36½
D S S & A pf	26¼	26½	T St L & W pf	56½	57½
Elec Storage	80	80½	Twin City	114	114¼
Erie	42¼	42¼	Un Pacific	122½	122½
Erie 1st pf	78½	78⅝	Un Pac pf	96¼	97¼
Erie 2d pf	66	66	U S C I Pipe	30¾	31
Ev & T H	62	72	U S C I P pf	92½	93
Ev & T H pf	85	90	U S Express	122	128
Fed Min & S	114	115	US R'lty & Im	90	91
Fed M & S pf	96¾	97	U S Lther cts	12	12¼
Ft W & D C	63	69	U S L pf ctfs	108	109
Gen Elec Co	176¼	176½	U S Rubber	41¾	42
Gt North pf	287½	289	U S Rub pf	109¾	110¼
Hock Val	87½	91½	U S Steel	31⅝	31½
Hock Val pf	92½	95	U S Steel pf	98½	98⅝
Illinois Cent	161	161½	Va-Car	35⅝	35½
Int Paper	20½	21	Va-Car pf	107½	108
Int Paper pf	79⅝	80	Wabash	19	19¼
Int Power	80	84	Wabash pf	40¾	41
Int Pump	30½	32	Wells-F Exp	245	255
Int Pump pf	80	82	West Un Tel	92	93½
Iowa Central	25½	26	West'gh'se	170½	171½
Iowa Cent pf	49	51	Wheel & L E	15½	16
Kan & Mich	30	35	W & L E 1 p	38	40
Kan City So	27¾	28	W & L E 2 pf	20	22
Kan City So p	61½	62	Wis Central	23⅝	23¾
K C Ft S & M p	43½	44½	Wis Cent pf	49	49½
Keo & Des M	13	17			

THE OUTSIDE MARKET.

The transactions reported on the outside market during the two hours of trading to-day assumed such diminutive proportions as to recall the sleepy Saturdays of last summer, when the majority of curb traders did not think it worth while to come down to business, and looked upon the day as a full holiday rather than but half of one. Northern Securities and United Copper were the only stocks to show any signs of activity, most of the other issues dealt in being represented by a single transaction. Quotations held firm at about yesterday's parity and there were few fluctuations of importance. Northern Securities opened weak at 168½, but almost immediately strengthened, and at one time sold up to 170¾. It closed at 169¾, a gain of ¾ of a point for the day. United Copper common sustained a small fractional loss, while the preferred improved ¼ of a point. The unassuming advance that has been under way for some time in the price of New Orleans Railway common stock continued, and it closed at a further gain of ½ of a point.

The transactions in the market to-day were as follows:

Sales.		Open ing.	High est.	Low est.	Clos ing.
1850	Am Can	12	12¼	12	12
100	Am Can pf	70¼	70¼	70¼	70¼
300	Am Ice Sec w i	27	27¼	27	27¼
500	Arizona Con Mine	31	31¼	31	31¼
500	British Col Cop	6½	6½	6½	6½
310	Chicago Subway	57¼	57¼	57¼	57¼
200	Empire Steel	6	6½	6	6½
1500	Greene Con Gold	6¾	6¾	6¾	6¾
200	Greene Con Cop	26¼	26¼	26¼	26¼
400	Guanajuato M	5½	5½	5½	5½
200	Inter Mer Mar	11¼	11¼	11¼	11¼
100	Inter Mer Mar pf	28	28	28	28
80	Mackay Cos pf	73	73	73	73
100	Manhattan Transit	3⅝	3⅝	3⅝	3⅝
5000	Mont & B Cons	11-16	11-16	11-16	11-16
638	New Orleans Ry	31¾	32½	31½	32½
57	Nor Securities	400	400	387½	387½
6700	Northern Securities	168½	170¾	168	169¾
100	Old Tiew Mine	2½	2½	2½	2½
1	Standard Oil	617	617	617	617
200	Tennessee Cop	25½	25½	25¼	25¼
2600	United Cop	25¾	25¾	25¼	25½
300	United Cop pf	74¼	74¼	74¼	74¼
500	Union Cop	⅝	⅝	11-16	⅝
100	U S Leather w i	40½	40½	40½	40½
100	U S Leather pf w i	100	100	100	100

BONDS.

$1000	Am Writ Paper 5s	87	87	87	87
1000	U S Leather w i	98⅝	98⅝	98⅝	98⅝

LATEST QUOTATIONS OF INACTIVE OUTSIDE STOCKS.

	Bid.	Asked.
American Can, common	12	13
American Can, preferred	70½	70½
American Chicle, common	126	127½
American Chicle, preferred	95	98½
American Ice Sec, w i	27	27¼
American Tobacco	272½	285
American Writing Paper, com	4¾	5
American Writing Paper, pf	29	30
Arizona Con Mining	31	31¼
Bethlehem Steel	32¼	33½
Bethlehem Steel, pf	83	85
Borden's Condensed Milk	141	152
Borden's Condensed Milk, pf	113	113½
British Columbia Copper	6¼	6¼
Central Foundry, com	3¼	4
Central Foundry, preferred	22	23½
Compressed Air	¼	⅜
Consolidated Refrigerator Co	5½	6½
Dominion Securities	—	10
Electric Boat, common	30	35
Electric Boat, preferred	73	78
Electric Vehicle, common	10	14
Electric Vehicle, preferred	18	21
Empire Steel, common	6	9
Empire Steel, preferred	40	50
Electro Pneumatic	¼	¼
Gold Hill Copper	⅜	¼
Granby Copper	5⅝	6⅛
Greene Consolidated Copper	26¼	26½
Greene Consolidated Gold	6¾	6¾
Greene Gold-Silver	8¼	9
Guanajuato Mining	5½	5¾
Hackensack Meadows Company	19	20
Hall Signal	88	94
Havana Tobacco, common	27	30
Havana Tobacco, preferred	36	39
International Smelting Refining	11¼	1¼
International Mercantile Marine, pf	28	28¼
Interborough Rapid Transit	204	205
International Salt	21	29
Mackay Companies	40¾	41
Mackay Companies, pfd	72½	73½
Manhattan Transit	3¼	3⅜
Montreal and Boston Consol	⅜	⅝
New Orleans Railway, w i	33½	—
New Orleans Railway, pfd, w i	77½	78
New York Transportation	7	7½
Northern Securities	169¾	169¾
Otis Elevator Company, com	51	54
Otis Elevator Company, pfd	104	116
Pope Manufacturing	6½	7½
Pope Manufacturing, 1st pfd	74	79
Pope Manufacturing, 2d pfd	21	22
Royal Baking Powder, com	142	145
Royal Baking Powder, pfd	109	111½
Safety Car Light and Heat Co	250	260
Seaboard Air Line, ew i	23	25
Seaboard Air Line, 1st pfd, w i	81	84
Seaboard Air Line, 2d pfd, w i	49	51
Standard Oil Company of N J	618	619½
Standard Milling	8	9½
Standard Milling, pfd	26	27
Tennessee Copper	25	26
Tonopah Mining of Nevada	13⅝	14⅝
Union Copper	⅜	⅝
United Copper	25¾	26¼
United Copper pfd	74	74¼
Union Typewriter	91	95
Union Typewriter, 1st pfd	116	120
Union Typewriter 2d pfd	116	120
U S Leather, w i	40¼	41
U S Leather, pfd, w i	99½	100½
Worthington Pump, pfd	120	125
White Knob Copper, w i	1¼	1½

BONDS.

	Bid.	Asked.
American Ice deb, 6s, w i	77	78
American Writing Paper 5s	86	87
Atchison 4s, w i	100½	102
Central Foundry 6s	82	84
International Mer Marine 4½s	78½	80½
International