THE FINANCIAL MARKETS.

STOCK SPECULATION LAGS.

EFFORTS TO REDUCE VALUES—ENORMOUS MERCHANDISE EXPORTS—RAILROAD EARNINGS.

The movements of the chief active stocks and bonds in the week are shown in the following tables:

STOCKS.

	High.	Low.	Oct. 14	Oct. 7	Ch'gs.	Sales.
Am Sil & Wire	54⅝	50⅝	51⅝	50½	+1⅛	81,119
Am Sugar	144⅝	140¼	141	141⅝	—⅝	144,481
Am Tobacco	124¾	119	119¾	123½	—4⅝	100,085
Atchison, pref	63¾	61⅝	62⅝	63	—⅝	105,887
B'klyn Rap Tr	80½	76⅝	81	88¾	—7⅛	332,382
Chic Bur & Qy	131⅝	128¾	129½	130⅝	—⅝	65,661
Ch Mil & St P	125⅝	123¼	123⅝	124⅞	—1⅛	89,575
Ch R I & Pac	113⅝	111⅛	111⅛	112⅞	—1	39,218
Federal Steel	56	53	53⅛	54¼	—⅝	62,025
Louis & Nash	82	80½	81⅛	80⅞	+½	89,353
Manhattan	108⅝	105½	106½	107⅞	—1⅞	35,283
North Pacific	53⅛	51⅞	51⅞	52	—⅛	21,923
Peo G & C Ch	111	108⅝	109⅛	109⅝	—⅝	80,554
South Pacific	38⅝	36	36⅛	37⅞	—1⅞	95,929
Union Pac pf	76½	75	75⅝	76	—⅝	23,655
U S Leather	15⅝	14	15	14⅝	+⅝	94,291

Sales, 16 active stocks 1,401,396
Sales all other stocks 202,046
Total 1,993,442

BONDS.

	High	Low	Oct. 14	Oct. 7	Chgs.	Sales.
Atchison Ad 4s	86⅝	85⅝	86	86⅝	—⅝	$1,272,000
do Gen 4s	99⅝	97⅝	98	99⅝	—1⅝	815,000
B & O 3½s	94½	93½	93⅝	94⅝	—1⅛	248,000
do 4s	97½	96	96	97½	—1½	321,000
Cent P Gtd 4s	99	97½	98⅛	99	—⅝	371,000
do Gtd 5s	83⅝	82	83⅝	84½	—1⅛	238,000
K C F & G 1st	74⅝	70	71⅝	72½	—1⅛	157,000
No Pac Gen 3s	66	65	65	65⅝	—⅝	187,000
do Prior 4s	102½	101	101⅝	102½	—1⅛	484,000
Reading Gen 4s	86½	85	85⅛	85⅞	—⅛	243,000
St L Sou 2d 4s	63½	58⅝	59½	63⅝	—4⅝	399,000
So Ry 4s	83⅝	82⅝	82½	83⅝	—1⅛	1,173,000
Tenn Div 4s	102⅝	102⅝	102⅝	102⅝	—⅝	592,000
Wabash Deb B	36	34	35	35⅝	—⅝	164,000
Wis Cent 4s	92½	90⅝	90½	92⅝	—2⅝	205,000

Sales (5 active issues) $7,049,000
Total 10,425,000

THE WEEK IN WALL STREET.

The outbreak of war in the Transvaal has had no material effect upon local or foreign financial markets. War was a long time in coming, and pending its arrival the security and money markets were placed in a position to withstand the shock of expected war. Now it is said in some quarters that the influence of the conflict upon this market will be seen in a flow of gold abroad. Strange things often happen in Wall Street; but a record will be broken if gold goes abroad at a time when the normal movement of the metal should be this way. This country is now lending balances in Europe, and if gold goes across the ocean the foreigners will have to pay a premium for it and carry it in their loan accounts. The local monetary situation is so much better than it was a few weeks ago that a movement of gold this way is not required; but were it not for the foreign war situation gold shipments would be made from Europe to liquidate a heavy trade balance in this country's favor. This country can afford to wait for a settlement; but meanwhile its trade balance keeps on increasing while Europe's supply of American securities is growing less. Europe cannot continue to liquidate a trade balance by selling securities, unless its supply of securities is like the magic purse that is never empty.

In the week call money declined to 5 per cent, with exceptions at 3 and 4 per cent. Money shipments to the interior were less than in the preceding week, indications of a return flow of money were reflected in increased out of town currency arrivals, and Treasury disbursements were larger than receipts. Moreover, the Treasury Department effectually removed all danger of a strain in the market by offering to pay in advance the interest on Government bonds amounting to about $26,000,000, due between November 1 and July 1. The orderly speculation in stocks has helped the monetary situation, while the reduction in liabilities by the banks has materially strengthened the position of the Clearing House institutions. The money market no longer contains any elements of weakness. A 2 per cent rate may not be seen for many months to come, but why should such a rate be expected when money is in active demand for trade purposes? In days of prosperity prices of all things advance, and there is no reason why money should prove on exception. Money ought to be in active demand throughout the rest of the year, unless industrial activity should suddenly become paralyzed by some untoward event.

The United States is rapidly becoming the financial centre of the world, and the day will come when New-York will be the great world clearing house rather than London. It is a tendency that is growing stronger every year. Trade with other nations continues to run in favor of this country. In September the excess of exports over imports amounted in value to $39,976,300, and this big total was accomplished despite an increase in imports as compared with September, 1898, of $22,004,598. Exports increased over September, 1898, about $20,000,000, and they were the heaviest for any September on record; while with the exception of January they were the heaviest for any month this year. Exports of manufactures were large, and the high prices prevailing did not check the foreign demand for general merchandise. The value of exports of breadstuffs, cotton, provisions and mineral oil increased $12,062,116 over September, 1898. In the greater number of months this year exports of food products have fallen below last year's heavy monthly totals; but the loss has been more than offset by the increase in exports of manufactures. In the twelve months ended in September, the excess of exports over imports was in value $543,975,031, in the preceding year it was $366,529,666, and in the year before that $337,767,423, a total in three years of $1,475,272,120. Europe has liquidated this in gold and securities, and if it has any further big supply of securities to sell, it is to be congratulated.

The September statement of foreign commerce is a big bull card on America and American securities. In time it will find its proper place as a market factor. It represents the industries of the Nation. The course of stock values reflects that stocks are in strong hands, that a professional element is working for lower prices, and that the rank and file of Wall Street are looking forward to a big bull movement before prosperity runs its course. The very fact that some people are working for lower prices indicates that some people are anxious to get all the stocks they can at cheap quotations. There are, however, a number of pessimists in the Street who believe that there will be no further advance. They are entitled to their opinions.

THE FEDERAL TREASURY.

The United States Treasury received last week from customs $4,213,344, from internal revenue $5,188,857 and from miscellaneous sources $179,627, a total of $9,581,828, against $10,241,356 in the preceding week. Receipts for the month to date, $21,279,463; expenditures, $21,856,000; excess of expenditures, $615,540. Receipts for fiscal year, $164,696,036; expenditures, $161,557,774; excess of receipts, $3,088,262. The Treasury's actual cash balance decreased in the week $388,912, and now stands at $288,048,818. Receipts of National bank notes for redemption in the week, $1,558,383.

The Treasury statement of Saturday compared with that of a week ago:

	Oct. 7.	Oct. 14.	Changes.
Net gold	$256,301,389	$257,221,072	Inc. $1,119,692
Net silver	5,982,924	7,558,482	Inc. 1,575,558
Net U. S. notes	15,787,978	15,434,874	Dec. 353,094
Net Treas. notes	1,132,751	1,142,903	Inc. 10,152
Actual cash over outstanding certificates	$278,906,033	$281,536,831	Inc. $2,631,798
Deposits in National banks	81,791,421	82,787,436	Inc. 996,015
Available cash	$360,696,454	$364,124,267	Inc. $3,427,813
Minor liabilities	71,763,724	76,080,449	Inc. 4,316,725
Act'l cash bal.	$288,932,730	$288,043,818	Dec. $888,912

RAILROAD AND OTHER STOCKS.

Following is the usual table giving the number of shares of all stocks dealt in last week, together with the highest, lowest and final prices of the week, the final prices of a week ago, the average prices of October 15, 1898, the net changes in the week, and the high and low prices in the year, with the high and low prices in the year 1898:

	Oct. 15, 1898.	Actual sales. High-est.	Low-est.	Oct. 14. Final.	Oct. 7, 1899.	Net change.	No. shares sold.	Range 1899. High.	Low.	Range 1898. High.	Low.
Albany & Susquehanna	180	210	210	210	—	——	10	—	—	186	183
Adams Express	113	116⅝	116	116⅝	115	+ 1⅝	275	119	108	162½	100
Amer Car & Foundry	—	16⅝	15	15	16	— 1	1,241	21⅞	15	—	—
do preferred	—	63⅝	60⅝	60⅝	62	— 1⅝	2,095	68⅝	56⅝	—	—
American Cotton Oil	36⅝	45½	43⅝	43⅞	45⅝	— 1⅝	11,290	45⅝	33⅝	30⅝	15⅝
do preferred	86	95⅝	95	95	94⅝	+ ⅝	500	95⅝	88⅝	90⅝	66
Amer District Telegraph	40	35	35	35	35	——	100	52½	33	35	22
American Express	132	150	150	150	150	——	167	160½	133	150	117⅛
*American Malting	20	15⅝	11½	12½	15½	— 3	1,150	37½	11½	38	24
do preferred	70⅝	63⅝	53	55⅝	66⅝	—11⅝	2,085	87⅝	53	88	70⅝
*Amer Smelting & Refin	—	39⅝	36⅝	36⅝	36⅝	— ⅝	2,797	56	35	—	—
do preferred	—	88⅝	86	87	86	+ 1	2,962	94½	80	—	—
American Spirits	11⅛	6	4	4	6	— 2	526	15½	4	15⅝	6⅛
do preferred	—	24	24	24	—	——	15	41⅝	20⅝	41⅝	16
American Steel & Wire	28⅝	54⅝	50⅝	51⅝	50½	+ 1⅛	81,119	72	45	50	25⅝
do preferred	87⅝	97⅝	94⅝	95	95⅛	— ½	8,770	106⅝	92½	118	82
*American Steel Hoop	—	44⅝	42½	42½	43	— ½	7,020	45½	24	—	—
do preferred	—	85⅝	83⅝	83⅝	84½	— ⅝	1,895	86⅝	70	—	—
*Amer Sugar Refineries	111⅝	144⅝	140⅝	141	141⅝	— ⅝	144,481	152	123⅝	140⅞	107⅛
*do preferred	107⅝	117	117	117	116	+ 1	364	123	110	116	103
Amer Telegraph & Cable	97	99	99	99	99	——	130	105	98	98⅝	89
*American Tin Plate	—	38⅝	37⅝	37⅝	38	— ⅝	2,810	52⅝	33	—	—
*do preferred	—	88⅝	87⅝	87⅝	88	— ⅝	970	99½	81	—	—
American Tobacco	116⅝	124⅝	119	119⅝	123⅝	— 4⅝	100,085	220½	88⅝	153⅝	83⅝
do preferred	120	149	148⅝	149	148	+ 1	400	150	135	135½	112⅝
*Anaconda	—	48⅝	47⅝	49	49⅝	— 1⅛	10,556	51	42⅝	—	—
Ann Arbor pref	35½	44	42⅝	42½	41	+ 1⅝	304	44	36	40⅝	34
Atch Top & Santa Fe	12⅝	21⅝	20	20⅝	21	— ⅝	11,685	24⅝	17	19⅝	10⅝
do preferred	33⅝	63⅝	61⅝	62⅝	63	— ⅝	105,837	68⅝	56⅝	52½	22⅝
*American Linseed	—	10⅝	9⅝	10⅝	9⅝	+ 1	1,186	13⅝	8⅝	—	—
*do preferred	—	56⅝	50	50⅝	50½	— ⅝	1,219	57⅝	44⅝	—	—
*American Ice	—	87⅝	84⅝	85½	89⅝	— 3⅝	3,530	41⅝	34⅝	—	—
Baltimore & Ohio	31⅝	50½	49⅝	49⅝	50	— ⅝	6,424	61⅝	43⅝	58½	31
do preferred	68⅝	70⅝	69½	69⅝	70	— ½	7,442	79½	67½	79⅝	68
*Brooklyn Rapid Transit	64⅝	89½	79⅝	81	88⅝	— 7⅝	382,382	137	75⅝	77⅝	33
Brooklyn Union Gas	122½	139½	188	189⅝	138	+ 1⅝	850	190	135	140½	105
Brunswick Co	8⅝	16	15	15	15	——	330	20⅝	9½	14	7½
Canada Southern	53⅝	52⅝	51⅞	51⅞	52⅝	— ⅝	770	70	50½	58	44½
Canadian Pacific	82⅝	92⅝	91	91	91	——	1,600	99½	84⅝	93½	72
Capital Traction Company	—	92½	92½	92½	—	——	200	—	—	70	62
Central of New-Jersey	87⅝	120½	119	—	120	— 1⅝	2,850	122⅝	97	99	84½
do ex div 1 p c	—	118⅝	117½	117⅝	—	— ⅝	2,465	60⅝	45⅝	44½	11
Central Pacific	25⅝	38⅝	37⅝	37⅝	38⅝	— ⅝	8,675	31⅝	23⅝	26⅝	17⅛
Chesapeake & Ohio	21½	26⅝	25	25⅝	25⅝	— ⅝	65,661	149½	124½	125⅝	85⅝
Chicago Bur & Quincy	114⅝	131⅝	129⅝	129½	130⅝	— ⅝	4,075	160⅝	59⅝	66	49
Chicago & Eastern Illinois	54	99½	95⅝	96⅝	99⅝	— 3	6,980	20⅝	13	18	9⅝
Chicago Great Western	14⅝	18⅝	15⅝	16	14⅝	— ⅝	1,310	103⅝	83⅝	85	71⅛
do 4s debs	71½	92	90	90⅝	93⅝	— 3	1,850	85½	50⅝	54	28
do preferred A	30⅝	82	80	81⅛	80⅝	+ ⅛	1,850	44⅝	28	32	20
do preferred B	27½	42	40⅝	41½	41⅝	— ½	1,010	68⅝	45	—	—
Chicago Con Traction	—	49½	48⅝	49⅝	48⅝	+ 1⅝	1,505	12½	7⅝	11	7
Chicago Ind & Louisville	7⅝	12	11	12	10⅝	+ 1⅝	200	49⅝	31	38½	23
do preferred	28⅝	44	44	44	43	+ 1	89,575	136⅝	120⅝	120⅝	83⅝
Chic Milwaukee & St Paul	107⅝	125⅝	123⅝	124⅝	124⅝	— 1⅛	2,044	179	109⅝	166½	140
do preferred	170	171	170	170	170⅝	— ½	1,728	174	141⅝	167⅝	137⅝
Chicago & Northwest	130⅝	166⅝	164	165	165⅝	— ⅝	100	217⅝	158	191½	183
do preferred	—	202	201	202	207	——	29,213	232⅝	167½	114⅝	80
Chicago R I & Pacific	101⅝	113⅝	111⅛	111⅛	112⅝	— 1	325	126½	91	94	65
Chic St P Minn & Omaha	70	120	120	120	120⅝	— ½	100	185	170	170	140
do preferred	157⅛	175	175	175	—	——	525	25⅝	7⅝	9⅝	4⅝
Chic Terminal & Trans	8⅝	14⅝	14	14	14⅝	— ⅝	1,350	50½	30½	37½	22⅝
do preferred	34	44⅝	42⅝	44⅝	44	+ ⅝	15,619	63⅝	42½	47½	25
Cleve Cin Chic & St Louis	39⅝	59⅝	56	57⅛	56	— ⅝	930	102⅝	94	97	77½
do preferred	88	100	99⅝	99⅝	99	— ½	300	103⅝	9	19⅝	11⅝
Cleve Lorain & Wheeling	16⅝	19⅝	19⅝	19⅝	19	+ 1	100	45	37⅝	53⅝	43
do preferred	44⅝	41	41	41	40	— 2	9,235	64	39½	52⅝	17
Colorado Fuel & Iron	21	56⅝	53	53	55	——	25	126½	88	77	65
do preferred	—	121	121	121	125	——	175	9	7	9	7⅝
Columbia Midland	5⅝	6	6	6	7	— 1	5,620	8⅝	4⅝	8⅝	6⅝
Colorado Southern	—	5⅝	4⅝	4⅝	5⅝	— ⅝	685	58⅝	41⅝	50⅝	43⅝
do 1st preferred	—	44½	43	43	45½	— 2½	25	75	14⅝	20	14⅝
do 2d preferred	—	15½	15½	15½	16	——	620	21⅝	6½	9⅝	4½
Col & Hock Coal & Iron	—	19⅝	17⅝	17⅝	19	— 1½	9,030	223⅝	163	205½	164
Consolidated Gas	172	190½	187	188⅝	188⅝	— 2	12,080	95⅝	86	—	—
*Continental Tobacco	—	43½	40⅝	41	43	— 1⅝	5,050	103⅝	78	—	—
do preferred	—	94½	91½	92½	94⅝	— 3⅝	2,860	125⅝	100½	114½	93
Delaware & Hudson	104⅝	122⅝	119⅝	119⅝	123⅝	— 3⅝	10,853	191⅝	157	159	140
Delaware Lack & Western	148	189⅝	186½	187⅝	189	— 1⅝	2,050	225⅝	185½	211½	10
Denver & Rio Grande	13⅝	21⅝	20⅝	20½	20⅝	— 1⅝	1,235	80	68⅝	71⅝	40
do preferred	54	74½	73⅝	73⅝	68⅝	— ⅝	200	101	63	67	45
Detroit Gas	—	98½	98½	98½	—	— ½	100	6⅝	3	3½	2⅝
*Duluth So Shore & Atl	3	4½	4½	4½	5	— ½	335	16⅝	7⅝	8⅝	1
do preferred	6⅝	14	13½	13½	13⅝	— ⅝	300	16⅝	12⅝	16⅝	11
Erie	12⅝	18⅝	17	17	17⅝	— ⅝	450	42	33½	43⅝	29⅝
do 1st preferred	34	39⅝	38⅝	39⅝	38⅝	— ⅝	410	52½	36½	21⅝	15⅝
do 2d preferred	16⅝	19	18	18⅝	17⅝	— 1	800	46	36	41⅝	22½
Evansville & Terre Haute	33	44	42	42	43	— 1	450	118	92⅝	70½	74½
Erie Tel & Tel	—	118⅝	118⅝	118⅝	54⅝	— ⅝	62,925	75	49⅝	62	29
Federal Steel	89⅝	80	78	78½	78	— 1½	7,287	93½	72½	85⅝	49
do preferred	70⅝	70	70	70½	78	— 1½	2,585	125⅝	95⅝	97	91
General Electric	79⅝	120	117	118½	118	+ ½	1,667	76⅝	5	72⅝	65
Gilbert	—	62	60	60⅝	62	— 1⅝	470	110	100	109⅝	107½
do preferred	—	109⅝	108	109⅝	106	+ 3⅝	6,850	195	142⅝	180	122
Great Northern pref	159⅝	171½	164½	171	172½	+ ½	115	117½	115	96⅝	91
H B Claflin Co ex div 2 p c	89	115	115	115	112½	+ ½	566	95⅝	92	—	—
Hocking Valley	—	31	30	31	31	——	451	60⅝	54⅝	—	—
do preferred	—	62⅝	62	62	62⅝	— ⅝	2,677	122	110	115⅝	98
Illinois Central	108⅝	113⅝	112	112	112	——	3,180	64½	55	67	48
International Paper	24	26⅝	25	25⅝	26	— 1	6,308	95	69	95	85
do preferred	87	72½	69	70	73	— 3	100	96	90	—	—
*International Silver	—	12	10⅝	10⅝	12	——	130	15⅝	10⅝	11⅝	7⅝
Iowa Central	4⅝	13⅝	13⅝	13⅝	13⅝	— ½	330	62⅝	42⅝	42½	25
do preferred	33⅝	57	55⅝	57	57	——	1,300	18	7	25⅝	15
Kan City Pitts & Gulf	17⅝	8⅝	8⅝	8⅝	8⅝	— ⅝	4,144	71	51	54⅝	37½
Laclede Gas	48⅝	71	65	70	65	+ 5	10	102½	95½	96½	85
do preferred	—	97	97	97	98⅝	——	110	22½	14⅝	25½	12
Lake Erie & Western	14⅝	19	19	19	19½	— ½	200	85	60	85	50
do preferred	62⅝	79⅝	79⅝	79⅝	79⅝	— ⅝	200	85	56⅝	59½	40
Long Island	51	60	60	60	60	——	80,355	83⅝	63	65⅝	44
Louisville & Nashville	54⅝	82	80½	81⅝	82	+ ½	25	30	25	27½	2
Manhattan Beach	—	9	8	8	12	——	35,250	133⅝	97	120⅝	90
Manhattan Railway	94⅝	108⅝	100½	100½	107⅝	— 1⅝	10,400	209	187½	194⅝	125½
*Metropolitan Street Ry	162⅝	197⅝	190	191⅝	197⅝	— 5⅝	300	25	13½	—	—
*Mex N R 126	—	25	25	25	25	——	628	44⅝	44½	—	—
*do preferred	—	72½	71½	72½	70½	+ 2	4,745	17⅝	6	7⅝	4½
Mexican Central	4⅝	14⅝	13⅝	13⅝	14⅝	— 1⅛	2,910	8	1	1½	⅞
Mexican Nat trustee ctfs	⅝	5⅝	4⅝	4⅝	5	— ⅝	55	149	111	118	99½
Michigan Central	—	110	110	110	—	——	720	78	55½	58⅝	24
Minneapolis & St Louis	27	72⅝	70	70	72⅝	— 2⅝	2,200	48⅝	33⅝	38⅝	45
do 1st preferred	59	96	95½	95⅝	96½	— 1	200	72	39	71	21⅝
do 2d preferred	—	63⅝	63	63	63½	— ½	2,200	45⅝	30½	41	28⅝
Minn St P & S S M pf	30⅝	39⅝	37⅝	37⅝	39	— 1⅝	16,400	52½	38⅝	46⅝	22
Mo Kansas & Texas pref	32⅝	45⅝	42½	43	44½	— 1½	350	32	32	32½	24
Missouri Pacific	37⅝	45⅝	45	45	46⅝	— 1⅝	1,015	62	41½	52½	30⅝
Mobile & Ohio	32⅝	44	43½	43½	43	——	300	107½	90½	106	94⅝
*National Biscuit	67	98	96⅝	96⅝	97	— ½	10,000	40⅝	28	39⅝	26⅝
*do pref	32½	31⅝	28⅝	29	29⅝	— ½	83	115	110	114½	90
*National Lead	110	111⅝	110½	111⅝	110	——	594	8½	2	21⅝	2½
*do pref	3	2⅝	2½	2½	2⅝	+ ⅝	100	87	49	9	3⅝
*National Linseed Oil Ref	6⅝	8	8	8	8	——	6,115	63	43⅝	—	—
National Starch	—	52⅝	50	50	51	— 1	2,407	99⅝	85	—	—
*National Steel	—	95	95	95	95½	— ½	2,060	230	112	120	14
*New York Air Brake	102	156	135½	140	134⅝	— 1⅛	8,160	144⅝	123½	124⅝	105
N Y Chic & Hud River	115½	130½	129½	129⅝	131	——	34	16⅝	12	14⅝	11⅝
N Y Lake Erie & St Louis	—	12⅝	12⅝	12⅝	13	——	100	70	65	70	23
do 1st pref	67⅝	72	72	72	70	+ 2	800	41	40½	46½	24
do 2d pref	82⅝	92	92	92	92½	— ½	10	222	198	201	181
N Y N H & Hart	190⅝	213	213	213	214	——	6,277	28⅝	18⅝	15⅝	13⅝
N Y Ontario & Western	17	25	24	24	24⅝	— ⅝	3,000	13⅝	6⅝	7⅝	4⅝
North American Co	6⅝	13⅝	12⅝	12⅝	12⅝	+ ⅝	8,600	28⅝	17⅝	19⅝	11⅝
Norfolk & Western	14⅝	24⅝	20⅝	20⅝	24⅝	— ⅝	4,275	74⅝	61⅝	63⅝	42⅝
do pref	50	69⅝	68½	68½	69	— 1	21,925	87⅝	42⅝	44⅝	19
Northern Pacific	40	53⅝	51⅝	51⅞	52	— ⅛	5,585	81⅝	72⅝	76⅝	50
do pref	73⅝	74⅝	74	74	74⅝	— ⅛	1,830	81	68	75⅝	54⅝
Pacific Coast	46	49	48	48	49	— 1	500	67⅝	58⅝	60	37
do 1st pref	61	66⅝	65½	66⅝	66⅝	——	9,120	92	57⅝	46	21
do 2d pref	32½	40⅝	37⅝	38⅝	38⅝	— 3⅝	18,343	142	127⅝	120⅝	110⅝
*Pennsylvania	117½	131½	130	130½	131	— ⅝	10	3½	1	2⅝	3
Peoria & Decatur	—	2	2	2	2	——	30,554	126⅝	101	112	89⅝
Pittsburg & Western	100⅝	111	108⅝	109⅝	109⅝	— ⅝	82,000	—	—	25	66
Pittsburg Coal & Coke, Chicago	—	16	15	15	20	+10⅝	500	18	7	12⅝	6⅝
Phoenix	—	20	20	20	19	+ ⅝	3,000	25	13	25	18
Pittsburg & Western pf	10	13⅝	13⅝	13⅝	14	— 1	750	85	43	63⅝	58⅝
Pitts, Cin, Chic & St L	44	79⅝	72⅝	73	66	— 2	100	100	80	84⅝	57
do pref	88½	94	94	94	94	——	40	190	180	175½	175½
Pitts, Ft W & Chic gtd	—	190	188	190	—	——	1,600	61	44⅝	—	—
Pressed Steel Car	—	58⅝	57½	57⅝	60	——	800	91	78	—	—
do pref	—	89½	88½	89	89⅝	— ⅝	11,005	200	172	216	132
Pullman Palace Car	190⅝	200	185½	190½	180	+10⅝	300	—	—	115	5
Quicksilver pref	—	9⅝	8½	9⅝	—	——	5,800	33⅝	22⅝	—	—
*Republic Iron & Steel	—	26⅝	26⅝	26⅝	26⅝	— ⅝	3,200	79	57	—	—
*do pref	—	73	71	71	71	——	2,250	93	70⅝	28½	15⅝
Reading	17⅝	21⅝	20⅝	20⅝	20⅝	— 1⅝	19,372	64⅝	51⅝	54⅝	36
do 1st pref	40⅝	50	50½	50⅝	50½	— 2⅝	1,050	84⅝	69½	69	47⅝
do 2d pref	19⅝	33⅝	30⅝	31⅝	33½	— 2	470	83⅝	66	69⅝	50⅝
Rio Grande Western pref	—	81⅝	81	80	82⅝	— 1⅝	1,020	6	3⅝	5⅝	2⅝
St Joseph & Grand Island	6⅝	5⅝	5½	5½	5⅝	+ ⅝	675	55	38⅝	63	47
do 1st pref	56⅝	61	60	60	60	+ 1	1,262	17⅝	9	23⅝	11
do 2d pref	19⅝	16⅝	15	16	16	——	415	34⅝	8⅝	9⅝	6
St Louis & San Francisco	7⅝	11	10⅝	10⅝	11	— ⅝	50	77⅝	64	70	52⅝
do 1st pref	63½	70	70	70	—	——	745	44⅝	33⅝	38	22⅝
do 2d pref	26⅝	36⅝	36	36	36⅝	— ⅝	2,110	18⅝	9⅝	7⅝	3⅝
St Louis Southwestern	4⅝	13⅝	12⅝	13⅝	14	— 4	10,402	40⅝	17	18	7⅝
do pref	11⅝	34	30	30	35	— 4	200	75⅝	36	38⅝	20⅝
St Paul & Duluth	52½	63	61	61	65	— 4	95,020	84	27	35	12
Southern Pacific Co	29⅝	38⅝	36	36⅝	37⅝	— 1⅝	2,240