FINANCIAL MARKET

Erie Shares Features in Active Stock Dealings—Money Rates Easy.

Trading in stocks was active throughout the day, and prices, as a rule, tended in the direction of higher levels, Erie and Amalgamated Copper showing especial strength, the advance in Amalgamated being based upon the progressive improvement in the copper metal market, while the buying in Erie was credited to the idea that control of the property was about to change hands or else that the present chief interests in the company were buying the stock in order to prevent other interests from securing possession of the road. It is said that the Canadian Pacific, the Grand Trunk and the Great Northern would like to take over the Erie, but it does not appear reasonable to suppose that the present owners have any intention of disposing of their holdings at present prices or even at higher prices. The Erie Railroad has moved forward with rapid strides in the last few years, and it is quite possible that buying of its securities is based upon their growing intrinsic value rather than upon a movement to acquire control of the property, which has a well developed line from Jersey City to Chicago. In the last hour realizing sales and bear pressure carried quotations in the general list under the best of the day, but final figures in the larger number of issues showed net gains. For the moment, at least, Wall Street is not worrying over the uncertainties in the general situation and it is taking a most hopeful view of the future. As far as business is concerned, there is no reason for uneasiness. Industrial conditions are sound and the country is well supplied with money. According to the known movement of currency in the week, the local banks have lost upward of $3,000,000, the gain from the interior having been more than offset by payments to the Sub-Treasury and gold exports.

Foreign interests continue to borrow money in the New York market and local bankers are renewing a large number of maturing loans for Berlin account. In view of the fact that our money market offers unusually cheap rates for accommodation at a time when European monetary conditions are far from satisfactory, it is not at all surprising that our bankers are placing their funds abroad. It is not likely, however, that the current ease in the New York money market will run on for any length of time. Indeed, it is quite probable that higher rates will develop before the close of the present month, owing to the heavy loss by the banks to the Sub-Treasury and the expansion in stock market speculation. Our banks are in a strong position and our credit balance in Europe is large, but general movements in the financial markets suggest a better price for call loans, time money and commercial paper. The government's report of domestic exports in the last month, received yesterday, makes a most encouraging exhibit, showing a large gain as compared with the same time a year ago and an enormous increase over February, 1910, the total amounting to $96,857,182, against $87,959,161 in 1911 and $49,545,530 in the year before. Cotton exports in February amounted in value to $65,563,219, against $58,057,323 in the same month last year and $24,862,176 in February, 1910. It is quite likely that the detailed statement of all exports and imports, which will be issued by the government in the course of the next few days, will show a large excess of shipments of merchandise over imports. For the twelve months ended January 31 the excess of exports over imports amounted in value to $551,965,882.

TOPICS OF THE STREET.

FOREIGN TRADING.—Foreign houses were sellers on balance in the local stock market to the extent of 10,000 shares.

BANKS LOSE CASH.—The reported movements of currency this week indicate a loss in cash held by the banks of $2,968,000. A fair inflow from the interior toward the end of the week offset to some extent the heavy drain to the Sub-Treasury. The banks received from the interior $13,855,000, and shipped into the interior $8,060,000, including $3,227,000 national bank notes sent to Washington for redemption and $600,000 transferred through the Sub-Treasury to Philadelphia. The gain from the interior was $5,795,000. Receipts of new gold were $1,106,000, namely, on New York Assay Office checks, $1,000,000; on San Francisco Mint checks, $71,000, and on Seattle Assay Office checks, $32,000. Gold exports were Office checks, $32,000. Gold exports were $1,400,000 bars to Paris. Ordinary disbursements by the Sub-Treasury were $11,672,000. Payments by the banks to the Sub-Treasury for customs, internal revenue, 5 per cent redemption fund, etc., amounted to $19,811,000, showing a loss on Sub-Treasury operations proper of $8,139,000. The total gain from the interior and by new gold was $6,871,000. Deducting this proper and by Sub-Treasury operations proper and by gold exports, the net loss by the banks was $2,668,000.

DIVIDENDS DECLARED.—Dividends have been declared as follows: The American Gas and Electric Company regular quarterly 1½ per cent on the common and 1½ per cent on the preferred, the common payable April 1 and the preferred May 1; the Aeolian-Weber Piano and Pianola Company regular quarterly 1¾ per cent on the preferred, payable March 30; the Yale & Towne Manufacturing Company regular quarterly 1½ per cent and an extra 1 per cent, payable April 1; the Tonopah Mining company regular quarterly 25 per cent and an extra 15 per cent, payable April 20; the Gorham Manufacturing Company regular quarterly 1½ per cent on the preferred, payable April 1; the Plaza Operating Company regular semi-annual 2 per cent on the preferred, payable April 1 and 2 per cent on the common, payable April 29; the American Iron and Steel Manufacturing Company regular quarterly 1¾ per cent on the common and preferred, payable March 23; J. I. Case Threshing Machine Company, 1¾ per cent on the preferred stock, payable April 1.

THE BONDS ALL SOLD.—At the office of J. P. Morgan & Co. it was said yesterday that the $9,398,000 first and refunding 4½ per cent fifty-year gold bonds of the California-Arizona lines of the Atchison, Topeka & Santa Fé Railway Company, which were offered recently by the First National Bank and the National City Bank jointly, have all been sold.

M. RUMELY COMPANY DIVIDEND.—The directors of the M. Rumely Company have declared a dividend of $2 34 on the preferred stock, representing an initial quarterly disbursement of 1¾ per cent, and a dividend for the extra month since the stock was issued.

GRAIN EXPORTS FOR THE WEEK.—"Bradstreet's" reports the exports of grain for the week, with comparisons, figures in bushels, as follows: Wheat, flour included, 2,332,056, against 1,899,227 last week and 1,885,473 in this week last year; for the fiscal year to date, 115,667,608, compared with 86,645,508 in the corresponding time in 1911. Corn, 834,400, contrasted with 2,247,362 last week and 1,953,531 in this week a year ago; for the fiscal year to date, 29,558,298, against 26,181,867 in the corresponding time in 1911.

AMERICAN SURETY COMPANY.—At the annual meeting of the trustees of the American Surety Company Richard Deming was elected a vice-president.

GUARDIAN TRUST COMPANY.—Alfred M. Barrett has been elected treasurer of the Guardian Trust Company.

H. M. BYLLESBY & CO.
ENGINEERS
EXAMINATIONS AND REPORTS
206 SOUTH LA SALLE STREET
CHICAGO
Portland, Ore., Oklahoma City, Okla. Mobile, Ala.

STOCK PRICES ADVANCE ON ACTIVE VOLUME OF TRADING

NEW YORK STOCK EXCHANGE SALES—FRIDAY, MARCH 15, 1912.

Sh'rs sold.	Net chge		Actual Sales. Op.	Hi.	Low.	Fin'l	Closing. Bid.	Ask
400	—	Allis-Chalmers Company...	¾	¾	¾	¾	¾	⅞
1,300	—	Allis-Chalmers Co. pr.....	5	5½	4	4	4	4½
64,900	+1	Amalgamated Copper.....	72⅞	74¼	72⅝	73½	73⅝	73⅝
800	— ⅝	American Agr. Chemical..	60⅝	60⅝	59⅞	59⅞	59⅞	60¼
1,600	— ⅝	American Beet Sugar.....	57⅞	57⅞	57¼	57¼	57¼	57½
100	+ ½	Am. B. Sugar pr. ex d 1½%	99	99	99	99	99	99½
100	+ ¾	American B. S. & F.....	96¼	96¼	96¼	96¼	96¼	97½
14,900	— ⅝	American Can	15	15½	14⅝	14⅞	14⅞	15
2,000	+ ¼	Am. Can pr. ex div 1¾%...	95⅝	95⅝	95⅝	95⅝	95	95½
2,800	+ ⅜	American Car & Foundry..	55¼	55⅝	55	55⅝	55⅝	55¾
1,500	— ⅜	American Cotton Oil.....	51¼	51¼	50⅝	50⅝	50½	50⅞
200	+ ½	American Hide & Leather	4¼	4¼	4¼	4¼	4¼	4½
800	+ ¼	American Hide & L. pr....	23	23½	23	23⅛	23	23½
200	+ ¼	American Ice Securities...	22¼	22¼	22¼	22¼	22¼	22½
800	+ ¾	American Locomotive	37	37⅞	37	37¼	37	37¼
21	—	American Locomotive pr...	107½	107½	107½	107½	108	108
1,000	—	American Malt	12	12	11⅞	12	11⅞	12
1,600	+1	American Malt pr.....	56	57⅛	56	56½	56⅞	57
8,200	— ¼	American Smelting	77½	78	76⅞	77¼	77¼	77⅜
425	—	American Smelting pr.....	104⅝	104⅝	104½	104½	104½	104⅝
300	+ ⅛	American Smelting pr B...	86¼	86⅜	86¼	86⅜	85¾	86½
500	+1⅛	American Steel Foundry...	29½	29⅝	29½	29⅝	29½	30
2,400	—1⅜	American Sugar	122½	122½	121¼	121½	121½	122
500	— ¾	American Sugar pr.....	118	118	118	118	118	119
3,200	— ⅛	American Tel. & Tel.....	147¾	148	147⅝	147¾	147¾	147⅞
110	—3	American Tobacco	255	255	255	255	253	257
500	+ ¼	American Tobacco pr.....	105	105	105	105	104¾	105½
400	— ⅛	American Tobacco new....	102⅞	102⅞	102¾	102¾	—	—
100	+ ¼	American Woolen	29¾	29¾	29¾	29¾	29	29⅞
200	+1	American Woolen pr.....	90¾	91	90¾	91	91	91½
10,900	—	Anaconda	40¾	40⅞	40½	40⅝	40½	40⅝
100	+1½	Assets Realization.....	109	109	109	109	109	109½
8,800	+ ¼	Atchison	106⅝	107	106¼	106⅝	106¼	106⅝
200	— ⅛	Atchison pr.....	103⅝	103⅝	103½	103½	103½	103½
600	— ½	Atlantic Coast Line.....	138¾	138¾	138½	138½	138¼	139
100	—	Baldwin Locomotive pr....	104¼	104¼	104¼	104¼	104¼	104¼
10,100	+ ½	Baltimore & Ohio.....	104⅝	105¼	104¼	104¾	104⅝	104¾
100	+ ⅛	Baltimore & Ohio pr.....	88¾	88¾	88¾	88¾	88¾	88¾
1,400	—	Bethlehem Steel.....	30⅞	30⅞	30½	30½	30¼	30½
200	— ⅛	Bethlehem Steel pr.....	69¼	69¼	69¼	69¼	69	69½
4,800	+ ½	Brooklyn Rapid Transit...	80½	81¼	80½	80¾	80¾	81
200	—	Brooklyn U. Gas, ex d 1½%	140	140	140	140	139	141
5,800	+2	Canadian Pacific.....	234¼	234¾	234⅛	234⅝	234⅝	234¾
3,000	+ ¼	Central Leather.....	22½	22¾	22⅛	22½	22¼	22⅝
200	— ¼	Central Leather pr.....	88¾	88¾	88½	88½	88	88½
15,100	+ ¾	Chesapeake & Ohio.....	75⅞	76½	75½	76½	76¼	76½
100	+2	Chicago & Alton.....	19	19	19	19	17	19½
200	+ ¼	Chicago Great Western....	18½	18½	18½	18½	18¼	18½
200	— ¼	Chicago Great Western pr	35¼	35½	35¼	35½	35¼	36
5,800	+ ¼	Chicago, Mil. & St. Paul...	108½	109¼	108½	108½	108¼	108¾
100	+ ¼	Chicago, Mil. & St. P. pr..	145	145	145	145	144½	145
875	+ ¼	Chicago & Northwestern..	142	142	141½	141½	141¼	141½
1,100	—	Chino Copper.....	25⅞	25⅞	25¾	25¾	25¼	25⅞
212	+2⅝	C., C., C. & St. L.....	55	57¾	55	57⅞	56	58½
700	+1	Colorado Fuel & Iron.....	26	27¼	26	26½	26	27
100	— ½	Colorado & Southern.....	42	42	42	42	42	43
10	—	Colorado & Southern 1st pr	76¾	76¾	76¾	76¾	76	77
3,400	— ¼	Consolidated Gas.....	141¾	142	141¼	141¼	141¼	141½
600	—	Corn Products Refining....	11⅛	11⅞	11⅛	11⅞	11⅛	11⅞
200	+ ½	Corn Products Ref. pr.....	80½	80½	80½	80½	80	80½
2,100	—	Delaware & Hudson.....	170	171	169⅞	170	170	171
900	—	Denver & Rio Grande.....	21¼	21⅜	21	21	20⅞	21½
200	—1	Denver & Rio Grande pr...	40⅝	40⅝	40	40	40	40⅝
1,100	+ ¼	Distilling Securities.....	30¾	30¾	30¼	30¾	30	30¾
400	— ¼	Duluth, S. S. & At. pr.....	19¾	19⅞	19¾	19¾	19⅝	20
98,200	+ ⅞	Erie	36½	38	36¼	37⅞	37	37⅛
10,900	+ ⅝	Erie 1st pr.....	56¾	57¾	56⅝	57	57	57⅛
3,800	+ ⅞	Erie 2d pr.....	46½	47¼	46¼	47	47	47¼
2,227	— ⅞	General Electric Co.....	167¼	167¾	165¼	165¾	163½	166
400	—	General Motors pr.....	78¾	78¾	78	78	76	78
1,000	—	Goldfield Con.....	4⅞	4⅞	4⅞	4⅞	4¾	4⅞
7,325	—	Great Northern pr.....	133¾	134¼	133½	133½	133¼	133¾
800	— ½	Great Northern Ore ctfs...	39	39	38½	38½	37½	38½
2,100	—3⅞	Illinois Central.....	134⅞	134¼	131	131	130	131¼
700	—	Inter.-Metropolitan	18¼	18½	18¼	18⅜	18⅜	18½
2,500	—	Inter.-Metropolitan pr.....	58	58¾	58	58	57⅞	58¼
2,000	— ⅜	International Harvester....	116⅜	117⅜	116⅜	116⅜	116¼	117
300	+ ⅜	International Harvester pr	121	121	121	121	121	121½
250	—	International Paper.....	11⅜	11⅜	11⅜	11⅜	11¼	11½
400	+ ½	International Paper pr.....	56¾	56⅞	56¾	56⅞	55¾	56⅞
800	— ¼	International Steam Pump	31¼	31¼	30½	30½	30½	31
100	—	Inter. Steam Pump pr.....	81½	81½	81½	81½	81	81½
130	+ ½	Iowa Central.....	11½	11½	11½	11½	11	12
100	—5	Iowa Central pr.....	24	24	24	24	24	28
600	—	Kansas City Southern.....	27¾	27¾	27¼	27¼	27	27¾
10	—	Kansas City Southern pr..	63¾	63¾	63¾	63¾	63	63¾
200	—	Lackawanna Steel.....	30	30	30	30	29	30
800	+ ¼	Laclede Gas.....	105½	105¾	105¼	105¼	105	105¼
16,100	—1	Lehigh Valley.....	164	164¼	162⅝	163	163	163½
100	—	Liggett & Myers.....	177	177	177	177	175	178
400	— ⅛	Liggett & Myers pr.....	109½	109½	109⅜	109⅜	109	109½
740	— ⅝	Louisville & Nashville.....	157¼	157¼	156⅝	156⅝	156¼	156½
100	—	Mackay Companies.....	81	81	81	81	81	81½
100	—	Manhattan El., ex div 1¾%	137	137	137	137	136	138
600	+ ⅛	Marine	4¾	4¾	4¾	4¾	4¼	4⅝
1,100	+1¼	Marine pr.....	20½	21	20⅛	21	19¾	20
800	—	Miami Con. Copper.....	24⅜	24⅝	24¼	24½	24⅛	24½
1,025	+ ¼	M., St. P. & S. S. M.....	139⅝	139¾	139	139	138⅝	139
200	+ ½	M., St. P. & S. S. M. pr...	152	152	152	152	151½	152
800	+ ¾	Mo., Kansas & Texas.....	28⅞	29¼	28⅞	29¼	28⅞	29¼
300	+1⅝	Mo., Kansas & Texas pr...	64	64¼	64	64	63½	64
10,500	+ ¾	Missouri Pacific.....	40⅞	42¼	40⅞	41½	41½	41¾
1,585	+1½	National Biscuit.....	149	150½	149	150½	149⅞	150
200	— ⅝	National Enam. & Stp.....	14¾	14¾	14¾	14¾	14	15
100	+2¾	National Enam. & Stp. pr.	89	89	89	89	85	92
1,845	+ ½	National Lead.....	54½	55¼	54½	54¾	54½	54¾
20	—	National Lead pr.....	108	108	108	108	108	109
1,500	—	Nevada Con. Copper.....	19⅝	19¾	19½	19⅝	19½	19⅝
300	+1	New York Air Brake.....	52	52¾	52	52¾	52¾	55
5,700	—	New York Central.....	112⅞	113⅛	112½	112½	112⅝	112⅞
200	+ ¼	New York, Chi. & St. L...	57	57¼	57	57¼	56	57
100	— ¾	N. Y., C. & St. L. 2d pr...	87	87	87	87	86	89
100	—	New York Dock.....	20	20	20	20	19½	22½
200	— ¼	New York, N. H. & H.....	138⅞	138⅞	138½	138½	138	138⅞
1,400	+ ½	New York, Ont. & West...	37	37½	37	37¼	36¾	36¾
3,340	+ ¼	Norfolk & Western.....	109¾	109⅞	109¾	109⅞	109¼	109½
700	— ¾	North American.....	80⅞	80⅞	80	80	79½	80
15,700	+ ½	Northern Pacific.....	120⅞	121⅞	120¼	120½	120⅜	120½
600	—	Pacific Mail.....	32	32¼	32	32	32	32¼
3,950	+ ½	Pacific Tel. & Tel.....	48¼	49½	48¼	48½	48¼	49
3,170	+ ⅛	Pennsylvania Railroad.....	124	124	123⅞	123⅞	123⅝	123⅞
350	+ ½	People's Gas & Coke.....	107	107⅜	107	107⅜	107¼	107½
600	—	Philadelphia Company.....	110½	110½	110½	110½	110	110½
1,500	+1¼	P., C., C. & St. L.....	106	106¾	106	106¾	106¼	106¾
300	— ⅛	Pittsburg Coal.....	18¾	18¾	18⅝	18⅝	18⅝	19
300	+ ½	Pittsburg Coal pr.....	79½	79½	79	79½	79	80
900	+ ⅜	Pressed Steel Car.....	33	33¾	33	33¾	33	33½
100	—	Pressed Steel Car pr.....	101	101	101	101	101	103
100	+1	Public Service Corp.....	110	110	110	110	108	111½
418	— ⅛	Pullman Company.....	161	161	161	161	159¼	161
200	+1½	P. Lorillard	176½	176½	176½	176½	174	177½
200	—	P. Lorillard pr.....	110	110	110	110	109¼	110
500	—	Railway Steel Spring.....	30	30¾	30	30	29½	30¾
3,432	— ¼	Ray Con.....	17¼	17¼	17	17	17	17½
87,700	—1⅛	Reading	157⅛	157½	155⅝	155⅞	156	156⅛
1,000	+ ½	Reading 2d pr.....	96½	96¾	96½	96½	96	96½
3,400	+ ½	Republic Iron & Steel.....	29	21	20	20¼	20¼	20¾
2,500	+ ¼	Republic Iron & Steel pr..	72½	73½	72½	73	72¾	73
4,050	+ ¼	Rock Island.....	25¼	25¼	25	25	24⅞	25
2,500	+ ½	Rock Island pr.....	50½	50⅞	50¼	50⅞	50⅜	50¾
300	+ ¼	St. Louis & S. F.....	28¾	29¼	28¾	29¼	28½	29
890	— ¾	St. Louis & S. F. 2d pr....	42½	42½	41¼	41¾	41	41¼
800	—1¾	Sears-Roebuck	156	156	153½	154½	154	154½
200	+1	Sloss-Sheff. Steel & Iron...	42	42½	42	42½	42	42½
4,200	+ ¼	Southern Pacific.....	110⅛	110⅝	109¾	110⅛	110⅛	110⅝
8,700	+ ¼	Southern Railway.....	29¼	29⅝	29¼	29½	29⅛	29½
1,318	+ ¼	Southern Railway pr.....	74¾	75	74¾	74¾	74½	74¾
200	— ⅞	Standard Milling pr.....	60	60	60	60	60	62
600	—	Tennessee Copper.....	38⅞	38⅞	38¾	38¾	38½	38¾
400	+1	Texas & Pacific.....	23	23¼	23	23¼	23¼	23¾
100	—	Texas Co., ex div 1¼%.....	94¾	94¾	94¾	94¾	94	96½
900	— ⅛	Third Ave. R. R., new.....	44½	44⅞	43¾	43¾	43⅞	44
200	+1	Third Ave. R. R. ctfs.....	53	53	53	53	—	—
200	—	Toledo, St. L. & Western..	13	13	13	13	13	13¼
100	—	Toledo, St. L. & West. pr.	32¼	32¼	32¼	32¼	32	32¼
225	— ⅛	Union Bag & Paper.....	5¾	5¾	5¾	5¾	5½	6
46,700	— ¾	Union Pacific.....	169	169⅝	168¼	168½	168⅜	168¾
823	—	Union Pacific pr.....	91¼	92	91¼	91¼	91¼	91½
100	+ ½	United Dry Goods.....	98½	98½	98½	98½	98¼	98½
800	—	United Ry. Investment.....	36	36	35¾	35¾	35½	36
100	— ½	United Ry. Investment pr.	63½	63½	63½	63½	63½	64
100	+2½	U. S. Express	96	96	96	96	95	100
900	+1¾	U. S. Ind. Alcohol.....	30¼	31¾	30¼	31¾	31½	31¾
600	+2⅞	U. S. Realty & Imp.....	68½	70½	68½	70½	70	71
9,000	— ¾	U. S. Rubber	51⅞	52¾	51½	51½	51½	51⅝
200	—	U. S. Rubber 1st pr.....	112¾	112¾	112	112	112¼	112⅞
1,100	+ ⅞	U. S. Rubber 2d pr.....	77½	78½	77½	78¾	77½	78½
131,000	—	U. S. Steel	67	67¾	66½	66¾	66⅝	66¾
1,500	+ ¼	U. S. Steel pr.....	111	111	110⅞	111	110⅞	111
6,700	+ ¼	Utah Copper.....	57⅞	58	57⅞	57⅞	57½	57⅞
400	+ ¼	Virginia-Car. Chemical.....	54¾	55	54¾	55	54½	54¾
200	+ ¼	Wabash	7¼	7¼	7	7	6⅞	7
550	+ ¼	Wabash pr.....	18⅞	19	18⅞	19	18½	18⅞
500	—	Western Maryland.....	59½	59¾	59½	59¾	59½	60
1,500	—	Western Union Telegraph	85	85	84⅝	84¾	84½	84¾
6,900	—	Westinghouse El. & Mfg..	75	76¼	74¾	74¾	74¾	75
700	— ¼	Wheeling & Lake Erie.....	9¼	9¼	9¼	9¼	9	9¾
1,400	—	Wheeling & L. E. 1st pr....	22½	22¾	22½	22¾	21½	22½
200	— ½	Wheeling & L. E. 2d pr....	13½	13½	13	13	12½	13½

Total sales for the day, 747,831 shares, compared with 197,297 shares for the corresponding day in 1911.

Total sales January 1 to March 15, inclusive, 23,594,999 shares, compared with 24,816,312 shares for the same period in 1911.

BANK STOCKS ON STOCK EXCHANGE.

Sh'rs sold.	Net chge		Actual Sales. Op.	Hi.	Low.	Fin'l	Closing. Bid.	Ask
10	+2	American Exchange.....	247	247	247	247	242	248
340	+3	Commerce	200	202	200	201	200	205

BOND MARKET SALES.

6000	Pan 3s Cou.	102	
1000	R of C 4s	103¼	
1000	U S of M 5s	96⅝	
10000	N Y Can 4s 1961	102½	
10000	Va 6s Deferd Ctfs	49	
10000	N Y C 4½s 1957	107¼	
3000	do 4½s	102½	
6000	do	102⅝	
10000	do 4s 1958	100	
4000	do 1959	100	
1000	A C L 3½s	92¾	
1000	Allis-Chal 5s	61½	
4000	do	61¾	
1000	do	62	
23000	do	62½	
5000	do	62¾	
64000	do	63	
2000	Am A C 5s	102½	
21000	Am S S 6s	103⅝	
27000	Am T & T 4s 1929	91	
25000	do	90⅞	
30000	do	91	
120000	do Cvt 4s	115⅛	
30000	do ...820F	115⅜	
1000	Am Tob 6s	120⅝	
28000	do 4s	95½	
6000	Am W P 5s	88½	
5000	Armour 4½s	92½	
500	Atch Adj 4s	91¼	
2000	do Gen 4s	99½	
2000	do	99⅝	
1000	do	99½	
1000	do Cvt 5s	108	
20000	do	108¼	
15000	do ...810F	108¾	
5000	do Cvt 4s	106¾	
11000	do	106⅝	
122000	do 4s 1960	102	
5000	do	102¼	
42000	do	102⅛	
1000	At Coast 4s	95¾	
15000	do	95⅝	
3000	do L & N 4s	94⅝	
5000	B & O Gold 4s	98½	
5000	do	98¾	
13500	do	98¼	
15000	do	98¼	
5000	do Pr L 3½s	92½	
1000	do P L E & W V 4s	91⅝	
5000	do Sw 3½s	91¼	
2000	do	91⅜	
5000	Beth Stl 5s	93⅞	
2000	B R T 4s	86½	
9000	do	86⅝	
10000	B U G 5s	107⅞	
2000	do	107¼	
24000	Cal G & E 5s	95¾	
10000	C of Ga Con	105⅝	
6000	Cent L 5s	95¾	
2000	Cent of N J Gen 5s	122	
11000	Cent P Gtd 3½s	91	
6000	Cent Vt 4s	92¾	
4000	C & O Cvt 4½s	93½	
1000	do	93¾	
1000	Chic & N W Gen 3½s	86¾	
5000	do	86½	
18000	Chic B & Q Gen 4s	95⅞	
1000	do	95¾	
18000	do Jt 4s	97	
9000	do	97¼	
2000	do	97	
5000	C M & St P Gen 4s A	98¾	
4000	do C & P W 5s	106½	
4000	C R I & P Ref 4s	89¾	
9000	do R R 4s	72¾	
25000	do	72	
4000	do	71⅞	
5000	C & S Ref & Ext 4½s	97¼	
2000	do	97⅜	
60000	do	97¼	
2000	Col M 1st 4s	49½	
4000	D & H Cvt 4s	98¼	
20000	do Ref 4s	99⅝	
15000	Den & R G Ref 5s	88¾	
2000	do Con 4s	89¾	
4000	Det Edison 5s ...810F	102	
6000	D Sec C 5s	74⅞	
1000	do	75	
5000	do	74⅞	
2000	Du Pont 4½s	92	
8000	do	91½	
1000	Erie 1st Con 7s	118	
10000	do 4s	88⅝	
27000	do Gen 4s	79	
15000	do	78⅝	
27000	do	79½	
26000	do	79⅝	
50000	do	79¼	
12000	do Cvt 4s A	89½	
10000	do	89¾	
2000	do	90¼	
35000	do	90	
35000	do	90½	
30000	do B	79⅝	
18000	do	79¼	
22000	do	79⅛	
28000	do	79⅜	
16000	do	79⅜	
22000	do	79⅞	
20000	do	79½	
4000	do 2d Ext 5s	104¼	
10000	Gen Motors 6s	100⅝	
6000	Cent L 5s	95¾	
2000	G B Del R 1st	100	
1000	Hock V 1st 4½s	102½	
1000	Ill C St L Div 3s	75½	
10000	Int T 5s	104½	
41000	Int Met 4½s	83¾	
96000	do	83¼	
16000	do	83¼	
2000	Int P 6s	104¼	
1000	Iowa C Ref 4s	63	
1000	do	64	
5000	K C F S & M 4s	80	
2000	K C & P 4s	90½	
1000	K C So 5s	99⅝	
6000	do 3s	73½	
2000	Lack Stl 5s 1923	96	
1000	do	95	
5000	do 1917	91½	
5000	Lac Gas Ref & Ext 5s	101½	
2000	L S & M So 4s 1928	93¾	
28000	do	93¾	
7000	do 1931	93⅝	
2000	Lig & Myers Temp 7s	121	

Total sales of bonds, $3,592,000.

20000	Lig & Myers Temp 7s	121½	
65000	do Temp 5s	94⅝	
18000	do	94⅝	
1000	do	94½	
4000	do	94⅝	
4000	L & N U 4s	99¾	
10000	do	99	
15000	do	94⅞	
5000	Marine 4½s	66½	
2000	do	67¼	
50000	do	67	
20000