SELECTIONS FROM THE MAIL.

THE PRICE OF RUBBER.

DEFENCE OF THE CONCESSION GRANTED BY THE GOVERNMENT OF PARA.

To the Editor of The Tribune.

Sir: The articles published in your and other papers of this city in regard to the concession granted by the Government of Para to the Companhia Mercantil do Para tend to create the opinion that said concession is unjust and very detrimental to the interest of those engaged in the rubber trade. Most of the publications we have seen on the subject seem to have emanated from large manufacturers of rubber goods, with the exception of one or two importers, whose desire to see the prices of the raw product as low as possible is but natural. There is, however, in this, as in any other question, the other side to be contemplated.

The export duty on india-rubber is almost the only source of revenue accessible to the Government at Para. Therefore, if for no other reason, it is clearly in the interest of said Government to see a fair value established for the product on which they levy an "ad valorem" duty. During the last few years the price of rubber, through the manipulation of certain speculators, has been forced at times far below its cost of production and thus not only have the receivers of this product at Para sustained enormous losses, but the Government has been deprived of part of its necessary revenue.

It may be well to state that the receivers of rubber at Para are merchants who supply the gatherers of that produce with food, clothing and wages, getting their pay for these outlays in the rubber sent to them from the interior. If the price they obtain for this at Para is below the sum they have thus advanced, they lose the difference, as there is no possibility of their collecting this from the people in the interior.

One fact should certainly not be lost sight of, and that is, the receivers of the rubber are the parties who pay the twenty reis on each kilo sold by them for export, the Government serving merely as a collector of said funds, which it is to hand over to the Companhia Mercantil in monthly payments. The petition in favor of the concession as presented to the Government of Para was signed by over 100 firms, almost the totality of said receivers, whereas the counter petition was signed by seven firms only, and these all exporters, whose interest is in buying cheap and selling dear.

The enormous majority in favor of the concession proves that the commercial community at Para regard it as an absolute necessity to the welfare of that State, and shows that the Government in granting it has bestowed a benefit upon that country which was very much needed.

It is difficult to comprehend how the manufacturing interests in our country can suffer by said concession, amounting to less than one-half a cent per pound, when one considers that during the last few months, and before there was any talk of a concession, the price of rubber here fluctuated between 60 and 74 cents per pound, and it seems to an impartial mind that a steady price, even if moderately high and in sympathy with the cost of production of the article, is more beneficial to the manufacturer than a price subject to such fluctuations as stated, caused by the operation of speculators, and not by the laws of demand and supply, which ought to regulate business, concession or no concession.

As regards the legality of the concession, or of the official act of an independent State, it seems to be nonsensical to raise such a hue and cry here, as the manner of collecting the revenues is one of the attributes conferred upon the state by the General Government of Brazil. There is, moreover, a greater monopoly in the forming of trusts here are creating a buying power among a few large operators in order to fix a price for their own purchases and compelling the smaller buyers either to buy from them or else be subjected to the extortion of their manipulations.

There are in the United States from seventy-five to one hundred purchasers of rubber, of whom four or five buy the bulk, either through their agents at Para, or from the importers here, the remainder being compelled to buy in a small way, and subject to the prices as made by the large consumers who, when they have large stocks, make prices low and vice versa. The chief importers do not look favorably upon the concession, simply because it takes a certain power away from them. With the concession in force, all buyers will be on the same footing, and time will show that a steady and equitable price being established, the manufacturer, large and small, will derive a greater benefit by it than the constant fluctuations, brought about by the manipulations of the larger buyers, can secure to them.

Rubber when shipped is generally very moist and consequently loses in weight on the trip from Para to this port from 4 to 15 per cent, according to quality, some of the lower kinds sometimes shrinking up to 20 per cent. In view of this what does the extra 1-2 per cent amount to, considering the benefit arising from the establishment of an equitable price, subject only to the law of supply and demand? FAIR PLAY.

New-York, January 6, 1890.

EFFECTS OF EDUCATING INDIANS.

GENERAL ARMSTRONG VIGOROUSLY DENIES DAMAGING REPORTS.

To the Editor of The Tribune.

Sir: I write to deny the correctness of the reports from Washington credited to Mr. Irvine Miller, secretary of the Sioux Commission, to the effect that from 30 to 70 per cent of Hampton's and Carlisle's Indian students die in four years after their return to their homes "like sheep with the murrain."

The facts are these:

Comparing the first six years (from 1878 to 1884) of this school with the last (nearly) six, we find that of 72 deaths out of a total of 397 returned pupils, 66 were of those who came during the first period, and that but 6 have died at home since 1884. Of 34 deaths at Hampton since 1878, there have been but 3 since 1886. In the first years we picked up many comparatively reluctant Indians from camps, a large per cent of whom were unsound bodily when they came, and died rapidly up to 1885. Since then, owing to changed conditions and better selected material from the increasing eagerness of Indians to come East—more than we can take—chiefly from Western schools, especially from the diocese of Bishop Hare, who knows too much to send his choice pupils "to die like sheep with the murrain," sickness and death are now a minor matter; the worst is over and the future is most hopeful as to health. The situation is very encouraging.

Further, Government agents and teachers and missionaries in the West are continually advising their best Indian youth to come here, with small fear of illness; for those really sound in health on arrival are seldom sick and many all ing ones have improved. Eastern school work (967 enrolled) is becoming more and more an added course for picked students from the West, where 14,017 are enrolled in schools. The idea of giving advanced education to many Indians is just as absurd as it is to deny it to the few; but of those in the East the large majority are fitted only to be farmers and mechanics, yet are worthy of their better advantages of learning English and the white man's ways, especially by "cuttings" among the farmers of Pennsylvania and Massachusetts.

"Objection is urged," says Mr. Irvine Miller, "that several years in the East teaches the young Indians to despise their kinsmen, to lose the natural gratitude and affection due their parents, whom they find on their return living in ignorance, squalor and wretchedness, and their education makes a gap which cannot be abridged." Nothing could be more contrary to experience and fact, so against Indian nature, in which there is a true nobility and a filial feeling that is as strong as the love of life. In the last twelve years no such charge has been heard of here. It is a new thing in the indictment against Eastern schools. They do often, but by no means always, find their homes in squalor; many have worked to improve them, and in many cases parents have built new homes for their returning children. The alleged "gap" is possible in some cases; there has been much foolishness, and weakness, and nonsense on the part of returned Indians, but the following is the result of our latest and most complete—largely personal—investigation of the record of returned Indians from the Hampton school:

"Fifty are doing a most excellent work; 136 are doing well, living good, exemplary lives; forty-four are doing fairly well, eleven doing poorly and six doing badly. Thirty-one girls and forty-five boys are well married and have good homes. In eighteen of these families, both husband and wife are from Hampton, and that is a great gain, for then each understands how best to help the other."

Permit me to add the following extract from a letter to General Whittlesey, written on September 17, 1887, by Miss Alice C. Fletcher, special Indian Agent at the Nez Perce Agency, Idaho:

"I desire again to bear testimony to the advantages which an education of the reservation gives to an Indian man or woman. The difference between the young people of the same age and apparent ability who have had the different kinds of training has been marked in my experience here. This tribe were wholly unprepared for my advent, and could not believe that I had been sent to allot them, they never having asked for allotment. I read and explained the law; but the returned students took the law, read it for themselves, assured the people it was true, and recounted how they had heard of it while at school among the white people. These students are a great help to their people and to my work. Four are assistants to the surveyor, and others are in my employ."

No one can speak from a broader experience than she. S. C. ARMSTRONG.

Hampton, Va., Jan. 6, 1890.

BETTER BUILDINGS FOR BROOKLYN.

To the Editor of The Tribune.

Sir: I desire to ask through your columns why the Building Commissioner of Brooklyn allows speculative builders to deviate from the plans adopted by his department. In the upper sections of Brooklyn this carelessness—it might be called by a worse name—on the part of the Department of Buildings is becoming a serious question with many of the property owners. It is even depreciating the value of dwellings well constructed, it is ruining fine neighborhoods and it is injuring honest builders. As an illustration of how the building laws are not being enforced in Brooklyn, I quote the following on Mayor Chapin's message from the last issue of "The Brooklyn Standard-Union":

"And yet it may be true that the building business is being overdone. It is certain that at the present time in some parts of the Twenty-first, Twenty-third, Twenty-fourth and Twenty-fifth Wards buildings are being put up now by speculative builders that are a positive injury to the neighborhoods in which they are erected. There is a law on the statute books which prohibits the use in buildings in this city of what is known as "pale brick." We are credibly informed that brick of this class is being used in many of the houses being erected by the speculative builders, that the walls are not of sufficient thickness, that the mortar is mostly sand, with just enough lime to make it hold together while it is being put on the bricks, and that the foundations are structurally weak. During the recent storm some of these houses fell down, and others of them were found to be so inferior as to drive away a good class of purchasers. The inferiority of these houses put up by speculative builders and plastered all over with mortgages is the best evidence that the building business is being overdone. If there was a natural demand respon-ible builders would only be too anxious to supply it at a reasonable profit, such as could be made by doing honest work. This business of scamp building in Brooklyn by speculative builders is becoming a serious one, and might very well have secured more attention in the Mayor's message.

This is a serious matter for Brooklyn, and no time should be lost by Mayor Chapin in notifying the Commissioner of the Department of Buildings that he must have no inspector of buildings who is troubled with cupidity. TAXPAYER.

Brooklyn, Jan. 6, 1890.

AN ADMIRER OF PATTI.

From The Chicago Tribune.

It was the day of the opening of the Auditorium when the Aldermen were invited to be present. One of them, representing a tough ward, went to Clerk Vancleave, of the Council.

"Say, Van," he said, "where's a card for the old gal?"

"Card for what?" asked Vancleave.

"The blowout—the singin' and spoutin'."

"The Auditorium?"

"Sure. Where's one for the old gal?"

"For who?"

"The old gal—the old woman."

"Your wife?"

"Sure."

"There isn't any. There's only one for each of the Aldermen."

"That's a nice song and dance, ain't it?"

"Why? Did you want to take her?"

"Sure. I told the old gal I'd let her hear that Eyetalian canary hoot just once."

The Council records fail to show whether the "old gal" heard Mme. Patti "hoot" or not.

MARINE INTELLIGENCE.

MINIATURE ALMANAC.

TO-DAY.

Sun rises 7.20 | Sets 4.49 | Moon rise, 10.05 p.m. | Moon's age 20

HIGH WATER.

A.M.—Sandy Hook 10.20 | Gov. Island 10.38 | Hell Gate, 0.33
P.M.—Sandy Hook 11.02 | Gov. Island 11.23 | Hell Gate, 0.31

INCOMING STEAMERS.

TO-DAY.

Vessel.	From	Sailed.	Line.
Rugia	Hamburg	Jan 9	Hamb Amer
Germanic	Liverpool	Jan 1	White Star
City of Berlin	Liverpool	Jan 1	Inman
Umbria	Liverpool	Jan 1	Cunard
Elder	Hoboken	Jan 4	N G Lloyd
La Bourgogne	Havre	Jan 4	French Trans
Orinoco	Bermuda	Jan 9	Quebec

MONDAY, JAN. 13.

Colon	Aspinwall	Jan 4	Pacific Mail
City of Columbia	Havana	Jan 9	N Y & Cuba
Alvena	Kingston	Jan 1	Atlas

TUESDAY, JAN. 14.

Wyoming	Liverpool	Jan 4	Guion
Lakeside Hill	London	Dec 30	Hill
Scandia	Hamburg	Dec 31	Hamb Amer

OUTGOING STEAMERS.

TUESDAY, JAN. 14.

Vessel.	Line.	For	Mails close.	Vessel sails.
Hondo	H & C Am	Kingston	1 pm	3 pm

WEDNESDAY, JAN. 15.

Germanic	White Star	Liverpool	8.30 a m	12 m
Elder	N G Lloyd	Bremen via Southamp'n	8.30 a m	12 m
Westernland	Red Star	Antwerp	9 a m	12.30 p m
City of Alexandria	N Y & Cuba	Havana, &c	1 pm	3 pm

THURSDAY, JAN. 16.

Scandia	Hamb Amer	Hamburg		12.30 p m
Rotterdam	Neth Amer	Rotterdam	11 am	1 pm
Acme	Atlas	Port au Prince	11 am	1 pm
Saint Ange	N Y & Cuba	Cienfuegos	1 pm	3 pm
Orinoco	Quebec	Bermuda	1 pm	3 pm

SHIPPING NEWS.

PORT OF NEW-YORK.....SATURDAY, JAN. 11, 1890

ARRIVED.

Steamer La Flandre (Belg), Minness, Antwerp Dec 19, in ballast to Wilhelmsen, Murray & Co. Arrived at the Bar at 12.30 p m.

Steamer Pocasset (Br), Jenkins, Fiume Dec 1, Trieste 3, Palermo 11, Catacolo 14, Valencia 23, Gibraltar 26, with mdse to Phelps Bros & Co. Arrived at the Bar at 1.30 p m.

Steamer Crown Point (Br), Powell, Progreso Dec 30, Havana Jan 5, with hemp to Theband Bros; vessel to Simpson, Spence & Young. Arrived at the Bar at 3 a m.

Steamer City of Birmingham, Berg, Savannah 3 days, with mdse and passengers to R L Walker.

Steamer Cecilian (Br), Ryder, West Point, Va, with mdse to Old Dominion S S Co.

Bark Mirella (Fr), Coutts, Padang 107 days, with mdse to J S Morgan & Co.

SUNSET—Wind at Sandy Hook, moderate SW; cloudy and hazy. At City Island, wind light, NE; cloudy.

CLEARED.

Steamer Yorkshire (Br), Arnold, China and Japan ports—E Perry & Co.

Steamer Gallia (Br), Murphy, Liverpool via Queenstown—Vernon H Brown & Co.

Steamer Cotopaxi (Br), Harris, Glasgow—Henderson Bros.

Steamer Columbia (Br), Garvie, Mediterranean ports—Henderson Bros.

Steamer Alliança, Reers, Rio Janeiro, Para, Pernambuco, &c, via St Thomas and Newport News—U S & Brazil Mail Ss Co.

Steamer Elgira (Br), Bermudez, Ciudad Bolivar, &c, via Newport News—Theband Bros.

Steamer Seneca, Stevens, Havana and Matanzas—Jas E Ward & Co.

Steamer Lampasas, Crowell, Key West and Galveston—C H Mallory & Co.

Steamer New Orleans, Halsey, New Orleans—S H Seaman.

Steamer El Monte, Quick, New Orleans—John T Van Sickle.

Steamer Seminole, Platt, Charleston and Jacksonville—Wm Palmer & Co.

Steamer Old Dominion, Couch, Newport News and Richmond—Old Dominion S s Co.

Steamer Guyandotte, Jenney, Norfolk and Newport News—Old Dominion S s Co.

Steamer Cumbria, Miller, Ryder, West Point, Va—Old Dominion S s Co.

Steamer F W Brune, Lewis, Baltimore—H C Foster.

Steamer Eleanora, Bennett, Portland—Horatio Hall.

Steamer H F Dimock, Eldridge, Boston—H F Dimock.

Ship Columbus (Ger), Sauerzuecker, Yokohama—Geo E Varrelmann.

Ship Eclipse, Whittaker, Yokohama—D B Dearborn & Co.

Ship A J Fuller, Colford, San Francisco—Sutton & Co.

Bark Assyria (Br), Leary, Shanghai—Snow & Burgess.

Bark Routenbeck (Br), Edwards, Valparaiso—Flint & Co.

SAILED.

Steamers Hekla, for Copenhagen; La Normandie, Havre; Lahnecke, Para; Elgira, Ciudad Bolivar; Seneca, Havana; Old Dominion, Richmond, Guyandotte, Newport News; Sarto-bosco, Baltimore.

THE MOVEMENTS OF STEAMERS.

FOREIGN PORTS.

LONDON, Jan 11—Sailed, steamer Richmond Hill (Br), Perry, for New-York.

LIVERPOOL, Jan 11—Sailed, steamer England (Br), Heeley, for New-York.

QUEENSTOWN, Jan 11—Arrived, steamer Etruria (Br), Hains, from New-York on her way to Liverpool, and proceeded.

GLASGOW, Jan 11—Sailed, steamer State of Indiana (Br), Ritchie, for New-York.

SHIELDS, Jan 11—Sailed, steamer Darial (Br), Young, for New-York.

AMSTERDAM, Jan 11—Sailed, steamer Edam (Dtch), Bakker, for New-York.

HAVRE, Jan 11—Sailed, steamer La Gascogne (Fr), Santelli, for New-York.

Country Board.

LARGE sunny alcove and other rooms; excellent table; all conveniences for winter comfort; 18 minutes from N. Y. 50 Bergen-ave, Jersey City Heights.

Lost and Found

LOST OR STOLEN.—Three bank books issued by the Seamen's Bank for Savings, New-York, to the subscriber, as trustee for Louis H. P. Joseph E. and Mary H. Janvrin. If the books or information concerning them is not sent to the bank within thirty days from this date, I will apply to the bank for their cancellation.
New-York, Jan. 10, 1890. CARRIE M. JANVRIN.

Ice Cream

A FACT.—Horton's Ice Cream is made from pure cream. Horton's Patent Super-Frozen Bricks of Ice Cream for Restaurants, Churches, Festivals, &c., will keep hard one hour. Country orders promptly filled. Depots—205 4th-ave, 512 6th-ave, 115 Park Row, 110 East 125th-st, New-York; and 453 Fulton-st, Brooklyn.

Ocean Steamers

ANCHOR LINE. U. S. MAIL Steamships.
GLASGOW VIA LONDONDERRY.
From Pier 41, North River, foot of Leroy-st.
Anchoria.....Jan. 25, 9 a.m. Circassia.....Feb. 15, 2 p.m.
Devonia.....Feb. 1, 3 p.m. Anchoria.....March 1, 2 p.m.
Rates of passage to
GLASGOW, LONDONDERRY or LIVERPOOL:
Cabin, $45 and $55. Second class, $30. Steerage, $20.
MEDITERRANEAN SERVICE.
Best Route to Algiers and Coast of Morocco.
FOR GIBRALTAR AND NAPLES.
S. S. BOLIVIA, Tuesday, February 11.
S. S. CALIFORNIA, Saturday, February 15.
Cabin passage, $80 to $100. Drafts issued for any amount.
HENDERSON BROTHERS, 7 BOWLING GREEN.

CUNARD LINE.
NEW-YORK TO LIVERPOOL via QUEENSTOWN, from Pier 40, North River.
FAST EXPRESS MAIL SERVICE.
Umbria.....Jan. 18, 3 p. m. Umbria.....Feb. 15, 2 p. m.
Servia.....Jan. 25, 9 a. m. Gallia.....Feb. 22, 7:30 a. m.
Bothnia.....Feb. 1, 3 p. m. Etruria.....March 1, 2 p. m.
Aurania.....Feb. 8, 7:30 a. m. Aurania.....March 8, 6:30 a. m.
Cabin passage, $80, $90, and $100. Intermediate, $35. Steerage tickets to and from all parts of Europe at very low rates. For freight and passage apply to the company, office, 4 Bowling Green, New-York.
VERNON H. BROWN & CO., General Agents.

NORDDEUTSCHER LLOYD.
SOUTHAMPTON, LONDON, BREMEN.
SPRING AND SUMMER SAILINGS.
Werra...Mch 22, 7:30 a.m. Trave...April 30, 2:00 p.m.
Saale....Mch 26, 10:00 a.m. Lahn...May 3, 3:30 p.m.
Ems.....Mch 29, 1:00 p.m. Fulda...May 10, 7:00 a.m.
Trave...April 2, 3:00 p.m. Elbe...May 17, 8:00 a.m.
Elbe....April 5, 6:00 a.m. Eider...May 19, 10:00 a.m.
Fulda...April 8, 8:00 a.m. Aller...May 24, 2:00 p.m.
Lahn...April 9, 8:00 a.m. Werra...May 31, 3:30 p.m.
Eider...April 12, 11:00 a.m. Saale...June 7, 8:00 a.m.
Aller...April 16, 3:00 p.m. Ems...June 14, 9:30 a.m.
Werra...April 19, 6:30 a.m. Trave...June 28, noon.
Saale...April 23, 9:00 a.m. Elbe...June 30, 3:00 p.m.
Ems...April 26, 11:00 a.m. Fulda...June 3, 6:30 a.m.
Apply to OELRICHS & CO., No. 2 Bowling Green.

THE MONEY MARKET.

STOCKS DULL AS USUAL.

IRREGULARITY WITHOUT IMPORTANT VARIATIONS.

SALES AT THE STOCK EXCHANGE—JANUARY 11.

BONDS AND BANK STOCKS.

Continental Bank 25.....124½	Laclede Gas L Co of St Louis 1st 30,000..... 84	Phila & Reading 1st pref in 16,000.....69⅝	
Western Nat Bank 10.....95⅝	L St L & Tex 1st 2,000.....100⅞	16,000.....69½	
Georgia 7s Gold 5,000.....102	20,000..... 101	10,000.....69	
Louisiana Con 4s 2,000 sml.....94	Louisville Nash Col Trust 5s 20,000..... 105	15,000.....68⅝	
Missouri Funding 1,000.....111½	15,000.....104⅞	5,000..... 68	
Nor Car Spec Tax Class 3 5,000.....96	Louis South'n 1st 2,000.....102½	5,000.....69⅛	
Tenn Settlement 5s 10,000.....104	Mich Cen 7s 1,000.....126	10,000.....69¼	
Atch Top & S Fe 4½s Trust Receipts 1,000.....79	Mo Kansas & Texas Gen 5s 1,000..... 64	11,000.....50⅝	
Canada Southern 1s Guaranteed 25,000.....107	Mo Kansas & Texas Gen 6s 1,000..... 73⅝	2d pref income 2,000.....50	
5,000.....107¼	5,000.....73½	10,000.....48⅞	
Central N J G M 5s Registered 1,000.....111½	5,000.....73⅝	30,000..... 49	
Ches & Ohio con 5s 51,000.....101	1,000.....73¼	3d pref inc 10,000.....41	
Ches & Ohio 1st Series A 1,000..... 117	Mo Kansas & Texas con 7s 33,000.....111½	G M & St P 10,000.....85½	
Chic & Alton 1st 2,000.....108½	Morris & Essex 1st Guaranteed 21,000..... 139	Rich & Danville 7,000.....115½	
Chic Bur & Quin 7s 1,000.....126	Nash C & St L Con 10,000.....108	Rio Grande We 1st 17,000.....72½	
Chic G I & C Colst 8,000.....93½	N Y Chic & St L 4s 2,000.....94	St L Ark & Tex 1st Coupon off 10,000..... 90	
Del & Hudson Comp '94 17,000.....114½	N Y Lack & West 1st 2,000.....133½	St L Ark & Tex 2d Income 1,000..... 29	
Den & Rio Grande 4s 2,000.....77	N Y Lake E & We New 2d consol 5,000..... 101	St L & Iron Mt 5s 1,000..... 89	
1,000.....76⅞	N Y On & We 1st 1,000.....112½	St P Min & Man 1st Consolidated 6s 21,000.....118	
1,000.....77½	Nor Pac 3d conson 2,000.....110½	Tenn C I & R R Tenn Div 6s 1,000.....99¼	
Dul So S & Atl 5s 1,000.....92½	Northwestern Con Consolidated Bonds 1,000..... 127	Texas and P 1st 5s 17,000.....91⅝	
E Tenn V & G 1st Con Gold 5s 10,000.....104½	Omaha & St L 1st 2,000..... 74	8,000.....91⅜	
Ft Worth & D C 1st 5,000.....104½	Oregon Short Line 5s 1,000.....115⅞	Tex Pac 2d inc 4,000..... 39	
Gulf Col & S Fe 1st 5,000.....115	Pacific of Mo 1st 4s 2,000..... 99	6,000.....39¼	
Iowa Cent 1st 5,000..... 86	33,000.....98⅞	11,000.....39⅝	
Kan City & Om 1st 2,000..... 85	Rich & Alle 2d Incom Morgan ctfs 15,000.....38⅛	10,000.....39½	
Kansas Pacific 6s Denver Division Assented 1,000.....113	Rich & W Point Colat Trust 5s 10,000.....77½	Tol A & A N M 1st 2,000.....107½	
		15,000.....107¼	
		Tol Peo and W 1st 2,000.....76	
		Wab Deb Ser B 3,000.....52	
		Wabash R R 1st 14,000.....103½	
		10,000.....103	
		2d 7,000.....85½	
		4,000.....85⅞	
		West Shore Gd 4s Registered 3,000.....104¾	
		Wiscon Cen Co, 1st 10,000.....88½	
		Inc 1,000..... 68⅝	

THE GENERAL LIST.

STOCKS.	ACTUAL SALES. Op'g.	High'st	Low'st	Final.	CLOSING. Bid.	Ask'd	No. shares sold.
Albany & Sus	..	..	..	..	162	170	....
Atch T & S F	32⅝	32⅞	32⅝	32⅞	32⅞	32¾	600
Atlantic & Pac	..	..	..	..	4⅛	5⅞	....
B & N Y AL pf	..	..	..	..	101	..	....
Buff R & Pitts	..	..	..	..	19½	20	....
Buf B & P pf	..	..	..	..	76⅝	77	....
Burl C R & Nor	..	..	..	..	29	30	....
Canada Southern	54⅛	54⅛	54	54	54	54¼	505
Canada Pacific	..	..	..	..	74⅝	75	....
Cedar Fal & M	..	..	..	..	2	5	....
Central Nat	..	..	..	..	125⅝	126	....
Central Pacific	..	..	..	..	34¼	34⅝	....
Ches & O	26⅛	26⅛	26⅛	26⅛	26⅛	26⅝	600
do 1st M	64⅞	64⅞	64⅞	64⅞	64⅞	65	50
do 2d inc	44⅛	44⅛	44⅛	44	44⅛	44	300
Chic & East Ill	33¼	33¼	33¼	33¼	33¼	33½	300
Chic & E Ill pf	87	87	87	87	86	87½	100
Chic & Alton	..	..	..	..	158	159	....
Chic Northwest	110⅝	111	110⅝	111	110⅝	111⅛	200
Chic & Nor pf	..	..	..	..	140⅛	141	....
Chic M & St P	69⅝	69⅞	69⅝	69⅞	69⅛	69⅞	2,600
Chic M & St P pf	114	114	114	114	114	114¼	5
Chic Rock Isl & P	..	..	..	..	99	99½	....
Chic B I & Pac	..	..	..	..	43⅝	43	....
Chic Sil & Ind	..	..	..	..	34⅝	34⅝	....
Chic St P M & O	..	..	..	..	95	98	....
C St P M & O pf	..	..	..	..	137⅝	138	....
Chic Burl & Q	97⅝	97⅝	97⅝	97⅝	97⅝	97⅝	600
C R I & Pacific	..	..	..	..	74	74½	....
Cin W & Balt	..	..	..	..	3	5	....
C W & L E pf	9⅛	9⅛	9⅛	9⅛	9⅛	9¼	100
Cleve & Pitts	..	..	..	..	155	157	....
Col & Gr pref	..	..	..	..	20	20	....
Col H V & Tol	19⅝	19⅝	19	19	17	20	400
C C C & St L	71	71	71	71	70⅝	71	10
do pref	98	98	98	98	97	97¼	100
Del L & W	137⅞	137⅞	137⅞	137⅞	137⅞	138⅞	1,200
Den & Hudson	152⅞	152⅞	151	152⅞	152	153	1,030
Denv & Rio G	..	..	..	..	16½	17	....
Den & Rio Grd	49⅞	49⅞	49⅞	49⅞	47⅞	50⅞	5
Det & E W ctfs	34⅞	34⅞	34⅞	34⅞	34⅞	34⅞	84
E Tenn Va & G	..	..	..	..	9⅛	9⅞	....
do 1st pf	..	..	..	..	70	70	....
do 2d inc	..	..	..	..	25	27	....
Evans & T H	..	..	..	..	54	55	....
do pref	..	..	..	..	90	95	....
Flint & P M	..	..	..	..	16⅞	19⅞	....
Flint & P M pf	..	..	..	..	38	40	....
Ft W & Denver	..	..	..	..	5	9	....
Ga & Ala pref	..	..	..	..	99	102	....
Ga Car & Nor	..	..	..	..	95	98	....
Gray & Pens	..	..	..	..	25⅞	26⅞	....
Lk E & W	..	..	..	..	15	16	....
L E & W pf	..	..	..	..	64	67	....
Lake Shore	104⅞	104⅞	104⅞	104⅞	104⅞	105⅞	300
Long Island	..	..	..	..	80	90	....
Louis & Nash	80⅞	80⅞	80⅞	80⅞	80⅞	80⅞	855
L N A & Chic	39	39	38	38	37	40	300
Manhat Con	102	102	101⅞	102	101⅞	102	60
Mar H & O	..	..	..	..	..	40	....
Mar H & O 5%	..	..	..	..	..	84	....
Mich Central	..	..	..	..	84	85	....
Mil L S & W	..	..	..	..	108⅝	109⅛	....
Mil L S & W pf	..	..	..	..	116⅞	118	....
Minn & St L	..	..	..	..	8⅞	9⅛	....
M S P & S S M	..	..	..	..	112⅛	113	....
Mo Kan & Tex	10⅛	10⅛	9⅞	10	9⅞	10	1,600
Mo Pac	73⅞	73⅞	73	73⅞	73	73⅛	2,600
Mobile & Ohio	..	..	..	..	12	14	....
N C & St L	..	..	..	..	102	103	....
N Y Central	107	107	106⅞	106⅞	106⅞	107	40
N Y C & St L	..	..	..	..	16⅞	17⅞	....
N Y C & St L 1st	..	..	..	..	70	74⅞	....
N Y C & St L pf	..	..	..	..	26⅞	30	....
N Y & E	..	..	..	..	25⅞	28⅞	....
N Y & N H	44	45⅛	44	45	44⅛	45	11,880
N Y N H & H	246	246	245	245	245	248	70
N Y & W	..	..	..	..	1⅞	1⅞	....
N Y & W pf	..	..	..	..	7⅞	9	....
N Y S & W	..	..	..	..	30	31	....
Norfolk & West	..	..	..	..	21⅛	22	....
Nor & W pref	61⅛	61⅛	61⅛	61⅛	61	62	200
North Pacific	..	..	..	..	31	31⅞	....
Nor Pac pref	..	..	..	..	74⅞	74⅞	....
Ohio & Miss	..	..	..	..	21⅞	22	....
Ohio South	16⅞	16⅞	16⅞	16⅞	15⅞	17⅞	100
Oregon Imp	45⅞	45⅞	45⅞	45⅞	45	46	200
Oregon R & N	..	..	..	..	94	97	....
Or R & N pf	..	..	..	..	100	100⅞	....
Ore Transcon	34⅞	35	34⅞	34⅞	34⅞	34⅞	525
Peoria & East	22⅞	22⅞	22⅞	22⅞	22⅞	23⅞	320
P Decatur	..	..	..	..	18⅞	19	....
Phila & Reading	36⅞	37⅞	36⅞	36⅞	36⅞	37	21,700
P E W & Balt	..	..	..	..	131	136	....
Pullman Palace	191⅞	191⅞	191⅞	191⅞	191	192	100
Rome & Sar	..	..	..	..	179	185	....
Rich & Alle	..	..	..	..	24	25	....
Rich & West Pt	21⅞	21⅞	21⅞	21⅞	21⅞	21⅞	2,500
Rich & W P Ter	7⅞	7⅞	7⅞	7⅞	7⅞	7⅞	100
Rome W & Ogd	..	..	..	..	107	107⅞	....
Rut & W	19	19⅞	19	19⅞	19	20	700
do pref	42⅞	42	41⅞	42	41⅞	42	240
St L Alton	7	7⅞	7	7	6⅞	7⅞	825
St L A & T H	..	..	..	..	41	44	....
St L A & T H pf	..	..	..	..	110	125	....
St L & San Fr	16	16	16	16	16⅛	17	20
St L S F pref	38	38	38	38	38	39	10
St L & S F 1st B	..	..	..	..	85⅞	87	....
St L & Chic	..	..	..	..	33⅞	35	....
St P & D pf	..	..	..	..	84	85	....
St P Minn & M	112⅞	112⅞	112⅞	112⅞	112	113⅞	100
South Pacific	34⅞	34⅞	34	34⅞	31	34⅞	200
Texas Pacific	21⅞	21⅞	21⅞	21⅞	21⅞	22⅞	200
Tex Pac L G	..	..	..	..	22	23	....
Tol & Ohio Cen	..	..	..	..	..	30	....
Tol & O C pref	..	..	..	..	..	74	....
Tol A & A & N M	37⅞	35	34⅞	35	34⅞	35	1,900
Union Pacific	66⅞	67⅞	66⅞	67	66⅞	67	2,600
Va Midland	..	..	..	..	38	40	....
Wabash	35⅞	35⅞	34⅞	35⅞	35⅞	35⅞	5,360
Wabash pref	32⅞	32⅞	32⅞	32⅞	32⅞	32⅞	425
do new	28⅞	28⅞	28⅞	28⅞	28⅞	28⅞	400
W & L E	30⅞	31⅞	30⅞	31⅞	31⅞	31⅞	9,215
Wis & Lk pref	69	69⅞	69	69⅞	68	69	950
West Union tel	84⅞	84⅞	84⅞	84⅞	84⅞	84⅞	810
Adams Express	..	..	..	..	152	156	....
Am Express	115⅞	115⅞	115⅞	115⅞