STATE HOUSE—AUGUSTA

Next Meeting of Governor and Council..........10 A. M. Wednesday, May 31, 1916

Proclamation Regarding the Observance of Flag Day, on June 14 Next —Chance Arrives for Enlisted Men of National Guard to Enter West Point Military Academy Details of the Examination Candidates Who Took the War Department Examinations Last Week in Portland —Three New Corporations, One of Them Having $8,000,000 Capital Stock National Guard Notes Chat Hearing on Short Weight Fertilizer

The following proclamation regarding the observance of Flag day on June 14 next has been issued by Governor Oakley C. Curtis, under date of May 12, 1916:

For Observance of Flag Day

Whereas there has arisen a custom, now become almost nation wide, to observe the 14th of June in each year as Flag day, to thus commemorate the adoption of our national emblem and foster a spirit of patriotism and devotion to our government and loyalty to the Stars and Stripes, and

Whereas the momentous struggle across the seas emphasizes more than ever the priceless heritage of American liberty, and forces us to realize the necessity of awakening in our own people and especially in those peoples who have come to our shores to make the land of the free their home, a full sense of the blessings of American institutions, and

Whereas it seems fitting that the day be more generally observed this year in order to kindle anew the fires of patriotism and devotion to the great principles of human justice and freedom to which this Republic is dedicated therefore, in the absence of any provision in the laws of Maine for proclaiming such a day, I nevertheless urge that Wednesday, the 14th day of June 1916, be observed as Flag day by the people of the State of Maine. I suggest that flags be displayed in all places throughout the State and that appropriate exercises in honor of the National emblem be held in the public schools and in other public places.

OAKLEY C. CURTIS,
Governor.

May 12, 1916.

National Guard

And now comes the chance so often wished for by the young men of the National Guard—an opportunity to make West Point, something that has been practically prohibited in the past for them. The opening comes through an act of Congress just approved, which provides for the admission of 22 members of the Guard to the greatest military school in the world and the method of securing the appointment is told in the following memorandum issued on Monday, May 15, from the office of Adjutant General Presson of the State of Maine:

In accordance with an Act of Congress approved May 4, 22 members of the National Guard are to be admitted to the Military Academy at West Point on July 10 of this year, the appointments to be made as a result of a competitive examination to be held June 6. The examination will be the same as the regular examination for entrance to the academy. Candidates must be between 19 and 22 years of age unmarried and must have served as enlisted men in the National Guard not less than one year on July 10, 1916.

2. A competitive examination will be held at the State House, Augusta, on Thursday June 1, 1916, at 10 o'clock A. M. to be conducted by the State superintendent of schools, for the purpose of selecting three men from the National Guard of Maine to report to the commanding officer, Fort Banks, Boston, Massachusetts, at 9 o'clock A. M. Tuesday, June 6, 1916, to take the medical and physical examinations for entrance to the Military Academy at West Point.

The competitive examination at Augusta June 1, will be open to any member of the National Guard of Maine who can pass the required physical examination who has the necessary qualifications as to age, etc, as specified above and who if selected, is willing to take the government examination at Fort Banks June 6.

4. Commanding officers will report to this office as soon as possible the names of members of their commands who desire to compete.

National Guard Notes

Bath—Lieut Percy L. Barbour of the 4th Company, C. A. C., of this city participated in the big preparedness parade in New York recently, acting as adjutant on the staff of Major W. H. Roberts commanding the first battalion of the coast ... engineer division, the battalion being composed of ten platoons of marine engineers.

Rockland—The Naval Militia has received its new launch.

Public Utilities

The Public Utilities Commission has received a complaint from R. M. Lewsen and ... others, dated Portland, April 18, 1916, alleging that the fares charged by the Cumberland County Power & Light Co., which leases and operates the Portland & Cape Elizabeth Railway Co. and the Cape Elizabeth Street Railway Co. from Portland to Cape Cottage in Cape Elizabeth via Mountain View Park, are unreasonable and unjustly discriminating and asking an investigation and hearing for the purpose of fixing said tolls and rates as the commission may deem just and reasonable.

A petition has been received by the Public Utilities Commission from the Cornish & Kezar Falls Light & Power Co., asking authority to issue capital stock to the par value of $19,950 for the purpose of discharging the indebtedness contracted in rebuilding the power plant, which was destroyed by being undermined by water. A hearing has been ordered to be held at 10 A. M. on Tuesday, May 23, at the office of the commission at the State House.

Forestry Department

A forest fire was reported at 6 P. M. Sunday to Forest Commissioner Frank E. Mace from the Plantation of Benard. Mr Mace sent Chief Warden Edward Morse of Milo to the scene and the latter at 8.30 A. M. Monday reported that the fire had been extinguished without damage.

Commissioner Mace expects to go Thursday to Waterbury, where he will be in consultation with interested citizens regarding the proposed lookout station on Ossipee mountain. The sum of $200 has been raised by four of the eight interested towns, and he is assured that private individuals will raise enough more to ensure the building of the station, when the United States Forestry Department will furnish a like sum, enough to operate the station for the season.

This is the first case where the United States has come into our forestry protection in this manner and it will undoubtedly, if this is worked out to completion, prove but a forerunner of other stations in locations where they will be of great importance to the timberlands.

Agricultural Department

Assistant Horticulturist C. L. Wilkins will go on Friday to Portland on a trip of Federal inspection work.

Mr. Wilkins, accompanied by a college friend, D. J. Mathieson, principal of Liberty High school, who arrived in the city last night, will leave this Tuesday morning for a short trip to the Rangeley region.

Inspectors Amos S. Turner and Noyes H. Wheeler were at the department Monday, awaiting assignments. Mr. Turner expects to make a trip through Oxford and Androscoggin counties the coming week.

Boyden Bearce, live stock sanitary commissioner, was in Skowhegan Monday on official business.

Mr Bearce will address the Grange at Hudson on Wednesday evening next and Piscataquis Pomona Grange on Thursday at South Dover.

Fertilizer Hearing

A hearing was held at 3 P. M. Monday before Commissioner of Agriculture William T Guptill and A. M. G. Soule, head of the inspection bureau of the department, in regard to alleged short weight fertilizer.

Inspectors of the department of agriculture have reported that a certain brand of fertilizer manufactured in Massachusetts and distributed in this county was not up to weight Representatives of the firm were present at the hearing to explain why it was not and testimony was offered by the inspectors and the dealer

It appeared that there were two lots under inspection one of which fell short at the rate of 80 pounds to the ton and the other at the rate of 74 pounds to the ton

The firm representatives stated that it had only shipped two tons of this fertilizer into the State and thus far out of the two tons had only sold four bags. It was agreed that all future sales would be made for exactly the weight contained in the bags. The reason assigned for the short weight was that the fertilizer lost weight in drying out.

The matter was settled by the agreement to make future sales in accordance with the correct weight of the fertilizer

C. A. C. Examinations

Officers and enlisted men of the Coast Artillery took war department examinations last week in Portland, a large number attending. The results of the examinations will be made known probably in about two weeks. The candidate were:

Officers' examination, May 8—1st Lieut. Jas. R. Waltman, 2d Lieut Geo. E. Lord, 1st Lieut. Chester H. Pierce, 1st Lieut Harvey K. Erskine; 2d Lieut. Chas. W. Bundy, 2d Lieut. H. Wm. Smith, 2d Lieut. Bernard B. Tibbetts, Capt. Willis E. Roberts, 1st Lieut. Arthur L. Robinson, 2d Lieut. John C. Tenney, 1st Lieut. Woodbury H Stevens, 1st Lieut. Sam'l H. Wakefield, 2d Lieut. Arthur E. Morrison, 1st Lieut. Julian F. Ellis, Capt. Solomon H. Hermann, 2d Lieut. Chas. F. Houghton, 2d Lieut. Wm. D. Spruce, Capt. Angler C. Merriman, Capt. Chas. T. Dickson, 1st Lieut. Perry C. Evans, 1st Lieut. Ralph V. Skinner, 1st Lieut. John H Harrington, 1st Lieut. Chas. A. Young, 1st Lieut. Joseph Lonsdale, Capt. Clarence E. Holt, 2d Lieut. Geo. C. Kern, 2d Lieut. Carroll W. Chase, Capt. Wm. P Norton, 2d Lieut. Geo. L. Eaton, Sergt. Wm. C. Wight 9th Co., Sergt. Chas. E. Washburn 9th. Corp. Alfred W. Waterman, 11th, Private Wm. Phillips 9th, Private Wilbur Meggison, 12th, Private Chas. E. Fitch 12th, Private Edwin R. Manchester 2d.

Enlisted men, for observers, May 10—2d Co., Corp. Brown, Corp. Springer, Private Taylor; 3d Co., Corp. Bonneau, Priv. Sullivan, Phelps; 4th Co., Sergt. Carey, Corp. Marr, Corp. Preney, Priv. Coombs; 6th Co., Corp. Dart, Priv. Collins; 7th Co., Priv. Horrigan; 8th Co., Priv. O'Hearn; 9th Co., Corp. Campbell, Priv. Hodgkins, Priv. Pettingill; 10th Co., Sergt. Hubbard, Priv. Bellanger; 11th Co., Priv. Foss; 12th Co., Sergt. Smith; 13th Co., Priv. Hesp, Priv. Hopkins.

Enlisted men, for plotters, May 11—1st Co., Private Peabody; 2d Co., Sergt. Sawyer, Corp. Springer, Priv. Taylor; 3d Co., Priv. Mills; 4th Co., Sergt. Carey, Corp. Prenney; 5th Co., Sergt. Grey, Corp. Barnes, Corp. Compton; 6th Co., Sergt. Best; 9th Co., Sergt. Girard; 10th Co., Corp. Fortin, Priv. Margartin; 12th Co., Priv. Bailey, Priv. Brunell; 13th Co., Sergt. Carter, Priv. Costellow.

Enlisted men, for gun commander and gune pointer, May 12—2d Co., Corp. Cook, Priv Taylor; 3d Co., Sergt. Dearborn, Sergt. Campbell, Corp. Dulac, Private Sullivan; 4th Co., Priv. Coombs; 5th Co., Corp. Austin; 6th Co., Corp. Robillard; 7th Co., Sergt. Holland, Priv. Horigan; 8th Co., Sergt. Coughlin; 10th Co., Sergt. E. A. Collins, Sergt. Lowery; 77th Co., Mechanic Jewett; 12th Co., Sergt. Laverty, Sergt. Naylor; 13th Co., 1st Sergt. Pitts, Sergt. Smith, Corp. MacDonald, Mechanic Nason, Mechinac Hill.

State House Chat

Late signatures on the visitors' book at the State Museum include the following:

Hazel Davis, Monmouth; Eva Lowell, Lee; Myra D. Thurlow, Stillwater; Leafy Goodwin and May Bennett, Gardiner; May Daily, Windsor; Alice B. Chadwick, South Somerville; Ruth F. Sargent, Sargentville; S. E. Penniman, Pemaquid Beach; Harry J. King, and Carl E. Starlbaam Eagle Lake; Chester A. Robinson, Moriah Center, N. Y.; J. T. Gage, Jr., Onesime Cote, Waterville; J. M. Brown, Rochester, N. Y.; Emile Goodbout, Quebec, Can.; Lama Bourassa, Margaret B. Griffin, Ezelda E. Cormier, Gardiner; Leland Taylor, Waldoboro; Bernice Ware and Madeline Ware, Gardiner; Perry Morris and Danny White, Hallowell; Helen Kellogg, Westbrook; Edward Nash, Camden; Benj. Moody, Boston; Benj. Jameson, South Brewer; Aldana Sprowl, Hallowell; Freda Newson, Hallowell; Walter W. Gibbs, Oakland; Maude Robinson, Dover; Elizabeth Averill, Foxcroft; M. E. Averill, Foxcroft; John Foster, Lewiston; W. E. Hayward, Winthrop; Mrs. J. E. Tretherry, Spear's Corner.

Adjutant General George McL. Presson has received invitations to speak on "Preparedness" and the "Organization of the National Guard" at both Ellsworth and Fort Fairfield. He will probably visit Ellsworth some day next week and Fort Fairfield at a later date.

Charles A. Flagg, librarian of the Bangor Free Public library, and Rev Mr. Carter, librarian of the Bangor Theological Seminary library, were callers Monday at the State library.

Eben F. Littlefield, chairman of the Industrial Accidents Commission, has moved to Lake Cobbosseecontee for the summer, Mrs. Littlefield and daughter June arriving Monday from Belfast and going directly to the cottage.

New Corporations

Three more corporations have been added to the list of corporations organized in the State of Maine, which is rapidly approaching the 9000 number. One approved Monday has a capital of $8,000,000, one of the largest formed for some time. Another, which has a capital of $10,000, announces that it is all paid in, a somewhat unusual occurrence. The attorney general's office has approved the articles of incorporation of the following:

Bay State Fishing Company, organized May 13 at Portland for the purpose of conducting a buying, selling, breeding, storing, canning, preserving fish of all kinds, including shell fish and all products and by-products. Capital, $8,000,000; of which $3,000,000 is common; $3,000,000 first preferred and $2,000,000 second preferred President, Joshua Paine, Provincetown, Mass.; Treas., Ernest A. James, Boston; clerk, Harry R. Virgin, Portland, directors, Harry R. Virgin, Robert Payson, A. C. Percy, Portland, Joshua Paine, Provincetown, Mass.; Ernest A. James, Boston; William A. Cox, Boston; Arthur P. French, Reading, Mass.; Lester W. Ingram, Belmont, Mass.; Merritt B. Coolidge, Portland, Franklin R Wing, Boston; and William P. Smith, Beverly, Mass. Approved May 15

George Roberts & Co., Inc., organized May 13 at Rockland, for the purpose of conducting a general insurance business. Capital $10,000, all common; par value $100; paid in $10,000. President, Richard L. Roberts, Bayonne, N. J.; treasurer, George Roberts, Rockland, Me.; clerk, George Roberts, Rockland; directors, Richard L. Roberts, Bayonne, N. J.; George Roberts, Rockland, Me.; Ralph E. Lewis, Hartsdale, N Y. Approved May 15.

Valley Steel Company, organized May 11 at Portland for the purpose of doing a general manufacturing, buying, selling, etc., iron, steel, coal, coke, lumber and other materials. Capital, $250,000, of which $150,000 is common and $100,000 is preferred; par value $100; nothing paid in. President, Albert F. Jones, Portland; Treas., T. L. Croteau, Portland; clerk, James E. Manter, South Portland; directors, Albert F. Jones, T. L. Croteau and A. B. Farnham, all of Portland. Approved May 11.

More than two-thirds across the Continent

DENVER — NEW YORK

1819 Miles in 24 Hours by a Hudson Super-Six

An Endurance Record Never Matched By Any Traveling Machine

No man today—if he knows the facts—doubts the Super-Six supremacy.

At first the truth seemed like a romance. Think of one new invention, applied to a light six, adding 80 per cent to its power.

Then official records began to pile up, certified by the A. A. A. The whole motoring world then had to concede this the greatest motor built.

But many men asked, "What about the endurance? Can a motor so flexible, so speedy, so powerful, stand up in years of road use?"

So we asked Ralph Mulford to take a stock Super-Six chassis and, under official supervision, show the world its endurance.

All Records Broken

He took a Super-Six stock chassis—certified by A. A. A. officials.

It had already been driven over 2000 miles at speed exceeding 80 miles per hour.

It had made a mile at Daytona at the rate of 102.53 miles per hour.

And he drove that car 1819 miles, equal to the distance from New York to Denver in 24 hours of continuous driving—at an average speed of 75.8 miles per hour.

At the end of that test—after nearly 4000 miles of record-breaking strain—the car when officially examined showed no appreciable wear.

The best previous 24-hour record for an American stock car was 1196 miles. The Super-Six beat that by 52 per cent.

The best foreign-car record for 24 hours is 1581 miles. But that wasn't a stock car. The Super-Six beat that by 15 per cent.

How Long Will It Last?

It will be many years from now before we can tell you how long a Hudson Super-Six will last.

But the records we cite cover the greatest strains a motor car ever met. Many a great engine has gone to pieces under far lesser strain. Years of ordinary driving would never tax a motor like those thousands of miles of speed tests.

Yet the wear was almost nothing.

Certain it is that no man has ever built a travel-machine to compare with this car in endurance.

Endurance Proved

That was the last question—this one of endurance. In all other ways it has long been evident that the Super-Six stands supreme.

Never has a motor of this size shown anywhere near such power. Never was an engine made to match this in smoothness. Never has a stock car recorded equal performance—in hill-climbing, quick acceleration or speed.

Handsomer cars have never been shown. Finer engineering is simply unthinkable, with Howard E. Coffin at the head of this department.

You are getting the car of the day when you get the Super-Six. Every man who knows the facts knows that. And, in view of our patents, rivalry is impossible.

No Need to Wait

It is natural to say, "Let us wait and see" when we meet such radical advancements. We think that nothing can excel in so many ways without falling behind in one.

But not one fact about the Super-Six is left unproved today. Not in one respect has its performance been matched. Not in any way has a rival motor been made to compare with this.

There is no need to wait to get Time's verdict on the Super-Six. The records prove the Super-Six supreme. A half-hour's ride without those records would convince any man of the fact.

Thousands of these cars are now running. You will find them in every locality. And every owner will tell you that he never meets a car to compare with his, in looks or performance.

These are things to consider when you buy a car.

HUDSON MOTOR CAR COMPANY, Detroit, Mich.

Unrivaled Records Made by the Super-Six

All made under A. A. A. supervision, by a certified stock car or stock chassis, and excelling all former stock cars in these tests.

100 miles in 80 min., 21.4 sec., averaging 74.67 miles per hour for a 7-passenger touring car with driver and passenger.

75.69 miles in one hour with driver and passenger in a 7-passenger touring car.

Standing start to 50 miles an hour in 16.2 sec.

One mile at the rate of 102.53 miles per hour.

1819 miles in 24 hours at average speed of 75.8 miles per hour.

Over 3800 miles at speed exceeding 75 miles per hour without evident wear on any engine part.

Phaeton, 7-passenger,	$1475
Roadster, 3-passenger,	1475
Cabriolet, 3-passenger,	1775
Touring Sedan,	2000
Companion Roadster, 4-passenger,	1525
Limousine	2750

All Prices f. o. b. Detroit

P. M. Lawrence, Dealer

Phone 331-W. Augusta, Maine

KENNEBEC REAL ESTATE TRANSFERS

The following real estate transfers have been recorded during the past week at the Kennebec county registry of deeds:

Augusta—James E. Fuller to Geo. E. Macomber, land and buildings, $1; Charles E. Purinton to Hyman Geretein, land and buildings on the East side of Bangor street, $1; May A. Luce to Mabel Ellis Stevens of Nashua, N. H., land on the East side of the Kennebec river, $1; Benjamin S. Rowe of Boston, Mass., F. Marion Barry of Brookline, Mass., and Susan Loomis Rowe Thorne of New York to Fanny S. Pierce of North Attleboro, Mass., land and buildings, $1.

Benton—Rebecca Oakes of Fairfield to Walter A. Giles of Skowhegan, land, $1; A. F. Allen to Everett Hunter, land and buildings, $1.

Chelsea—Rosie E. Howard and Mary J. Carson to Ida L. Towle, land and buildings, a valuable consideration.

Clinton—Gideon Wells and Albert Wells to Rose A. Wells and Mildred Wells, land and buildings, $1; Mildred M. Wells to Albert Wells, land and buildings, $1; John Weymouth of Lewiston to Hannah M. Goodwin, land and buildings, $1; Silas Nason to Wallace Nelson and his wife, Lottie Nelson, land and buildings, $200; Ruel Willey to Manley B. Warring, land and buildings, $3500.

Gardiner—Jennie M. Ramsdell to Charles H. Huntington, land, $1; Clara E. Lister to Eugene W. Tuttle, land and buildings, $1; Herbert A. Higgins and Maud Pottle to Gertrude E. Demers, land and buildings, $1.

Litchfield—David H. Bartlett of Durham to Everett L. Allen, land and buildings, $1; S. Reed Allen of Richmond to Everett L. Allen, land and buildings, $1.

Monmouth—Olive J. Gilman to F. M. Gillingham of Philadelphia, Penn., land on the East shore of Leke Cochnewagan, $1; Albert Mason of Pittston to Clara E. Eldridge of Gardiner, land, $1; Julia L. Hallowell to Mrs. Lottie F. Burnham of Leeds, land, $1.

Randolph—Helen P. Campbell to Charles F. Hartley, land and buildings, $1

Sidney—Amy Austin to William A. and Eliza A. Noble, land on the East side of the Quaker road, $1.

Vienna—George S. Lassell of Melrose, Mass., to Freeman W. Smith of Boston, land and buildings, $1.

Waterville—W. Frank Choate to Gilbert L. Morrill, land on the East side of West street, $1; A. D. Esty to Ezra Lunn, land, $1.

Winslow—Peter Gagnon to Usher P. Garland, two parcels of land, $1.

Unclaimed Mail Matter

Men—Mr. J. L. Bagey, Mr. R. H. Bony, Mr W. E. Brann, Mr. James Carlin, Mr. Frank Emmons, Mr. Napoleon Garneau, B. H. Homer, Mr. F. R. Kelley, Mr. Hiram Lerkins, Fred A. Lille, Mr. Edward Mayberry, Rev. Father McGill, Mr. F. N. Parkman, Robert Pennette, Mr. Thomas H. Trask.

Women—Delia Argencourt, Mrs. Joseph Bourque, Mrs. Rhoda Brawn, Mrs. Albert DeLherbe, Retha Haris, Blanche Harney, Mrs. Marion Hayes, Mrs. H. G. Higgins, Mrs. Tom Holden, Mrs. E. Knight, Mrs. Myrick, Miss Evelyn Stewart, Miss Meme Vachon, Mrs. Sarah E. Walsh.

Arrangements have been made to begin work on the new concrete bridge at Kingfield this week. The town, under the direction of the selectmen, will build a temporary bridge which is to be located above the old chain bridge between the island and the old cemetery.

NEW YORK STOCK MARKET.

Features of the Day's Dealings in All the Leading Stocks

New York, May 15.—The stock market responded to a further broad and vigorous demand today, numerous investment shares rising one to three points, while specialties of various descriptions advanced three to eight points. Wall Street seemed under the spell of optimism engendered in part by last Saturday's impressive demonstration favoring home defence, and there were those who professed to draw from that occasion inferences of deep political significance.

For its leaders the market had such old-time favorites as United States Steel and Reading, the former scoring an extreme gain of 2⅛ on its advance to 85⅞ with an overturn of about 125,000 shares, while Reading ascended to the new high record of 92¾ on its extreme rise of 1⅞.

Other prominent stocks included the motors, Willys-Overland gaining nine at the new quotation of 274 and Chandler Motors achieving a like distinction at 97¼, while Maxwell, Studebaker and Gen Motors were four to five points over last Saturday's final prices. War stocks emerged from their recent inactivity, Baldwin Locomotive, Crucible Steel and New York Air Brake representing that group at advances of one to three points. Mexicans were backward at first on the conflicting character of the news from that country, but rallied later.

For a time zinc shares were the only features of the metal division, but coppers were in fair demand during the afternoon at moderate advances. United States Industrial Alcohol was the foremost of the miscellaneous issues, its total gain of 7⅞ being attended by a revival of the old rumor of a "melon cutting."

Shipping stocks were irregular, Mercantile Marine preferred being under pressure while United Fruit was in steady demand at higher quotations.

Inquiry for rails embraced issues of high and low degree, the coalers being especially active with gains of one to three points for Canadian Central, Chicago & Northwestern, St. Paul, and Baltimore & Ohio. Rock Island, Iowa Central and some low priced southwestern railroads were in moderate demand. Final prices were lower by fractions to a point. Total sales amounted to 890,000 shares.

Bonds were firm but dealings were featureless aside from the heavy trading in Anglo-French 5s. Total sales, par value, $3,760,000. United States bonds were unchanged on call.

New York Money Market

New York, May 15.

Mercantile paper 3½ per cent.

Sterling: Sixty-day bills 4.72½, demand 4.75⅞, cables 4.76 7-16; francs, demand 5.94½, cables 5.93½; marks, demand 76⅞, cables 77; kronen, demand 13⅛, cables 13⅜; guilders, demand 41½, cables 41⅝; lires, demand 6.36, cables 6.35; rubles, demand 31, cables 31⅛.

Bar silver 75⅛.

Mexican dollars 58.

Government bonds steady.

Railroad bonds firm.

Time loans easy; 60 and 90 days 2¾@3, six months 3@3¼.

Call money easy; high 1⅞, low 1⅞, ruling rate 1⅞, last loan 1⅞, closing bid 1⅞, offered at 2.

U. S. reg. 2s	99¾
do. coup.	99¾
U. S. 3s reg.	101⅛
do. coup.	101⅛
U. S. 4s reg.	110¼
do. coup.	111¼
Panama Canal 3s coup.	102
Baltimore & Ohio 4s	91¼
C., B. & Q. joint 4s	98⅛
Denver & Rio Grande fdg. 5s	67⅛
Erie cv. series B	78
Missouri, Kansas & Texas 4s	75
Union Pacific 4s	96¼
Union Pacific cv. 4s	92¼

New York Stock Market.

INDUSTRIALS N. Y.	Open.	High.	Low.	Close.
Allis Chal.	28½	28⅞	28⅜	28½
Am. Beet Sug.	73	73¼	73	73¼
Am. Can	57	58⅜	57⅜	58⅜
Am. Car Fdy.	61½	62	61½	62
Am. Loco.	71	71½	70½	71½
Am. Smelters	98⅞	99⅞	98¼	99¼
Am. Sugar	112⅞	112⅞	112¼	112¼
Am. T. & T.	128¼	128½	128¼	128¼
Am. Zinc	92¾	93⅛	92¼	93¼
Bald. Loco.	88¼	91¼	88¼	91¼
Beth. Steel	445	445	445	445
Crucible Steel	82¼	84¼	81¼	84¼
Cent. Leather	54	54¼	51	54¼
Col. Fuel Iron	44½	45¼	44	45¼
Gen. Electric	168½	168⅞	167¼	168⅞
Lacka. Steel	71	71¼	70	71½
Mer. Mar. pfd.	92¾	92¾	90⅞	92¼
Mex. Pet.	107¼	111½	107¼	110¼
Studebaker	142	145¼	141½	144½
Third Ave.	61½	61½	61½	61½
U S. Ind Alco.	150	154⅞	150	154¼
U. S. Rubber	56	56½	56½	56½
U. S. Smelt.	76	78	76	78
U. S. S. pfd.	61½	51⅞	51½	51⅞
U. S. Steel	84	85⅞	84	85⅞
U. S. Steel pfd.	116¼	117	116¼	117
Westinghouse	63⅞	64½	63⅞	64½

RAILROADS IN N. Y.	Open.	High.	Low.	Close.
Atchison	103⅞	104¼	103⅞	104¼
Balt. & Ohio	88⅞	90	88½	89⅞
Ch. & N'west	124¼	124½	124¼	124¼
Ches. & Ohio	62¼	63⅞	62¼	63⅞
C. M. & St. P.	95⅞	97	95½	96¼
Erie	37	38	37	37¼
Gt. North. pfd.	120½	120⅞	120½	120¼
Ill. Central	102	103⅞	101¼	102⅞
Lehigh Valley	79½	79½	79½	79½
Mo. Pac.	7¼	7¼	6¼	6⅞
N. Y. Central	106	106¼	105⅞	106¼
New Haven	63½	63½	62⅞	62⅞
No Pac	112¼	113½	112¼	113¼
Nor. & West.	124⅞	124¼	124⅞	124¼
Penn. R. R.	56⅞	56¼	56¼	56⅛
Reading	91	92¾	90⅞	92½
Rep. I. Steel	48⅞	49⅞	48⅞	49½
Rock Isl.	20	21¼	20	21
So. Pac.	98	98⅞	98	98⅞
So. Railway	22¼	22⅜	22¼	22¼
Union Pac.	136	136¼	135⅞	136⅞

COPPERS N. Y.	Open.	High.	Low.	Close.
Anaconda	85¼	85⅞	85	85½
Butte Sup.	93¼	97	93¼	96
Chino	54	54¼	54	54⅞
Inspiration	45⅞	46¼	45⅞	46½
Kennecott	56½	57⅛	56¼	57⅛
Ray	23	23⅛	23	23¼
Tennessee	47½	47½	47¼	47½
Utah	80⅞	81½	80⅞	81⅞

Boston Stock Market.

BOSTON RAILROADS.				
B. & M.	49½	51	49	50

INDUSTRIALS BOSTON.				
Am. Ag. Chem.	83½	84⅞	83½	84⅞
Am. Wool.	47¼	47¼	47¼	47¼
Atl. Gulf W. I.	45⅞	45⅞	45	45¼
Atl. Gulf pfd.	54	54	53½	53½
I. C. Coal Co.	52	52	51⅞	51⅞
P. C. Coal	15			
United Fruit	161½	163⅞	161½	163¼
U. Shoe Mach.	63	63½	63	63½
U. S. Shoe pfd.	29½	29½	29½	29½

COPPERS BOSTON.				
Alaska Gold	24½	24½	23⅞	23⅞
Cal. & Ariz.	74½	75	74½	74½
Cal. & Hecla	557	560	557	560
Cop. Range	65⅞	65½	65½	66¼
East Butte	12½	12½	12½	12½
Isle Royal	29	29	29	29
Miami	36⅞	37	36⅞	37
Mohawk	97½	98	97½	97⅞
No. Butte	25	25⅞	24⅞	25½
Old Dominion	70½	71½	70½	71½
Osceola	95⅞	97¼	95⅞	97¼
Quincy	96	98	96	97¼

New York Produce Market

New York, May 15.

BUTTER—Firm; creamery extras, 32 score, 30, creamery, high scoring, 30½@31; creamery first 29@29½; seconds 28@28½.

EGGS—Firm, receipts 27,367, fresh gathered extras 24½@25, regular packed firsts 22@23 1-4, seconds 20½@21½; nearly hennery whites fine to fancy 25½@26; nearby hennery browns 24½@25.

POTATOES—Firm; Bermuda bbl. 3@575; Florida new 2@6; Maine 3@350; state and western 3@330, Jersey sweets per basket 50c@100, Delaware and Maryland 40@75.

FLOUR—Steady, spring patents 590@625, winter patents 560@580; winter straights 550@565.

WHEAT—Spot easy; No. 1 Durum 130½ No. 2 hard 126½, No 1 northern Duluth 125, No. 1 northern Manitoba 134 1-4 fob New York.

CORN—Easy; No. 2 yellow 87 1-8 cif New York

OATS—Spot easy; standard 52, No. 2 white 50@50½

PORK—Steady, mess 2550@26, family 25@28, short clear 23@26.

BEEF—Steady, mess 1750@18, family 19@20.

LARD—Firm, middle west 1315@1325.

New York Sugar Market

SUGAR—Raw firm, centrifugal 652, molasses 575, refined firm, cut loaf 880; crushed 865, mould A 815; cubes 815; XXXX powdered 780, powdered 775; fine granulated 765, diamond 765; confectioners A 755; No. 1 750. Futures were easier under scattered liquidation by commission houses The closing was steady and unchanged to seven points lower. Sales 3100 tons. May 543, July 549, September 552.

Boston Produce Market

Boston, May 15.

BEEF—Choice whole cattle 14½.

SPRING BRAN—24@2450.

BUTTER—Northern 32@32½; western 31@32

CHEESE—New York twins 19@19½.

CORN—No 2 yellow 87½.

EGGS—Choice hennery and nearby 26½@27, western 22½@24½.

FLOUR—Spring patents 625@7.

HAY—No. 1 grade 29@30.

LAMB—Spring 19½@21½.

MIXED FEED—2525@2850.

OATS—No. 2 clipped white 53 1-4.

PORK—Medium backs 2925.

POTATOES—230@245 per two-bu. bag.

SUGAR—Granulated, 20 bbl. lots, 780.

VEAL—8@15.

Chicago Produce Market

Chicago, May 15.

Notwithstanding that Kansas City reports of damage by Hessian fly caused advances today in the price of wheat, the market afterward sagged heavily owing to seeming spread of belief that the crop outlook as a whole had been substantially improved by general rains. The market closed unsettled 5-8@3-4 to 1c. net lower with July at 116 5-8 and September 116½. Corn lost 3-8@½ to ⅝@5-8, and oats a shade to 1 1-8@1-4. In provisions the outcome varied from 7½c decline to a rise of 10c.

Chicago Cattle Market

Chicago, May 15.

HOGS—Receipts 33,000; strong; bulk 1000@1025; light 985@1030; mixed 985@1030; heavy 980@1035; rough 980@995; pigs 7..@960.

CATTLE—Receipts 14,000; firm; native beef cattle 810@825; stockers and feeders 600@885; cows and heifers 440@960; calves 700@1050.

SHEEP—Receipts 1000; wethers ...; ewes 570@870; lambs 875@1270.