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Dividend Notices.

INTERNATIONAL SALT COMPANY,
170 BROADWAY, NEW YORK.

At a meeting of the directors of the International Salt Company, Wednesday, October 31st, 1906, a dividend of 1% was declared upon the Capital Stock of the Company, payable December 1st, 1906, to stockholders of record November 15th, 1906. Transfer books will close November 15th, at 3 P. M., and reopen on December 3d, at 10 A. M.
M. B. FULLER, Treasurer.

THE PENNSYLVANIA RAILROAD COMPANY.
Philadelphia, Nov. 1, 1906.
The Board of Directors has this day declared a SEMI-ANNUAL DIVIDEND of THREE AND ONE-HALF PER CENT. ($1.75 per share) upon the Capital Stock of the Company, payable on and after November 30, 1906, to stockholders as registered upon the books of the Company at the close of business November 5, 1906.
CHECKS will be mailed to stockholders who have filed Permanent Dividend Orders at this office.
HENRY TATNALL, Treasurer.

BOND & MORTGAGE GUARANTEE CO.
175 Remsen St., Brooklyn, N. Y., Nov. 5, 1906.
A QUARTERLY DIVIDEND OF THREE PER CENT. has been declared by the Board of Directors, payable November 15th, 1906, to the stockholders of record at the close of business on November 10th, 1906.
CLINTON D. BURDICK, Treasurer.

NATIONAL BISCUIT COMPANY.
The regular quarterly dividend of ONE AND THREE-QUARTERS PER CENT. on the Preferred Stock has been declared, payable November 30th, 1906, to stockholders of record at the close of business November 15th, 1906. Transfer books will be closed from November 16th, 1906, to November 30th, 1906, both inclusive.
F. E. BUGBEE, Treasurer.

Financial Meetings.

MANHATTAN RAILWAY COMPANY.
No. 195 Broadway.
New York, October 8th, 1906.
The annual meeting of the shareholders of the Manhattan Railway Company will be held at the Company's office, No. 195 Broadway, Manhattan Borough, New York City, on Wednesday, November 14th, at 12 o'clock noon.
A Board of Directors for the ensuing year is to be elected and three Inspectors of Election.
The transfer books will be closed on Saturday, October 13th, at 12 o'clock noon, and will be reopened on Thursday, November 15th, at 10 o'clock A. M.
GEORGE J. GOULD, President.
D. W. M'WILLIAMS, Secretary.

C. F. U. TURNS ON BIRD S. COLER.

Borough President Coler of Brooklyn, who has several times been thanked by the Central Federated Union for his alleged services to the labor unions, was denounced at yesterday's meeting of that body because he would not obey its mandate to have Broadway, Brooklyn, paved with asphalt blocks, instead of sheet asphalt. It is charged that he has allowed the contractors to employ non-union men, and the fact that Mr. Coler has posed as a friend of the labor unions aggravates the offence.

A letter was read from Mr. Coler stating that the Broadway paving contract had been modified so that the city might have better value for its money. Mr. Coler's letter was referred to the Asphalt Workers' Union, which will take action.

MINE LABOR BENEFITS BY DIRECT PAY.

A statement was issued yesterday in this city by the anthracite coal operators, in which appeared the following:

Mine laborers are benefiting largely from the rule of the Anthracite Strike Commission, requiring that the operators make direct payments to contract miners' helpers. Formerly the miner was supposed to pay his own laborers, who load the coal cut or blasted by him. Under that system the operator had no way of knowing the wages earned by miners' laborers. The contract miners' laborers often fared badly under the old system. The miners frequently failed to pay them at all, and as they had no right to look to the company for redress they were helpless. The laborer frequently receives now for his work, which requires no skill, $2 50 to $2 75 a day.

THE FINANCIAL MARKETS.

HIGH RATES FOR MONEY RESTRAIN SPECULATIVE ACTIVITY.

Bank Reserves Low, and Little Chance of Easy Loan Quotations for Rest of the Year—Trade Conditions Sound.

THE WEEK IN WALL STREET.

There was no evidence of bull enthusiasm in last week's stock market, notwithstanding the defeat of the candidate for Governor of the state whose views on public questions are not considered by financial men safe or sound. Perhaps, however, the refusal of the market to respond to Mr. Hughes's election was based in part upon the fact that the results of the voting not only in New York State, but throughout the country, showed a falling off in Republican majorities and an increase in the number of persons who are opposed to the so-called avaricious tendency of corporations and individuals to control the productive forces of the country in a manner somewhat opposed to the general welfare of the nation. There have been many abuses in the management of corporations in the last few years, but it is quite probable that the interests to whom is intrusted the handling of so-called trusts will, in the future, strive to conduct the operations of the concerns in which they are interested in a manner more agreeable to the general public whose money they are using. Politics, while undoubtedly a factor in the week's movement of values on the Stock Exchange, was not the governing influence in the market. The position of money was the leading argument advanced by the advocates of lower prices, and the strength in loan quotations was the principal influence in inducing liquidation in all parts of the general list of securities. This liquidation was conducted in an orderly manner and it was not accompanied by heavy losses in values, though the general movement of quotations was in the direction of lower figures. There appears to be little chance of stock market expansion at present, but, on the other hand, it is not believed that liquidation will be followed by serious trouble on the Stock Exchange.

Another factor which served to depress speculative sentiment was the retirement of Mr. Fish from the presidency of the Illinois Central and the election as his successor of the candidate of the Harriman interests, who are now in control of the company. The concentration of railway ownership in the hands of a few men is not considered conducive to the best interests of the transportation business, and the fact that the Harriman party practically owns a large proportion of the railroad mileage in this country suggests to many minds the possibility of legislative enactments which will curtail the one man power in our railroad industry, while it also suggests continued agitation in favor of government ownership of the country's transportation companies. Such agitation naturally is disliked in Wall Street, and even the remote possibility of the political success of men who are in favor of government control of railroads creates a sentiment in Wall Street which is distinctly opposed to advancing values in the securities market. Notwithstanding all the alleged unfavorable factors, large holders of securities are not parting with their possessions, while on all declines they are adding to their lines and advising their friends to buy stocks on reactions. Prices are now well under the best figures of the year, and the chances are that with a return of normal conditions in money there will be a resumption of bull activity which will carry values many points above the current level.

Money market conditions the world over are being closely watched by financiers, particularly as at all the leading cities in this country and in Europe rates for loans are quoted at high figures, with little prospect of a decline of importance in the immediate future. High rates for accommodation have been brought about by unusual activity in all lines of business and in the speculative markets, and not by an actual scarcity of funds. The amount of money in the United States and abroad is increasing, but credit facilities have been strained to an unusual extent, and there is good reason for the argument that a contraction in loans must at no remote period be brought about in order to strengthen the general position of the financial markets. In the last year there has been an increase in the amount of money in circulation in the United States of $213,751,208, but notwithstanding this large gain the local banks show a small percentage of reserve to deposits, and as there is now no prospect of bringing in gold from Europe cash holdings of the Clearing House institutions can only be increased through further assistance from the government or through a large return of money from the interior. Regarding the latter, the prospects at present are not particularly promising, as domestic exchange is unfavorable to New York and doubtless will continue so, especially in New Orleans, for a number of weeks to come. It is, therefore, believed that the Secretary of the Treasury will again take steps to relieve the situation at this centre, either by making further deposits of government funds with national banks or else by paying in advance the government bonds which mature next July.

Inasmuch as government receipts are running well ahead of expenditures, and as federal Treasury holdings are large, there is no good reason why the Secretary should not offer to pay off a part at least of the 4 per cent bonds of 1907, of which there are outstanding $116,755,550. Of this amount, $34,250,250 is held by the Treasury in trust for national banks against national banknote circulation and United States deposits, leaving in the hands of the public $82,405,200. Undoubtedly holders of these issues would be willing to part with them with interest to January 1 at a price which would be equivalent to their payment at par with April interest. So far in the current month government receipts have exceeded expenditures by more than $3,000,000, while since the beginning of the fiscal year the excess of receipts amounts to more than $11,000,000. The Treasury has a working balance of $74,000,000, notwithstanding the fact that national banks hold $147,000,000 of government money, and it may readily be seen that the government is in an easy financial condition and would be warranted in taking steps to relieve the monetary stringency which now prevails in New York. If current conditions in the money market continue, business throughout the country will be adversely affected, and as Secretary Shaw has always shown a disposition to protect our commercial activity against extreme rates for loans, it naturally may be supposed that he will soon take measures to increase the amount of money in the banks available for purposes of trade. According to dispatches from the South the supply of cotton bills is likely to decrease before long, and in view of this prospect the question of gold exports from the United States soon may become an important factor in the monetary situation, though under present conditions London would not be able to draw the precious metal from this side of the ocean. The fact that the Bank of France is discriminating against finance bills drawn from this country, as well as those from every other financial centre, means that American banks will have to bear the entire burden of supplying money to mercantile and speculative borrowers, and, of course, our bankers will look to the national Treasury for assistance in the emergency.

Local bankers, however, do not believe that there will be a period of disturbance in the money market, despite current low bank reserves. Loans can be reduced without upsetting the general markets, and the chances are that a drastic contraction in the loan accounts of the banks would serve to promote rather than injure the prospects for higher quotations in stocks later on in the season. The loans of the New York banks are well secured, the collateral being of the highest grade, representing industrial and railroad companies which are making tremendous earnings and which promise to continue prosperous for years to come. If there should be a great reaction in the business world, if conditions should develop which would upset the intrinsic value of investment securities, and if foreign owners of American stocks and bonds should become alarmed over the position of affairs in this country, then the large loan accounts of the banks in the United States would become a distinct menace, and liquidation would result, which would unsettle the financial situation and bring about serious trouble in all financial quarters. There is, however, no indication of the development of factors of this character; indeed, all signs point to increasing strength in the conditions underlying our national prosperity. Borrowers will be compelled to pay stiff rates for accommodation in the rest of the year, but as the people who depend upon the banks for loans are making large profits in their business, the high price of money is not such a great hardship as ordinarily supposed, but it is easy to figure out, however, the probability of trouble if rates should move to a much higher level and if assistance should not be extended by the government. The Bank of England in its return last week showed improvement, but there is little chance of a reduction from the 6 per cent level established two weeks ago until easier money develops in the United States.

Reports received from all trade centres are extremely encouraging in most lines of business, the only unfavorable features being increasing demands of labor for higher pay and the high cost of living which has been brought about by the advance in about every article needed by consumers. Yet the high prices have not lessened the demand, and there appears to be no chance of a change in this respect in the near future. Foundry pig iron is selling at $23 a ton, compared with $16 50 at this time a year ago; Bessemer is selling at $22 85, against $18 85 last year, and about the only item in the iron and steel market which does not show an advance is steel rails, which are quoted at $28 a ton, this being the level established two years ago, which has been maintained by all manufacturers, with no idea on their part of making a higher figure. Outside of steel rails, the tendency toward higher prices is pronounced, an indication of which is presented in the course of foundry No. 2 pig iron, which was quoted last week $2 50 above the price of the preceding week, making an advance in seven days of 38 per cent of the entire advance recorded in the last year. It is thought that pig iron prices in the rest of November and in December may range from $1 to $2 more than the current quotations. The price of coke, also, will be higher.

Foundry coke is now bringing as high as $4 a ton. The high prices for railroad supplies, the demands for better wages among railroad employes which are being made in many cases, notably on the Pennsylvania, suggest the probability of higher railroad rates in 1907, and this naturally is not a pleasing prospect for the shippers, but it is one, however, which will have to be accepted, unless there shall be a general decline in the price of materials and a reduction in the cost of labor. Economies by the railroads may be possible to some extent, but the enormous new obligations which have been assumed by the railroads in the last year in the way of increased dividends on increased capitalizations and increased wages, together with increased general costs of transportation, will undoubtedly make an increase in rates imperative, and such action will renew agitation against the railroads and possibly cause considerable trouble between the companies and the Interstate Commerce Commission. The Pennsylvania Railroad alone will pay out next year an additional $12,000,000 on wage account, while it also, through its recent increase in its dividend rate, will give to stockholders $3,057,910 more than it has paid in 1906. The widespread dividend increases, which, as a rule, are being made on large stock issues, is not an altogether favorable factor for the companies, and in many conservative circles it is believed that the matter is being overdone and that it will react seriously upon our railroad and industrial concerns.

RAILROAD EARNINGS.

The Tribune has printed the gross earnings of thirty-nine railroads or systems for the fourth week in October. Of these thirty-six return gains of $2,547,364, or 18.8 per cent, and three return losses of $62,269, or 7.6 per cent. The whole shows a gain of $2,485,095, or 17.3 per cent.

Fourth week in October—	1905.	1906.	Differences.	P.ct.
36 companies	$16,086,261	$13,538,987	Inc.$2,547,364	18.8
3 companies	754,335	816,604	Dec. 62,269	7.6
Totals 39 cos.	$16,840,596	$14,355,501	Inc.$2,485,095	17.3

BUFFALO, ROCHESTER & PITTSBURG.

	1906.	1905.	1904.
Number of miles	538	538	479
First week in Nov	$172,142	$173,609	$161,925
July 1 to Nov. 7	3,031,668	3,371,374	3,031,369

WESTERN MARYLAND.

First week in Nov	$96,657	$82,592	——
July 1 to Nov. 7	1,950,300	1,684,481	——

LOUISVILLE & NASHVILLE.

Number of miles	3,578	3,422	3,100
Fourth week in Oct	$1,395,020	$1,141,902	$1,138,870
July 1 to Oct. 31	15,638,084	13,837,552	13,029,808

WHEELING & LAKE ERIE.

Fourth week in Oct	$159,000	$125,000	$135,686
July 1 to Oct. 31	2,052,092	1,881,825	1,571,657

NORTHERN PACIFIC.

Month of October	$7,003,284	$6,262,694	$5,377,835
July 1 to October 31	25,058,920	21,740,315	18,517,175

SOUTHERN INDIANA.

Month of September—			
Gross earnings	$144,564	$118,588	$119,557
Operating expenses	84,145	72,741	55,523
Net earnings	$60,419	$45,847	$54,034
July 1 to Sept. 30—			
Gross earnings	$405,573	$350,142	$346,284
Operating expenses	231,087	207,378	192,401
Net earnings 3 mos.	$174,486	$142,764	$153,883

BUFFALO & SUSQUEHANNA.

July 1 to Sept. 30—			
Gross earnings	$431,741	$382,782	$278,411
Operating expenses	258,151	232,703	159,838
Net earnings	$173,589	$150,079	$118,573
Other income	48,286	29,393	42,982
Total income	$221,875	$179,472	$161,555
Charges	104,709	96,541	62,006
Surplus	$117,166	$82,931	$99,549

NEW YORK, NEW HAVEN & HARTFORD.

July 1 to Sept. 30—			
Gross earnings	$14,299,619	$13,849,515	$12,989,029
Operating expenses	8,927,572	8,418,930	8,721,795
Net earnings	$5,372,047	$5,430,585	$4,267,234
Other income	571,979	88,366	134,487
Total income	$5,944,026	$5,518,951	$4,401,721
Charges	3,237,685	2,909,849	2,108,436
Surplus	$2,706,341	$2,611,102	$2,293,285

ST. JOSEPH & GRAND ISLAND.

Year ended June 30—			
Gross earnings	$1,522,047	$1,299,033	$1,314,220
Operating expenses	1,064,264	994,999	1,076,645
Net earnings	$457,783	$304,034	$237,575
Charges	314,854	255,936	234,472
Surplus	$142,929	$48,098	$3,103

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 and the closing prices of November 11, 1905, the net changes of the week and the high and low prices in the year 1906, with the high and low prices in the year 1905:

No. shares sold.		Nov. 11, 1905.	Actual sales Nov. 10. High-est.	Low-est.	1906. Final.	Nov. 3, 1906.	Net change.	Range 1906. High-est.	Low-est.	Range 1905. High-est.	Low-est.
2,050	*Alice Mining	—	7.87½	7.00	7.25	7.00	+ .25	7.87½	2.25	—	—
1,200	Allis Chalmers Company	19	16⅞	16¼	16⅞	16⅜	+ ¼	27⅞	16	24¼	13
950	do preferred	61¼	45½	44	44	45⅜	— 1⅜	67	40	68	46½
173,400	Amalgamated Copper	80	112⅜	110¼	110¼	111⅝	— 1⅜	118¼	92⅜	111⅝	70
500	American Agr Chemical	24	25½	25	25	25	—	34½	20	29½	20
200	do preferred	—	92½	92½	92½	94	— 1½	102	92½	95	89¾
250	*American Beet Sugar	—	24	23¾	23¾	23¾	—	35	20½	36½	23
11,300	American Car & Foundry	39	44⅜	43	43¼	44⅝	— 1⅜	47½	32⅜	43⅜	31
1,450	do preferred	100	102	101	101	101½	— ½	105	98½	104½	91¾
13,720	American Cotton Oil	32½	36⅜	35	35	35⅜	— ⅜	44½	28	40⅜	27⅜
107	American Express	225	245	245	245	240½	+ 4½	272	215	246	210
200	*American Grass Twine	10⅞	9	9	9	8⅞	+ ⅛	11⅞	7⅞	14	4¾
600	*American Hide and Leather	7	6	6	6	5⅞	+ ⅛	10⅜	5⅞	11⅜	6
300	do preferred	31¼	25½	25	25	26	— 1	43	25	55¼	29½
7,310	American Ice Securities	27	92¾	88	89⅜	91	— 1⅝	94⅞	35½	36	24¾
2,800	*American Locomotive	66¼	75	74¼	—	74½					
—	do ex div 1¾ per cent	—	73	72½	72¾	—	— ½	78½	53⅜	76¾	33
675	*do preferred	114¼	112¼	110⅝	110⅞	111	— ¼	120¼	110½	122⅜	103⅜
300	*American Malting pref	23½	26⅜	26	26⅜	26⅜	——	29⅞	25	28½	20
39,350	*American Smelting	140⅜	156¼	153¼	153⅞	155	— 1⅛	174	138⅛	170⅝	79¾
1,000	do preferred	123	118⅛	117¼	117¼	118½	— 1¼	130	113⅜	137	111⅛
500	do preferred B	99⅜	95	95	95	95	——	101⅜	94⅜	102	97¼
25	*American Snuff pref	107	101	101	101	100¼	——	107	100¼	100¼	99
700	American Steel Foundry	12⅞	10½	10	10	10½	— ½	15¼	9⅞	18⅞	6⅞
1,800	do preferred	45	44½	44¼	44½	44¼	+ ¼	53⅜	40	67⅛	35¼
5,900	*American Sugar	138⅞	134½	133	133½	133⅞	— ⅜	157	127½	154⅜	130¼
200	American Tel & Tel	—	138½	138	138½	137⅛	+ 1⅜	144⅝	130	147	131
970	American Tobacco pref	104¾	99¾	99⅛	99¾	99	+ ¾	109	96	109¾	91¾
15,560	*American Woollen	39	35½	29½	30¾	35	— 4¼	48	29½	47⅛	20⅝
1,570	*do preferred	104	103½	101¾	101⅞	103	— 1⅛	110⅞	101	108⅞	93
38,400	*Anaconda	117½	273⅞	267	268⅛	272⅝	— 4½	300	223	295	100¾
100	Associated Merchants 1st pref	108	107	107	107	107	——	112½	106⅜	110½	96
57,375	Atchison	—	102¼	100⅞	—	101⅜					
—	do ex dividend 2½ per cent	83½	99⅞	98⅜	98⅝	—	— ⅞	110½	85⅜	93⅞	77⅜
2,280	do preferred	103¼	102	101	101⅞	101¼	+ ½	106	98⅝	105⅞	79
3,330	Atlantic Coast Line	158	137	134	134	137	— 3	167⅞	131⅜	170	129
200	American Pneumatic Service	—	29	29	29	29½	— ½	54⅜	25	—	—
21,200	Baltimore & Ohio	110⅜	119½	117¾	117⅝	119	— 1¼	125⅛	105⅜	117	100¾
600	do preferred	97	92	91	92	91⅜	+ ⅝	99½	91	100	95⅜
79,425	Brooklyn Rapid Transit	74⅜	81½	77⅛	77⅜	80⅞	— 3⅛	94⅜	71	91⅝	56⅞
100	Brooklyn Union Gas	180	120	120	120	120	——	178	115	215	173
300	Brunswick	14¼	16⅞	16	16	18	— 2	21⅞	13¼	22¼	10⅞
600	Buffalo Rochester & Pittsburg	153	126	124	124½	140	— 15½	153	124	159	148
200	do preferred	—	141	139½	139½	158¼	— 18¾	141	139½	164½	155
100	Bethlehem Steel	—	18⅝	18⅝	18⅝	18	+ ⅝	26½	17	—	—
11,600	Canadian Pacific	171	176⅞	174	174	176	— 2	183⅞	155⅜	177¼	130⅜
1,795	Central Leather	43¼	38⅜	36	36	38½	— 2½	49⅞	34	47¼	40
1,100	do preferred	103	103	102	102	102½	— ½	107½	100	106⅞	101⅞
30	Central of New Jersey	225	217	217	217	223	——	239⅞	204	235	190
5,400	Chesapeake & Ohio	—	55⅝	55¼	—	55					
—	do ex dividend 1 per cent	62¼	53⅜	52⅝	53	—	— 1	65⅜	52⅜	60¼	45½
400	Chicago & Alton	33	32⅜	29⅝	29½	30	— ½	38⅝	25	44½	30
400	do preferred	77	76	75½	75½	76½	— 1	80⅝	74	83⅜	73
1,400	Chicago Great Western	29⅛	17⅜	17¼	17¼	17½	— ¼	23⅜	16	25¼	17⅜
200	do preferred A	75	71½	71½	71½	75	— 3½	80	71½	78⅜	60
300	do preferred B	38⅛	25⅜	25¼	25¼	25½	— ¼	39⅝	25	37½	29
100	do debentures	87	79½	79½	79½	80	— ½	86½	79½	89	83⅜
64,615	Chicago Milwaukee & St Paul	174¼	172⅞	170½	170⅞	172¼	— 1⅜	198⅞	155¼	185	168⅜
200	do preferred	184	191	190	191	190	+ 1	218	177½	192	182½
2,410	Chicago & Northwestern	216	205	200⅜	200⅜	204¼	— 3⅞	240	192	249	190¼
200	Chicago St Paul Min & Omaha	185	175	175	175	180	— 5	198	168	225	150
200	Chicago Terminal Transfer	37	26	26	26	26	——	42¾	26	42¼	17½
2,020	Chicago Union Traction	11	4⅝	4½	4½	4⅜	+ ⅛	13⅜	3⅞	13⅞	6
1,900	do preferred	40½	15½	14¼	15¼	15	+ ¼	47½	11⅝	54	30¾
5,391	Chi Cin Clev & St Louis	97½	94⅝	91⅝	91¾	95¼	— 3½	109⅞	90¼	111	90
11,225	Colorado Fuel & Iron	43⅛	53½	51	51¼	52¼	— 1	83⅝	40⅜	59	38
100	do preferred	—	89	89	89	90	— 1	112½	80	105	80
3,025	Colorado & Southern	26⅜	38⅜	37	37⅞	38⅜	— ½	41	29½	30⅜	22¾
500	do 1st preferred	62¼	69⅜	68	69⅛	69⅜	— ½	73⅜	66½	69⅞	52
4,400	do 2d preferred	42½	57⅝	56¼	56¼	57⅝	— 1⅜	58⅜	43	55	32½
3,360	Columbus & Hocking Coal & I	15¼	21	20¼	20⅜	20⅛	+ ¼	26⅜	17	20	11⅜
700	*Comstock Tunnel	—	.30	.28	.28	.30	— .02	.40	.10	—	—
1,945	Consolidated Gas	180	140⅜	138½	138½	139⅜	— 1¼	181⅜	130⅜	214	175
920	Corn Products Ref	—	20	19⅞	20	19⅞	+ ⅛	28	18⅛	—	—
700	do preferred	—	75⅝	75	75⅝	75½	+ ⅛	85⅜	74½	—	—
4,800	Delaware & Hudson	225	220	215½	215½	218⅞	— 3⅛	231	189	240⅜	178½
1,700	Denver & Rio Grande	34¼	40	39	39	39	——	51⅞	36⅜	39⅜	27¼
280	do preferred	87	84	83½	83½	83½	——	91½	83	91¼	83⅜
485	Detroit United Railroad	94	88⅝	88	88⅝	90	— ⅝	102	88	96½	76½
13,775	*Distilling Securities	43⅜	71⅛	69¼	69⅞	69⅜	+ ¼	74⅜	51	54⅜	34⅞
595	*Duluth South Shore & Atlantic	20⅜	17½	16½	16½	17	— ½	22⅞	16	22⅜	11⅜
100	*do preferred	41	38	38	38	37	+ 1	45	32	46⅜	21
33,800	Erie	47½	44⅜	42⅜	43	44⅜	— 1⅜	50⅞	38⅜	52⅜	37½
1,300	do 1st preferred	80¼	76½	75⅜	76¼	76¼	+ ¼	83	75	85½	74⅞
900	do 2d preferred	71½	68½	67½	67½	68½	— 1	76⅞	62½	78⅜	55½
200	Federal Mining & Smelting	115	174	174	174	174	——	199	138	145	60
1,000	do preferred	96	97⅞	96¼	97	97⅞	— ⅞	112⅞	91	110½	75
4,152	General Electric Company	185	176⅜	173	173	175	— 2	184	160¼	192	169
34,700	Great Northern pref	270	327¼	320½	320¼	323½	— 3	348	275	335	236
100	Hocking Valley pref	93	93½	93½	93½	94	— ½	99⅜	93	97¼	90
†100	Homestake	80	100	98	100	84		84	80½	82	72
100	Ingersoll-Rand	—	95	95	95	95½	— ½	95½	93½	—	—
1,101	Illinois Central	175⅜	175	173	173	172½	+ ½	184½	164	183	152⅜
4,900	International Paper	20⅜	18½	17⅞	18	18½	— ½	26⅛	16½	25½	18⅛
150	do preferred	79½	82⅝	82⅝	82⅝	82½	+ ⅛	90	80¼	88⅛	76
200	*International Power	49½	53	52	53	50½	+ 2½	95	48	100	48
1,000	International Steam Pump	26⅛	46¼	44	44½	45	— ½	60	27	40⅞	26
300	do preferred	—	81⅝	81½	81⅝	81	+ ⅝	92	79	88⅜	78½
500	Iowa Central	27¼	29	28½	28½	29	— ½	34⅜	24	32	24
23,850	Interborough-Metropolitan	—	39⅛	36⅝	36⅝	38⅜	— 1⅝	55⅜	33⅜	—	—
8,300	do preferred	—	79½	76⅝	76⅞	77½	— ⅝	87⅞	70⅜	—	—
300	Kansas City Southern	26	29⅛	29	29⅛	28⅛	+ 1	37⅞	22⅞	36⅜	22¼
1,950	do preferred	55	60	58½	59	60	— 1	71	49	70	52
6,000	Knickerbocker Ice of Chicago	29½	76⅝	74	75⅜	76⅝	— 1⅜	84⅜	54⅞	63	10
100	Lake Erie & Western	—	30	30	30	31	— 1	44⅞	27½	47½	28⅜
9	Long Island	—	61⅜	61⅜	61⅜	61⅛		81⅞	61⅛	73⅞	50⅜
11,400	Louisville & Nashville	147⅝	144½	142	142½	144¼	— 1⅝	156½	136¼	157⅜	134½
675	Manhattan Elevated	163½	145	143⅜	143½	143⅜	+ ⅜	162	140	175	161
9,800	Mexican Central	22⅜	24	22⅝	22⅞	23⅝	— ⅞	26⅞	18⅝	26	18⅜
800	Minneapolis & St Louis	79	67	66½	66⅞	67	— ⅛	84⅝	63	84⅜	56⅜
100	do preferred	—	96½	96½	96½	96½	——	100⅜	90	106	86
125	Minneapolis St Paul & Ste S M	136	147	147	147	150	— 3	164	141½	145	89⅛
8,000	Missouri Kansas & Texas	33	35	33⅞	34⅞	34	+ ⅝	40⅞	29	39½	24
1,302	do preferred	68	69	68¾	69	69	——	74⅞	64¾	73	56⅞
13,700	Missouri Pacific	97½	94⅜	92⅝	92⅞	94¼	— 1⅜	106⅜	85½	110⅞	94½
200	Nashville & Chattanooga	—	136	135	135	136	— 1	149½	133	158	137
3,945	*National Biscuit	55	75⅜	72½	73½	74⅜	— ⅞	77⅛	62	69¼	52
200	Nat Enamelling & Stamping	15	13⅜	13⅜	13⅜	13⅜	——	18½	12	31⅜	11
100	do preferred	—	85	85	85	85	——	88½	82	94	80
6,400	*National Lead	50	77	75	75	75⅜	— ⅜	95⅜	66	89½	24⅛
520	*do preferred	—	103⅜	103	103	103⅜	— ⅜	106⅜	100¼	111⅜	97⅞
1,300	National Railroad of Mexico pf	35¼	55¼	52¾	52¾	53½	— ¾	57	36	45	33⅛
300	do 2d preferred	—	27½	27⅛	27⅛	28	— ⅞	28⅛	18⅛	24⅜	17⅜
200	*New York Air Brake	161½	142⅞	142⅛	142⅞	143⅜	— ⅝	163⅜	133	168⅜	140
16,104	New York Central	149	130	127⅜	128	129⅞	— 1⅞	156¼	126¼	167⅜	136⅜
700	New York Chicago & St Louis	53	65	64	64⅞	64	+ ⅞	73½	50	76¼	42
300	do 2d preferred	82½	86	86	86	86	——	91⅞	80	95	74
100	New York Dock pref	74½	85	85	85	85⅞	— ⅞	85⅜	78½	79	59
20	New York, New Haven & Hart	201⅜	194	193	193	193	——	204⅜	190	215⅜	192
3,000	New York Ontario & Western	52⅞	46½	45⅜	45⅜	45⅜	— ⅜	57⅞	43⅜	64	40⅜
2,910	Norfolk & Western	84⅞	94⅝	93	93⅞	94⅝	— ⅞	97⅞	84	88¼	76
210	do preferred	92½	90½	90¼	90½	90	+ ½	96	90	96	91¼
800	North American	96	90	88½	88½	89	— ½	107	88	107	95⅞
201,650	Northern Pacific	197¼	221½	214¼	220	215	+ 5	232½	179¼	216½	165
200	Ontario Silver	—	3½	3½	3½	3½	——	4½	2	6	1
200	Pacific Coast	100	129	128	129	130	— 1	142	103⅜	109⅜	78¼
2,640	Pacific Mail	46	37¼	36	36	36½	— ½	51¼	28⅜	53⅜	33
206,355	Pennsylvania R R ex div 3¼ pc	139¼	141¾	138⅜	138⅛	144⅞	— 2⅞	147½	122½	148⅜	131½
300	Peoria & Eastern	37	37½	36⅜	37½	35	+ 2½	46½	33	48⅜	27
2,800	People's Gas & Coke	102⅜	89⅞	88⅜	89⅜	88⅜	+ ⅞	103	88	115⅜	97⅞
1,300	Pittsburg Coal	15	16⅜	16⅛	16⅜	16⅜	——	17⅜	13¼	21	12⅞
2,900	Pressed Steel Car	48⅞	54⅝	52⅝	52⅝	54⅞	— 2¼	64⅜	43	58⅞	34
100	do preferred	97⅞	100	100	100	99½	+ ½	105	95	101½	87
14,940	Pullman Palace Car	249	270	260	260	259½	+ ½	270	218	258	230
200	Quicksilver	—	1½	1¼	1½	1¼	+ ¼	2⅜	1¼	1⅞	¾
100	do preferred	—	4	4	4	3	+ 1	6	2⅞	4⅞	2⅛
1,700	*Railway Steel Spring	56⅞	52¼	51½	52¼	51¼	+ 1	62⅜	44	63⅛	30
897,200	Reading	139⅝	148⅜	144	144⅝	146⅛	— 1½	164	112	143⅜	77
700	do 1st preferred	93	91	91	91	91	——	96	89	97	90
3,300	*Republic Iron & Steel	24⅛	36¼	35	35¼	35⅜	— ⅛	40¼	22¼	36¼	15
1,700	*do preferred	94⅞	98	97¼	97½	97⅜	+ ⅛	110½	91	108	67
38,200	Rock Island	28⅛	29⅛	27⅞	27⅞	28⅛	— ¼	30⅜	22½	37⅞	21⅞
3,500	do preferred	71⅜	67⅜	66	66	66⅜	— ⅜	69⅜	60	85	60⅛
100	St Joseph & Grand Is 1st pref	—	63	63	63	64	— 1	69⅜	60	65	46⅛
300	St Louis & San Fran 1st pref	—	69⅞	69⅞	69⅞	69⅞	——	—	—	—	—
100	do 2d preferred	64	48⅛	48⅛	48⅛	49	— ⅞	51¼	40½	73⅜	45
700	St Louis & Southwestern	22¼	23⅜	23⅜	23⅜	24	— ⅝	27⅛	20½	27⅛	20
400	do preferred	56½	59½	57½	58	58	——	63⅜	48⅜	66⅛	55
1,500	Sloss-Sheffield Steel & Iron	74⅛	74	73	73	73	——	99⅛	68½	118⅛	60
91,700	Southern Pacific	67⅜	93⅜	91	91	92	— 1	97½	61	72⅜	57⅞
460	do preferred	118⅞	119½	119½	119½	118⅞	+ ⅞	120½	116	122⅛	115⅜
16,050	Southern Railroad	34⅛	34⅛	32½	32⅜	34	— 1⅛	42⅛	32½	38	28
700	do preferred	98⅜	95⅜	94⅞	94⅞	95½	— ⅝	103	94⅞	102½	95
2,050	*Standard Mining	—	2.90	2.75	2.80	2.75	+ .05	5.00	2.50	3.85	1.50
100	Tenessee Coal & Iron	94⅞	161	161	161	160	+ 1	165	129	148	68
5,850	Texas Pacific	33	36⅜	35⅛	35⅜	34⅜	+ 1	40⅛	28	41	29⅜
800	do Land Trust	49¼	87⅞	86½	87⅞	86½	+ 1⅜	88	60	66	37½
200	Third Avenue Railroad	123	124½	124	124	126½	— 2½	139⅜	123	141	120
100	Toledo Railways and Light	32½	30¼	30¼	30¼	32½	— 2¼	36	29½	37⅛	22¼
1,200	Toledo St Louis & Western	38	35¼	34½	35½	34⅞	+ ⅝	40½	25¼	43⅜	34⅛
1,500	do preferred	58	55½	54	55⅜	55	+ ⅜	59⅞	43	65	51⅜
1,780	Twin City Rapid Transit	115¼	111¼	111	111	111½	— ½	122½	108⅜	122½	105
250	*Union Bag & Paper pref	79½	52⅞	52¼	52½	52¼	+ ⅜	84	52	82⅜	68
426,000	Union Pacific	129⅜	184⅜	181	181⅛	182⅞	— 1⅝	195⅜	138⅛	151⅛	113
500	do preferred	96⅜	93	92¼	93	92⅞	+ ⅛	98	91½	101⅜	95½
350	United Ry Investment	88½	63½	63¼	63¼	63½	——	98	50	92½	21½
570	do preferred	90¼	72¼	72	72¼	72	+ ¼	93½	55	94½	64⅞
500	*U S Cast Iron Pipe & Foundry	—	48¼	47	—	47½					
—	do ex div 1 per cent	38⅛	46½	46	46½	—	——	53	43½	48⅛	19⅞
700	*do preferred	94⅞	90	89¼	89¾	91	— 1¼	96⅞	89	97⅞	79¼
210	United States Express	—	120	120	120	125	— 5	138½	109	134	114¼
400	United States Realty and Imp	85	86	85	86	85	+ 1	94½	73	98⅛	77
200	*United States Reduc & Ref	28¼	30	28	28	28½	— ½	40⅜	24	40¼	18
200	*do preferred	66	70	70	70	71½	— 1½	84	60	73¼	35
2,550	United States Rubber	49⅜	50⅛	49	49	50¼	— 1¼	59½	38	58⅛	33⅜
910	do preferred	108	107⅞	106½	107	107½	— ½	115	104⅜	118⅜	98⅜
210,654	United States Steel	36⅜	47⅜	46⅜	46⅜	47⅜	— 1	50¼	32⅜	43¼	24⅞
28,010	do preferred	—	107⅞	106⅞	—	106⅜					
—	do ex dividend 1¾ per cent	101⅞	105¼	104½	104⅝	—	— ⅜	113¼	98⅜	107	90⅜
2,100	Virginia-Carolina Chemical	35¼	38	36½	37	37	——	58	31	58⅜	28⅛
40	do preferred	107⅞	108	108	108	110½		117½	104	118⅜	108⅞
200	Virginia Iron Coal & Coke	47	56	54	54⅞	55	— ⅛	59⅜	38	52½	36
200	*Vulcan Detinning pref	—	66½	65⅞	66½	65⅜	+ ⅞	70⅜	50	54⅜	49
700	Wabash	20⅜	19½	19⅜	19⅝	19⅝	— ⅜	26½	18⅞	24¼	17¼
4,000	do preferred	39	43¼	42	42½	42½	— ⅜	53⅜	40½	48	37
2,000	Western Union Telegraph	93	86½	85⅜	85⅜	86	— ⅜	94¼	85⅜	95½	92
811	Westinghouse Manufacturing	170	160½	157½	157½	154½	+ 3	176	148	184	152
210	Wheeling & Lake Erie 2d pref	—	21¼	21¼	21¼	21½	— ¼	29½	21¼	28½	20
200	Wisconsin Central	28⅛	26¼	25⅜	25⅜	25⅜	——	33	23	33½	20
420	do preferred	61¼	52	50½	50½	52½	— 2	64	44	64½	45

3,056,617 Total sales for the week. *Unlisted.

GOVERNMENT BONDS.

Government bond quotations compare as follows with those of a week ago:

	—Nov. 3.— Bid.	Asked.	—Nov. 10.— Bid.	Asked.
U. S. 2s, registered, 1930	104½	104¾	104½	105
U. S. 2s, coupon, 1930	104½	104¾	104½	105
U. S. 3s, registered, 1918	102½	103¼	103	103½
U. S. 3s, coupon, 1918	102½	103¼	103	103½
U. S. 3s, S. B., 1918	102¼	—	102¼	—
U. S. 4s, registered, 1907	102	102¾	102	102½
U. S. 4s, coupon, 1907	102	102¾	102	102½
U. S. 4s, registered, 1925	130	130½	130½	131
U. S. 4s, coupon, 1925	130	130½	130½	131
District of Columbia 3-65	115	—	115	—
Philippine 4s	109	—	109	—
Panama Canal, 2s, regist.	104½	105½	104½	105½
Panama Canal, 2s, coupon	104½	105½	104½	105½

BANK EXCHANGES; SALES RECORDED.

The bank exchanges of the New York Clearing House and the stocks sold on the New York Stock Exchange last week and for the same week of the preceding two years compare as follows:

	Nov. 10, '06.	Nov. 11, '05.	Nov. 12, '04.
Exchanges	$1,760,139,280	$1,909,512,158	$1,614,801,652
No shares sold	3,056,617	4,625,892	7,661,980

TRUST AND SURETY COMPANIES.

(Reported by Clinton Gilbert, No. 2 Wall street.)

	Bid.	Asked.		Bid.	Asked.
Alliance Realty	130	135	Lincoln	395	405
Am Surety	180	185	L I L & T	300	310
Bankers'	545	565	Mount Vernon	225	250
Bd & Mtg Gr	375	390	Manhattan	470	490
Bowling Green	440	450	Mercantile	—	850
Broadway	150	155	Metropolitan	565	580
Brooklyn	410	420	Mtge Bond Co	97½	102½
Cas Co of Am	125	—	Morton	—	800
Central	2,050	2,150	Mutual	—	130
Cent Realty	195	205	Mutual Alliance	208	215
City Investing	100	102½	Nassau	265	275
Citizens' Trust	168	175	Nat Surety	170	200
Colonial	385	395	N Y L In & Tr	1,000	—
Columbia	—	260	N Y Mtge & S	190	200
Commonwealth	—	85	N Y Trust	725	—
Empire Trust	310	320	People's	325	350
Equitable	445	455	Realty Assoc	160	165
Farm L & T	1,375	1,400	Standard Trust	415	430
Fifth Ave Tr	—	565	Title Gr & Tr	565	575
Flatbush	265	275	T I Co of N Y	170	180
Franklin	335	345	Tr Co of Am	755	765
Fulton	310	330	Union	1,390	1,410
Guaranty Tr	—	520	United States	1,300	1,320
Guardian	228	—	U S Casualty	220	—
Hamilton	350	—	U S M & T Co	425	440
Home Trust	175	185	U S T G & I	—	120
Hudson Realty	130	140	Van Norden	310	330
Hudson Trust	110	—	Washington	400	—
Inter Bkg Corp	135	145	Westchester	180	190
Kings County	450	475	W & B T & M	172½	—
Knickerb'ker	1,150	—	Williamsburg	215	225
Lawyers' Mtgs	—	195	Windsor	230	240
Law T Ins & T	285	290			

MISCELLANEOUS SECURITIES.

(Furnished by Frederic H. Hatch, No. 30 Broad street.)

	Bid.	Asked.		Bid.	Asked.
American Can	6	6½	Int Silver pref	48	55
do pref	54½	55½	J B Stetson	275	—
Am Press Ass'n	95	105	Lorillard pref	120	130
Am Soda Fount	1	3	Lord & Taylor	100	105
do 1st pref	40	50	do com 6 q F	127	135
do 2d pref	5	10	Manhattan Trans	5⅜	5⅝
Am Thread pref	3	5	Mex Nat Con	16	18
Am Type Fdrs	39	42	M & B Con	15-32	½
do pref	95	100	Nat Cash R pref	130	—
Am Writ Paper	2½	3	N Y Trans	4	5
do pref	24	26	Niles-Bem-P	125	135
Barney & S C	62½	—	Otis Elevator	50	54
do pref	150	—	do pref	95	98
Bay State Gas	⅛	½	Pitts & L E	32	34
Brit Col Copper	14	14⅛	Pope Mfg	5	6
Colt's Arms	75	85	do 1st pref	65	75
C Co of Am pref	75	85	do 2d pref	15	18
Cen Fireworks	12	17	Pratt & Wh pref	100	105
do pref	67	72	Royal Bak P pref	108	110
Consol Refrig	2½	4	Safety C H & L	280	290
Cent Fdry pref	16	20	Seaboard Co	24	26
Chesebro Mfg	420	450	do 1st pref	82	86
Con Car Heat	55	65	do 2d pref	50	55
Con Rubber Tire	3⅜	4½	Singer Mfg Co	480	500
do pref	9	15	Standard Milling	8	11
Cramp S & E	18	24	do pref	30	35
Electric Vehicle	10	14	Standard Oil	591	595
do pref	16	20	Storage Power	¼	½
Empire Steel	6	9	10th & 23d St F	40	60
do pref	38	43	Ton Min of Nev	20½	21
Greene Copper	25½	25¾	Trenton Pot	15	17
Hall Signal	90	100	do new pref	94	98
Havana Tobacco	16	18	do new ctfs	75	80
do 1st pref	25	31	Trow Directory	35	50
H-H-M 1st pref	25	35	Union Ferry	25	30
Hud Riv El P	30	40	Un Bank Note	55	60
Hudson Riv Tel	85	90	do pref	51	58
Inter Salt	36	37½	Un Typewriter	90	95
Int Mer Marine	9⅝	10	do 1st pref	118	122
do pref	26⅜	27¼	do 2d pref	118	122

IN THE PETROLEUM FIELDS.

The only interesting development in the lower Southwest petroleum field for the week was the new producer struck on the Dague farm, near East Finlay, Washington County. This well was opened up last Saturday, and flowed 400 barrels the first twenty-four hours. It has, however, a very weak gas pressure, and for this reason did not flow satisfactorily. It ceased flowing after a little, and did not respond well to agitation. It will be drilled deeper and if more gas cannot be found will be made a pumper. The oil is very heavy and strong with paraffine. Should the strike prove to indicate a good pool, a fair amount of work will be undertaken. The Natural Gas Company, of West Virginia, owns the well, and is also the largest owner of leases in that vicinity.

Outside of this one well little or nothing developed throughout the field worth special mention. Several small wells and pumpers in the Salem district and near Sedalia are noted. In the Fulton district the No. 3 well on the Hall farm was a foot in the stray, but has no show of oil or gas. The test on the Jobes farm, Littleton district, Wetzel County, is shut down, and it has not yet been decided to drill it deeper.

A good gasser was struck on the Glover farm, in the Big Injun, on Plum Run, Ritchie County. These are fair samples of what has been going on in the field during the week. The same condition of affairs exists in the Southeastern Ohio section, where no new pools or important wells have come to the front. Even the No. 1 on the Martha C. Hanlon farm, in the Ray's Run district, Washington County, which started out two months ago at 1,000 barrels a day, has receded to 100 barrels a day, and not another well since completed in that locality has found oil in the same formation. It retains its character, therefore, as a freak.

There is little activity in the Indiana field, and operators are getting their property ready for the winter season. There is also no change in the situation in the Illinois field. A very large well, probably the largest ever completed in California, was struck by the Murphy Oil Company in Whittier County. It is between 3,000 and 4,000 feet deep. It opens up a new field, believed to be from seven to ten miles long by three miles wide. Production in the Southeastern Texas field during September was 36,370 barrels, as against 31,200 barrels in August, showing that production is steadily declining, except in the Humble field. The Pure Oil Company has announced that it will lay a 6-inch pipe across the southern border of Pennsylvania, from the company's refinery at Philadelphia to a connecting point with its present line in West Virginia. It will be about 275 miles long.

Refined petroleum is unchanged at 7.50c in barrels and 4.40c in bulk at New York. Philadelphia prices are on a basis of 5 points lower. Foreign prices are also unchanged; London, 6 7-16d per imperial gallon; Antwerp, 19 francs per 100 kilos, and Bremen, 6.35 marks per 50 kilos.

WEEKLY TABLE OF BONDS.

Sales.	Bonds.	Last prev. sale.	High.	Low.	Fin'l Nov. 10.	Net change.
$20000	U S 2s Coup 1930	104½	104½	104½	104½	[illegible]
6000	do 4s Coup 1907	102⅜	102	102	102	[illegible]
104000	Japanese 6s	97½	97⅜	97¼	97½	[illegible]
53000	do 2d	97½	97⅜	97	97⅜	[illegible]
149000	do 4½s	91½	91⅜	91¼	91⅜	[illegible]
163000	do 2d	89⅞	90¼	89⅞	89⅞	[illegible]
64000	do 4s Ctfs	82¼	82⅜	82	82⅜	[illegible]
39000	Rep of Cuba 5s	104½	105	103⅞	103⅞	[illegible]
6000	U S of Mex 4s	94⅜	94⅜	94½	94⅜	[illegible]
9000	Adams Ex 4s	102½	102⅜	102½	102⅜	[illegible]
57000	Alb & Susq 3½s	110	110½	110	110⅛	[illegible]
10000	Am H & L 6s	89¼	90	89½	89½	[illegible]
5000	Am Ice Secur 6s	89	89	89	89	[illegible]
98000	Am Tob 6s	110⅝	110⅞	110	110	[illegible]
1000	do Reg	109	109⅜	109⅜	109⅜	[illegible]
101000	do 4s	79	78⅞	78	78	[illegible]
5000	do Reg	79	78⅛	78	78⅛	[illegible]
45000	A T & S F Adj 4s	92¼	92½	92⅛	92½	[illegible]
58000	do Stpd	92½	92⅜	92½	92⅜	[illegible]
166000	do Gen 4s	100⅜	101	100⅜	100⅞	[illegible]
1000	do Reg	100⅜	100⅞	100⅞	100⅞	[illegible]
222000	do Convt 4s	106⅛	106½	105½	106	[illegible]
27000	At Coast 4s	97⅜	98	97½	97½	[illegible]
33000	do L & N 4s	92½	*90⅜	90⅛	90⅛	[illegible]
7000	B&7thAv1st Con 5s	113	113	113	113	[illegible]
112000	B & O Gold 4s	101¼	101⅜	101¼	101¼	[illegible]
19000	do P LE&WV 4s	95½	95⅜	95	95	[illegible]
10000	do Prior 3½s	94⅜	94⅜	94	94¼	[illegible]
2000	do Swn 3½s	91½	91½	91¼	91½	[illegible]
129000	Bkln Rap Tr 4s	95⅜	95⅞	94½	94⅞	[illegible]
1000	do Gold 5s	105	104½	104½	104½	[illegible]
1000	Bkln Un El 1st	107½	107½	107½	107½	[illegible]
30000	Buffalo Gas 5s	70⅜	*67	65	65	[illegible]
2000	B R & P Gen 5s	117½	118¼	118¼	118¼	[illegible]
12000	Can So 1st 5s	101⅛	102	101⅞	101⅞	[illegible]
8000	do 2d	104⅜	104½	104⅜	104⅜	[illegible]
1000	Cent Br Ry 4s	94½	95⅞	95⅞	95⅞	[illegible]
12000	C of Ga Con 5s	111⅝	111⅜	111	111	[illegible]
1000	do 1st Inc Stpd	90	89½	89½	89½	[illegible]
20000	do 2d Inc	79	75	75	75	[illegible]
20000	do Stpd	75	76	75	75½	[illegible]
48000	do 3d Inc	72	73	72⅛	73	[illegible]
10000	do Stpd	73	70½	70	70	[illegible]
31000	Cent Leather 5s	98⅝	98⅝	98⅜	98⅜	[illegible]
3000	C of N J Gen 5s	128	128¼	128¼	128¼	[illegible]
49000	Cent Pac Gtd 4s	99⅝	99⅞	99⅝	99⅞	[illegible]
11000	C & O Con 5s	118¼	*116¼	116	116¼	[illegible]
40000	do Gen 4½s	105½	105⅜	105⅜	105⅜	[illegible]
5000	do R&A1stCon 4s	101½	103	102½	102½	[illegible]
5000	do 2d Con 4s	96⅜	*95	95	95	[illegible]
16000	Chic & Alt 3½s	78	78	77	78	[illegible]
9000	C & N W Gen 3½s	96⅜	97½	97¼	97½	[illegible]
1000	do Reg	—	96	96	96	[illegible]
182000	C B & Q Jt 4s	100	100	99⅜	99⅝	[illegible]
17000	do Reg	98	98⅜	98⅜	98⅜	[illegible]
7000	do Deb 5s	105¼	*103¼	103	103	[illegible]
170000	do Ill Div 4s	103⅜	103⅞	103⅜	103⅜	[illegible]
10000	C R I & P Gen 4s	102⅜	102	102	102	[illegible]
18000	do Ref 4s	93⅜	93	92⅞	93	[illegible]
49000	do R R 4s	77½	77⅞	77	77	[illegible]
25000	do Cl Tr 5s	91	91½	91	91	[illegible]
3000	do Col 4s J	96⅜	*92½	92½	92½	[illegible]
2000	C C C&StL Gen 4s	102⅜	102⅜	102½	102½	[illegible]
45000	Col & So 1st 4s	92½	93	92	92	[illegible]
6000	C F & I Gen 5s	99	99½	99¼	99¼	[illegible]
35000	Col Ind 5s	75	75¾	75	75½	[illegible]
10000	Col Mid 1st 4s	74	75	74½	74⅝	[illegible]
86000	Con Gas Deb 6s	139⅞	140	138	138	[illegible]
6000	Con Tob 4s	78½	78⅜	78⅜	78⅜	[illegible]
4000	Comstock Tun 4s	15	22	20	22	[illegible]
139000	D & H Convt 4s	109	109¼	107⅞	108	[illegible]
18000	D & R G Con 4s	99½	99	98⅜	98⅜	[illegible]
1000	do Imp 5s	106⅜	106⅜	106⅜	106⅜	[illegible]
42000	Dist Sec Cor 5s	87	88	87	87	[illegible]
2000	Dul & I Rng 1st	112½	111¼	111¼	111¼	[illegible]
57000	Erie 1st Con 4s	100¼	100⅜	99⅞	100⅛	[illegible]
12000	do Gen 4s	90⅜	90⅜	90⅜	90⅜	[illegible]
193000	do Convt 4s	103⅞	103⅜	102½	102½	[illegible]
1000	do Penn C T 4s	91½	91⅜	91⅜	91⅜	[illegible]
13000	Ft W & D C 1st	113	113	113	113	[illegible]
3000	F & P M Con 5s	107	*105	105	105	[illegible]
1000	G H & H 1st	99½	98½	98½	98½	[illegible]
1000	G H & S A 1st	106	105	105	105	[illegible]
1000	Green Bay Deb B	12½	12½	12½	12½	[illegible]
1000	Gulf & Ship I 5s	102½	104	104	104	[illegible]
2000	H & St J Con 6s	108	107⅞	107⅞	107⅞	[illegible]
5000	Hock V 1st 4½s	106	107	107	107	[illegible]
9000	H & T C 1st 5s	111⅞	111⅛	111⅛	111⅛	[illegible]
2000	do Gen 4s	95½	95	95	95	[illegible]
2000	Hud Co Gas 5s	106½	*103½	103½	103½	[illegible]
1000	Ill Cent 4s 1952	101	104¼	104¼	104¼	[illegible]
1000	do Wn Line 4s	107⅞	*102	102	102	[illegible]
600000	Int-Met 4½s	82½	82⅜	81⅞	82	[illegible]
10000	Int & Gt N 2d	99	99½	98⅜	99⅜	[illegible]
19000	do 3d	73	77	73⅜	77	[illegible]
6000	Int P Convt 5s	94⅜	93⅜	93⅜	93⅜	[illegible]
5000	Iowa Cent Ref 4s	83⅜	85⅜	85⅜	85⅜	[illegible]
10000	Ing-Rand 1st 5s	98⅜	98⅜	98½	98⅜	[illegible]
11000	K C F S & M 4s	82	82⅜	81½	82¼	[illegible]
56000	Kan City So 3s	71⅜	70⅜	70	70⅛	[illegible]
25000	Lacka Steel 5s	102¼	102¼	102¼	102¼	[illegible]
25000	L S & M S Deb 4s	98⅜	99	98⅜	98⅜	[illegible]
20000	do 3½s	96	96	96	96	[illegible]
5000	L & W B Gtd 4½s	100¼	100⅜	100⅜	100⅜	[illegible]
8000	L I Gen 4s	99⅜	99¼	99¼	99¼	[illegible]
4000	do Ref 4s	99⅜	99½	99⅜	99⅜	[illegible]
4000	L & N Cl Tr 4s	96⅜	97	97	97	[illegible]
2000	do Gold 5s	114⅜	*116⅛	116⅛	116⅛	[illegible]
2000	do Gen 6s	118	118	118	118	[illegible]
2000	do St L Div 1st	117½	118	118	118	[illegible]
36000	do Unified 4s	101¼	102	101½	102	[illegible]
11000	do So Ry Jt 4s	97	97	95	95	[illegible]
10000	Man Con 4s	100⅜	100⅜	100⅜	100⅜	[illegible]
1000	Met Elev 1st 6s	103	103⅜	103⅜	103⅜	[illegible]
4000	M St Ry Gen 5s	108⅜	108⅜	108⅜	108⅜	[illegible]
3000	do Ref 4s	85	84½	84¼	84½	[illegible]
78000	Mex Cent Con 4s	83	82⅜	80⅜	81	[illegible]
45000	do 1st Inc	25¼	25½	24	24	[illegible]
8000	do 2d Inc	18½	18⅜	17½	17⅞	[illegible]
5000	Mo K & Ok 1st	104⅜	107	105	107	[illegible]
110000	Mo K & T 1st	99½	99½	99	99¼	[illegible]
2000	do 2d	86	86	86	86	[illegible]
8000	do S F 4½s	88	88	87½	87½	[illegible]
1000	Mo P 1st Con 6s	118⅜	119	119	119	[illegible]
1000	do 1st Col 5s	105¼	104	104	104	[illegible]
19000	do Trust 5s	104½	104½	104	104¼	[illegible]
3000	Mob & O New 6s	125⅜	127½	127½	127½	[illegible]
2000	Mor & Es 1st 7s	120	*120½	120	120	[illegible]
1000	Mo K & E 1st	112	112	112	112	[illegible]
1000	Nas Elec R R 4s	85⅜	86	86	86	[illegible]
24000	N of M 1st Con 4s	85	86	84	84	[illegible]
25000	N Y C Deb 1934	98½	98½	98¼	98¼	[illegible]
144000	do Gen 3½s	95	95⅛	94⅜	94⅜	[illegible]
11000	do L S Col 3½s	87⅜	88⅛	87⅜	88⅛	[illegible]
5000	do M C Col 3½s	88	87½	87½	87⅛	[illegible]
2000	N Y C & St L 4s	102	102¼	102¼	102¼	[illegible]
15000	N Y Dock 4s	94⅜	94⅜	94⅜	94⅜	[illegible]
12000	N Y O & W Ref 4s	101	101½	101	101	[illegible]
21000	Norf & W Con 4s	99⅜	100¼	99⅜	99⅜	[illegible]
3000	do Div 4s	96	96⅛	96⅛	96⅛	[illegible]
4000	do P C & C 4s	92¼	92½	92⅜	92⅜	[illegible]
11000	Nor Pac Gen 3s	75⅜	75⅛	75	75⅛	[illegible]
83000	do Prior 4s	103½	103⅜	103⅜	103⅜	[illegible]
25000	O R & N Con 4s	101⅜	101⅜	101⅜	101⅜	[illegible]
6000	Ore Sh L 1st 6s	123⅜	123⅜	123⅜	123⅜	[illegible]
11000	do 1st Con 5s	116¼	116⅛	116⅛	116⅛	[illegible]
57000	do Gtd Ref 4s	96	96⅛	95⅜	96	[illegible]
33000	Penn Gtd 4½s	106⅞	107	106⅞	106⅞	[illegible]
188000	do Convt 3½s	100¼	100⅜	99⅜	99⅜	[illegible]
331000	do 3½s 1915	97½	97½	96⅞	96⅞	[illegible]
7000	do Gtd 3½s Ctfs	98	*96⅜	96⅜	96⅜	[illegible]
25000	Peo & E Inc	73⅜	73	72	72⅜	[illegible]
78000	Reading Gen 4s	100	100	99½	99⅜	[illegible]
6000	do J C Col 4s	95⅜	97	96	96	[illegible]
5000	R I & Stl Col 5s	98	95	95	95	[illegible]
5000	Rich & D Con 6s	114¼	114⅜	114⅜	114⅜	[illegible]
3000	Rio G W 1st 4s	96	96	96	96	[illegible]
2000	do Cl Tr 4s	86⅜	86½	86½	86½	[illegible]
5000	StL I M&S Gen 5s	114	114	114	114	[illegible]
2000	do Ref 4s	91¼	91⅜	91¼	91⅜	[illegible]
9000	do Riv & G 4s	92	93	91½	91⅜	[illegible]
2000	St L & S F Gen 6s	125⅜	127	127	127	[illegible]
5000	do Gen 5s	111	112	112	112	[illegible]
58000	do Ref 4s	83⅜	84½	83⅜	84⅛	[illegible]
6000	do Con 4s	92	93	93	93	[illegible]
16000	St L Swn 1st	97	*94½	94	94	[illegible]
41000	do Con 4s	81	81	80¼	80¾	[illegible]
4000	St P & Dul 2d	108	108	108	108	[illegible]
3000	St P & S C 1st	119⅜	119⅜	119⅜	119⅜	[illegible]
5000	StPM&M1st Con 6s	133	133⅞	133½	133⅞	[illegible]
3000	do Dak Ext 6s	106⅛	106⅛	106⅛	106⅛	[illegible]
1000	do Mont Ext 4s	100⅞	101	101	101	[illegible]
18000	S A & A P 4s	86¼	86⅜	86⅜	86⅜	[illegible]
17000	Seab A L Gold 4s	83	83⅛	82⅞	83	[illegible]
1000	do Ref 5s	100½	100	100	100	[illegible]
48000	So Pac Cl Tr 4s	91⅜	91⅜	91⅜	91⅜	[illegible]
129000	do 1st Ref 4s	96⅜	96⅛	95⅞	96¼	[illegible]
14000	South Ry 1st 5s	117⅜	117⅜	116⅜	116⅜	[illegible]
11000	do M & O Col 4s	94	94	93⅜	93⅜	[illegible]
10000	T C I & R Gen 5s	97	97⅜	97⅜	97⅜	[illegible]
1000	do Tenn 6s	107	107	107	107	[illegible]
1000	T As St L Ref 4s	95½	95⅜	95⅜	95⅜	[illegible]
9000	Tex & Pac 1st 5s	120	120	119	119	[illegible]
1000	do 2d	100	92	92	92	[illegible]
3000	Third Ave Con 4s	90⅜	90⅜	90⅜	90⅜	[illegible]
19000	T St L & W 4s	81	82	81	81	[illegible]
3000	Ulster & Del 1st	111	112	112	112	[illegible]
160000	Union Pac 1st 4s	103⅜	103⅜	103⅜	103⅜	[illegible]
8000	Un Ry of St L 1st	88⅜	88⅜	88⅜	88⅜	[illegible]
10000	U R of S F 4s	88⅜	89	88⅜	88⅜	[illegible]
183000	U S R & Imp 5s	98⅜	97⅜	97	97	[illegible]
2000	U S R & Ref 6s	98	98	97⅞	97⅞	[illegible]
789000	U S Steel S F 5s	98⅜	98⅜	98	98⅜	[illegible]
40000	Va I C & C 5s	98	98	98	98	[illegible]
17000	Wabash 1st 5s	113	113⅜	113	113⅜	[illegible]
5000	do 2d	105⅛	105⅛	105⅛	105⅛	[illegible]
15000	do Deb A	96	96	96	96	[illegible]
11000	do Deb B	80⅛	81	80⅜	80¼	[illegible]
1000	do Det & Ch 5s	109⅜	111	111	111	[illegible]
6000	Wab Pitts T 1st	82	84⅜	84	84⅜	[illegible]
7000	do 2d	34⅛	35	35	35	[illegible]
8000	West Md 4s	83	83	82	82	[illegible]
4000	do Convt 4s	79	79	79	72	[illegible]
5000	W N Y & P 1st	115⅜	115⅜	115⅜	115⅜	[illegible]
2000	do Gen 4s	94½	95	95	95	[illegible]
4000	West Shore 4s	105⅜	105½	105⅜	105⅜	[illegible]
21000	do Reg	105¼	104	104	104	[illegible]
4000	W Un Cl Tr 5s	105⅜	105⅜	105⅜	105⅜	[illegible]
12000	do F & R E	100⅜	*101	100⅜	100⅜	[illegible]
1000	W&L E 1st Con 4s	88⅜	88⅜	88⅜	88⅜	[illegible]
117000	Wis Cent Gen 4s	90⅜	90⅜	90	90⅜	[illegible]

$7,394,000 Total sales for the week. *Ex interest.