# STOCK MARKET REVIEW

## Further Reactions in Standard Issues and Weak Closing.

Practically the only indication of strength in the stock market yesterday was around the opening, when an attempt was made to inspire bullish sentiment in a few issues. Following the early movement, bearish influences began to exert themselves, and the decline which had so general a start on Thursday continued until the close, when prices were off from fractions to more than two points in the active issues. The largest volume of trading was in United States Steel, which closed at 62½ in a market displaying weak tendencies. It was evident from a technical view of the movement that stocks had reached a period when the bears had been run to cover, and further sustaining of prices would have to depend largely on outside buying in conjunction with professional operations.

The lack of trading interest among the commission houses indicated that yesterday the outsiders were not ready to go further until the trend had been more fully established in an upward direction or a reaction had proceeded far enough to invite a renewal of long commitments. The local stock market, in its present speculative position, is subject to certain fluctuations in crop market reports and politics, but yesterday a curtailment of foreign stock market interest due to the beginning of a triple holiday on the Paris Bourse and no important quotations from the Continent, together with a lower tendency in London, assisted materially in repressing prices, particularly of the securities dealt in abroad.

Reports of extensive injuries to the corn crop, emanating from sources outside of the speculators in commodities, contributed to the nervousness among traders in stocks, who turned to the selling instead of the buying side of the market. As the day advanced the shares of railway issues depending for a large share of patronage on the territory affected by the adverse crop reports displayed signs of softening prices, which remained to the close. While the tendency of stocks was downward, the bond market developed strength, and the New York City 4½ per cent bonds touched a price of 100⅞, which was the highest level so far reported. A firm undertone was reflected in the general bond market, although there was no activity, but the underlying strength gave rise to rumors of new issues in prospect, which may be announced within a comparatively short time.

The monetary position in the Street was not materially changed, but sentimentally the tone of the lending market was harder, and indications pointed to a stiffening of rates for time accommodations. In call loans money was plentiful at the ruling rate of 2¼ per cent, and no prospect of a change in the tone seemed to be in sight. The prospect for an encouraging bank statement to-day, based on currency movements, was favorable.

### CONSOLIDATED EXCHANGE.

Corn crop damage news and the advance in grain prices dominated the market on the Consolidated Stock Exchange throughout the day. The opening at 9:30 o'clock generally reflected losses compared with the closing prices of Thursday, with the selling pressure gradually gathering force and prices breaking sharply all along the line in the later dealings. Final prices in every instance were at or close to the lowest. The reaching of stop loss orders added to the pressure of offerings. Special drives were early made against the shares of the roads supposed to be most affected by the injury to corn in the West. Rock Island, Missouri Pacific, Atchison and Union Pacific were all attacked. The last named, however, failed to sell under 152⅛, compared with a low price touched on the New York Stock Exchange of 152⅛. United States Steel, which led as to volume, did not sell under 62½, against a low on the other board of 62⅝. Its total was 17,260 shares out of a grand total for all stocks of 49,730 shares. Reading, which came second as to individual total, with 10,020 shares, did not change hands under 159⅝, against 159½ on the other exchange. Some Rock Island sold as low as 16⅞, compared with a New York Stock Exchange low of 17. Amalgamated Copper, which was notably active, its sales totalling 7,080 shares, failed to get under 72⅝, against a low on the other board of 72¾. There was a transaction in American Cotton Oil at 43, which represented the only market for that Stock in Wall Street during the day. Union Pacific rights were dealt in on the Consolidated at 50 to 75, with the last sale at 60.

### STOCKS.

| Sales. | | Open. | High. | Low. | Last. |
|---|---|---|---|---|---|
| 7,080 | Amal Copper | 73⅞ | 74 | 72⅝ | 72¾ |
| 80 | Am Beet Sug | 27 | 27 | 26 | 26 |
| 780 | Am Can | 33⅞ | 34⅛ | 33 | 33 |
| 50 | Am Cot Oil | 43 | 43 | 43 | 43 |
| 10 | Am Ice | 21¼ | 21¼ | 21¼ | 21¼ |
| 250 | Am Smlt & R | 67⅞ | 68 | 66¾ | 66¾ |
| 40 | Anaconda | 37 | 37 | 36 | 36 |
| 240 | Atchison | 97 | 97 | 95⅞ | 95⅞ |
| 70 | Balt & Ohio | 96¾ | 96¾ | 96½ | 96½ |
| 10 | Beth Steel | 36 | 36 | 36 | 36 |
| 260 | Bklyn Rap T | 89¼ | 89¼ | 88⅛ | 88⅛ |
| 370 | Can Pac | 220 | 220 | 218½ | 218½ |
| 700 | Ches & Ohio | 56⅛ | 56⅝ | 55¼ | 55¼ |
| 130 | Ch M & St P | 107⅝ | 107⅞ | 106¾ | 106¾ |
| 10 | Chino Copper | 40 | 40 | 40 | 40 |
| 10 | Con Gas | 129¾ | 129¾ | 129¾ | 129¾ |
| 170 | Corn Products | 11¼ | 11¼ | 11 | 11 |
| 500 | Erie | 29 | 29⅛ | 28½ | 28½ |
| 60 | Gt North pf | 128 | 128 | 126⅝ | 126⅝ |
| 10 | Gt North Ore | 34 | 34 | 34 | 34 |
| 10 | Inter-Met | 16 | 16 | 16 | 16 |
| 620 | do pref | 60¼ | 60½ | 59½ | 59¾ |
| 160 | Lehigh Val | 152⅛ | 152½ | 151¾ | 151¾ |
| 700 | Mo Pacific | 31⅞ | 32 | 31⅛ | 31⅛ |
| 100 | Nev Con | 16 | 16 | 16 | 16 |
| 60 | N Y Central | 98½ | 98½ | 97⅞ | 98⅛ |
| 70 | N Y N H & H | 99⅝ | 99⅝ | 99½ | 99½ |
| 130 | North Pacific | 112⅞ | 112⅞ | 111½ | 111½ |
| 100 | Penn R R | 113¼ | 113¼ | 113¼ | 113¼ |
| 20 | Ray Con | 18⅞ | 18⅞ | 18⅞ | 18⅞ |
| 10,020 | Reading | 161¼ | 161½ | 159¾ | 159⅞ |
| 600 | Rock Island | 18¼ | 18¼ | 16⅞ | 16⅞ |
| 40 | do pref | 29⅛ | 29⅛ | 28 | 28 |
| 1,090 | South Pac | 93 | 93½ | 92 | 92 |
| 20 | do w i | 95⅝ | 95⅝ | 95½ | 95½ |
| 80 | Tenn Copper | 31¼ | 31¼ | 30⅝ | 30⅝ |
| 5,700 | Union Pac | 154½ | 154¾ | 152½ | 152½ |
| 840 | do rights | .65 | .75 | .50 | .60 |
| 70 | U S Rubber | .62 | 62¼ | 61¼ | 61¼ |
| 17,260 | U S Steel | 64¾ | 64⅞ | 62½ | 62⅝ |
| 960 | Utah Copper | 50½ | 50⅝ | 49⅞ | 50⅛ |
| 10 | Wabash pf | 11 | 11 | 11 | 11 |
| 120 | West El & M | 69½ | 69½ | 69½ | 69½ |

49,730 Total shares sold.

### MINING.

| | | | | |
|---|---|---|---|---|
| 100 | Belmont | 6.90 | 6.90 | 6.90 | 6.90 |
| 150 | Goldfield | 1.62½ | 1.62½ | 1.62½ | 1.62½ |
| 100 | Mexican | 1.05 | 1.05 | 1.05 | 1.05 |
| 400 | McNamara | .13½ | .13½ | .13½ | .13½ |
| 200 | Montana | 1.05 | 1.05 | 1.05 | 1.05 |
| 300 | Ophir | .18 | .18 | .18 | .18 |
| 1,950 | North Star | .89 | .91 | .89 | .91 |
| 600 | S'dstorm-Ken | .02 | .02 | .02 | .02 |
| 400 | Ton Mer | .72 | .72½ | .72 | .72½ |

4,400 Total shares sold.

### FOREIGN GOVERNMENT AND MUNICIPAL BONDS.

(Furnished by Zimmermann & Forshay, No. 9 Wall street.)

| | Bid. | Ask. | | Bid. | Ask. |
|---|---|---|---|---|---|
| Brit cons 2½s | 73¾ | 74¾ | Hamburg 3s | 75⅝ | 76⅝ |
| French rnt 3s | 87¼ | 88¼ | Saxony 3s | 74¾ | 75¾ |
| German 3s | 73⅝ | 74⅝ | Berlin 4s | 96 | 97½ |
| German 2½s | 84 | 84½ | Cologne 4s | 94 | 95¼ |
| Pruss cons 4s | 97 | 98¼ | Frankfurt 3½s | 86½ | 87½ |
| Amsterdam 4s | 95½ | 97 | Munich 4s | 92½ | 95 |
| Bavarian 4s | 96⅞ | 98 | Russian 4s | 88¾ | 90¼ |
| Bremen 3½s | 81⅞ | 83¾ | Vienna 4s | 82¼ | 83¾ |

### HANDY REFERENCE.

Yields of leading active stocks based on the present selling prices and fixed dividend rates:

| | |
|---|---|
| Amalgamated Copper | 8.31 |
| American Can preferred | 7.49 |
| American Smelting common | 6.00 |
| American Smelting preferred | 6.80 |
| American Telephone and Telegraph | 6.16 |
| Canadian Pacific | 4.58 |
| Consolidated Gas | 4.62 |
| Great Northern preferred | 5.51 |
| Illinois Central | 4.67 |
| Lehigh Valley | 6.63 |
| Louisville & Nashville | 5.19 |
| New York Central | 5.10 |
| Northern Pacific | 6.36 |
| Pennsylvania | 5.33 |
| Reading | 5.01 |
| Union Pacific common | 6.57 |
| United States Steel common | 8.00 |

### BOND MARKET SALES.

| | | | |
|---|---|---|---|
| 3000 | Jap 1st ser 4½s | 88¼ | |
| 8000 | do | 88½ | |
| 2000 | Rep of Cuba 5s | 100¼ | |
| 1000 | N Y C 4½s 1917 May | 100⅛ | |
| 10000 | do '57 Nov | 101½ | |
| 8000 | do 1963 temrcts | 100⅞ | |
| 67000 | do | 100⅞ | |
| 1000 | do 4s 1969 | 92 | |
| 2000 | do | 91⅞ | |
| 2000 | Adam Ex 4s 79 | | |
| 1000 | Alb & Susq 3½s rgstd | 83⅛ | |
| 1000 | Am Agr Ch 5s | 98⅝ | |
| 1000 | Am H & L 6s | 99¼ | |
| 2000 | Am Ice deb 5s | 74½ | |
| 2000 | Am Smelt 6s | 102¼ | |
| 2000 | do | 102½ | |
| 3000 | Am T & T col 4s | 88⅛ | |
| 5000 | do cvt 4s | 100¾ | |
| 21000 | A T & S F gen 4s | 95¾ | |
| 8000 | do | 95⅝ | |
| 10000 | do cvt 4s 1960 | 96⅞ | |
| 1000 | Atl Co Line 4s | 90½ | |
| 2000 | Balt & O gold 4s | 91 | |
| 20000 | do cvt 4½s | 92½ | |
| 27000 | do | 92⅝ | |
| 4000 | do Pitts L E & W Va 4s | 83¼ | |
| 5000 | do Swn 3½s | 87¼ | |
| 2000 | Beth Stl 1st 5s | 98½ | |
| 2000 | do | 98¾ | |
| 10000 | do rfg 5s s20f. 82 | | |
| 21000 | do s20f. 81⅞ | | |
| 2000 | do | 82 | |
| 1000 | Bklyn Rap T 4s | 88¾ | |
| 5000 | do | 88½ | |
| 2000 | Cal G & El 5s | 93⅝ | |
| 5000 | Can So 5s | 105¼ | |
| 5000 | do | 105⅝ | |
| 2000 | C B & Q gen 4s | 93 | |
| 1000 | do Den 4s | 99½ | |
| 8000 | do Ill 4s | 94 | |
| 1000 | do jnt 4s | 94⅛ | |
| 35000 | do | 94⅛ | |
| 8000 | do | 94⅝ | |
| 2000 | C & East Ill 5s | 100 | |
| 3000 | C M & St P gen 4½s t r | 99⅞ | |
| 74000 | do | 100 | |
| 31000 | do cvt 4½s | 102 | |
| 10000 | do | 102⅞ | |
| 17000 | do | 103⅛ | |
| 5000 | C & Nw 5s 1933 rgstd | 100⅞ | |
| 1000 | do gen 4s | 95¾ | |
| 20000 | Chic R I & P deb 4s | 80 | |
| 2000 | do | 80¼ | |
| 5000 | do | 80¼ | |
| 12000 | do rfg 4s | 78⅞ | |
| 2000 | do col 4s | 77⅞ | |
| 3000 | do | 77⅞ | |
| 14000 | do | 77½ | |
| 1000 | do | 76⅞ | |
| 1000 | do | 76¾ | |
| 1000 | do | 77¼ | |
| 2000 | do | 77¼ | |
| 19000 | do | 77 | |
| 1000 | Del & Hud cvt 4s | 96⅝ | |
| 1000 | Denv & R G rfg 5s | 73 | |
| 4000 | Dist S Corp 5s | 89½ | |
| 1000 | do | 89 | |
| 1000 | Du Pont 4½s | 84 | |
| 5000 | Erie cvt 4s ser A | 78¾ | |
| 2000 | do ser B | 71⅝ | |
| 6000 | do | 71½ | |
| 2000 | Gen Elec deb 5s | 104 | |
| 1000 | Ind Steel 5s | 99⅛ | |
| 1000 | Insp Con Cop 6s rcts 3d p | 98 | |
| 5000 | Int-Met 4½s | 75⅝ | |
| 1000 | do | 75½ | |
| 21000 | do | 75½ | |
| 1000 | Int R T 5s | 104⅞ | |
| 2000 | Int P 1st 5s | 100¼ | |
| 2000 | K C Ft S & M 4s | 71¼ | |
| 1000 | Kan City So 5s | 97¼ | |
| 1000 | do | 97 | |
| 1000 | Lac Gas of St L rfg 5s | 100 | |
| 2000 | Lake S 4s 1928 | 91½ | |
| 4000 | do 1931 | 91 | |
| 6000 | Lig & M 5s | 96¾ | |
| 1000 | L & N gen 6s | 111⅝ | |
| 5000 | Minn & St L 5s | 88½ | |
| 2000 | Mo Pac con 6s | 104 | |
| 2000 | do 5s 1917 | 96 | |
| 1000 | do cvt 5s | 81½ | |
| 5000 | N C & St L 5s | 106 | |
| 1000 | Nat Tube 5s | 94⅝ | |
| 1000 | N Y Cen rfg 3½s | 82¼ | |
| 1000 | do | 82¼ | |
| 31000 | do L S 3½s | 80 | |
| 60000 | do rgstd | 79¼ | |
| 9000 | N Y G E L H & P col 5s | 101½ | |
| 1000 | do pm 4s | 82½ | |
| 5000 | N Y N H & H cvt 6s | 111¾ | |
| 1000 | do | 111⅝ | |
| 15000 | do | 111½ | |
| 4000 | N Y Rys rfg 4s | 74⅞ | |
| 1000 | do adj 5s | 55½ | |
| 5000 | do | 55⅝ | |
| 5000 | do | 55¼ | |
| 1000 | N Y W & Bos 4½s | 86⅝ | |
| 1000 | Norf & W cvt 4½s rcts f p | 105½ | |
| 5000 | North Pac 4s | 94 | |
| 1000 | Pac T & T 5s | 97½ | |
| 1000 | do | 97¾ | |
| 20000 | Penn 3½s 1915 | 96⅝ | |
| 10000 | do | 96⅞ | |
| 25000 | Read gen 4s | 95 | |
| 4000 | St L R M & P gen 5s | 89 | |
| 10000 | St L & S F gen 5s | 55 | |
| 1000 | St L Swn con 4s | 77¾ | |
| 4000 | Seab Air Line adj 5s | 74½ | |
| 5000 | do | 74⅝ | |
| 5000 | do | 74¾ | |
| 20000 | do | 74⅞ | |
| 1000 | So Bell T & T 5s | 98¾ | |
| 10000 | So Pac cvt 4s | 87¼ | |
| 22000 | do | 87½ | |
| 8000 | do rfg 4s | 99 | |
| 7000 | do | 99⅛ | |
| 5000 | South Ry 5s | 103 | |
| 3000 | do 4s | 75 | |
| 1000 | Stand Gas 6s | 94 | |
| 1000 | Tenn C I & R R 5s | 99 | |
| 16000 | Texas Co cvt 6s | 99¾ | |
| 2000 | Third Ave rfg 4s | 79¼ | |
| 5000 | do adj 5s | 71½ | |
| 15000 | do | 71 | |
| 1000 | Tol & O C 1st 5s | 102 | |
| 2000 | Tol St L & W 50-yr 4s 1950 | 55 | |
| 5000 | Undergd El of Lon inc 6s | 91 | |
| 8000 | Un Pac 1st 4s | 95¼ | |
| 10000 | do cvt 4s | 92⅞ | |
| 5000 | Un Rys of S F 4s | 85½ | |
| 1000 | U S Rub 6s | 102 | |
| 2000 | U S Steel s f 5s | 100¾ | |
| 86000 | do | 100⅞ | |
| 7000 | do | 100½ | |
| 1000 | do rgstd | 100⅝ | |
| 6000 | Wab 1st 5s | 102½ | |
| 1000 | do 2d 5s | 85¼ | |
| 10000 | do rfg 4s | 75⅝ | |
| 44000 | do | 75¾ | |
| 2000 | do Cent Tr ctfs | 51¼ | |
| 1000 | do | 51 | |
| 7000 | Wab Pitts Ter 1st 4s Cent Tr ctfs | 17 | |
| 1000 | do | 16½ | |
| 2000 | do | 16 | |
| 3000 | West Md 4s | 79⅞ | |
| 10000 | Westghse Mfg 5s | 89¼ | |
| 1000 | do | 89½ | |
| 1000 | do | 89⅝ | |

Total sales for the day, $1,238,000.

### MISCELLANEOUS SECURITIES.

(Furnished by Harvey A. Willis & Co., No. 32 Broadway.)

| | Bid. | Ask. |
|---|---|---|
| Adams Express | 122 | 130 |
| Am Bank Note | 42 | 45 |
| do preferred | 49 | 51 |
| Am Brass | 131 | 135 |
| Am Chicle | 198 | 200 |
| do preferred | 96 | 97½ |
| Am Dist Tel of N J | 53 | 56 |
| Am Drug Syn | 13¼ | 14⅝ |
| Am Express | 118 | 125 |
| Atlas Portland Cement | 49 | 52 |
| Atlas Powder | 92 | 97 |
| Autosales Gum & Choc | 14 | 16 |
| Babcock & Wilcox | 98¼ | 99½ |
| Borden's Cond Milk | 114 | 116 |
| do preferred | 104 | 105¼ |
| Bush Terminal | 48 | 58 |
| Celluloid | 129 | 133 |
| Childs Restaurant | 125 | 145 |
| do preferred | 102 | 103½ |
| Computing-Tab-Record | 40 | 42 |
| Dela, Lack & W Coal | 269 | 240 |
| E I DuPont Powder | 124 | 127 |
| do preferred | 87 | 89 |
| Empire Steel & Iron | 8 | 13 |
| do preferred | — | 41 |
| E W Bliss Co | 78 | 84 |
| do preferred | 115 | 120 |
| Elsner-Mendelson pref | 5 | 6½ |
| General Baking | 18 | 22 |
| do preferred | 61½ | 65 |
| Gray Nat Telautograph | 4½ | 8 |
| Hudson Cos preferred | 14 | 21 |
| Hudson & Manhattan | — | — |
| do preferred | 3½ | — |
| Int Edu Pub | 20½ | 24 |
| do preferred | 35 | 39 |
| Internat Nickel | 132½ | 124 |
| do preferred | 99½ | 102 |
| Internat Silver pref | 125 | 130 |
| Int Textbook | 131 | 136 |
| Kings Co E L & P | 116 | 119 |
| Otis Elevator | 76½ | 78½ |
| do preferred | 96 | 98½ |
| Phelps, Dodge & Co | 132 | — |
| Pope Manufacturing | 9 | 12 |
| do preferred | 28 | 35 |
| Pratt & Whitney pref | 59 | 103 |
| Remington Typewriter | 33 | 36 |
| do 1st preferred | 96 | 99 |
| do 2d preferred | 92 | 95½ |
| Royal Baking Powder | 175 | 182 |
| do preferred | 102 | 103½ |
| Safety Car Ht & Light | 110 | 112½ |
| Sen-Sen Chiclet | 111 | 112 |
| Singer Manufacturing | 296 | 300 |
| Standard Coupler | 30 | 37 |
| Standard Motor Con | 1⅝ | 2¼ |
| United States Express | 40 | 43 |
| Wells Fargo Express | 91 | 99 |
| Western Cash & Guar | — | 8 |
| Western Pacific | 7¼ | 9 |

### AVERAGE OF THE TRIBUNE'S LIST OF FIFTEEN RAILS.

| | |
|---|---|
| High for month, May 24 | 125.667 |
| Low for month, May 29 | 123.583 |
| High for month, June 2 | 121.575 |
| Low for month, June 11 | 115.808 |
| High last month, July 28 | 122.567 |
| Low last month, July 11 | 118.267 |
| High, week ended August 2 | 122.567 |
| Low, week ended August 2 | 120.392 |
| High last week | 121.958 |
| Low last week | 121.075 |
| August 8, one week ago | 121.850 |
| August 11 | 122.533 |
| August 12 | 123.233 |
| August 13 | 123.367 |
| August 14 | 122.992 |
| August 15, yesterday's close | 121.825 |

### AVERAGE OF THE TRIBUNE'S LIST OF TWELVE INDUSTRIALS.

| | |
|---|---|
| High for month, May 5 | 81.167 |
| Low for month, May 28 | 79.063 |
| High for month, June 2 | 77.781 |
| Low for month, June 11 | 69.719 |
| High last month, July 29 | 75.667 |
| Low last month, July 9 | 70.281 |
| High, week ended August 2 | 75.667 |
| Low, week ended August 2 | 75.327 |
| High last week | 77.021 |
| Low last week | 75.896 |
| August 8, one week ago | 76.448 |
| August 11 | 77.240 |
| August 12 | 78.125 |
| August 13 | 78.208 |
| August 14 | 77.958 |
| August 15, yesterday's close | 77.375 |

# NEW YORK STOCK EXCHANGE QUOTATIONS

Friday, Aug. 15.—Total sales for the day, 285,440 shares, compared with 366,235 shares for the same day in 1912.

Total sales January 1 to August 15, inclusive, 54,514,862 shares, compared with 81,053,477 shares for the same period in 1912.

| Sh'rs sold. | Net chge | Div. rate. | | Quotation Range. Open. | High. | Low. | Final | Bid. | Ask'd |
|---|---|---|---|---|---|---|---|---|---|
| 18,250 | —1¾ | 8 | Amalgamated Copper | 73½ | 74 | 72⅝ | 72¾ | 72¾ | 72¾ |
| 100 | —⅛ | 4 | American Agr. Chemical | 46⅝ | 46⅝ | 46⅝ | 46⅝ | 45 | 46½ |
| 600 | —1⅞ | — | American Beet Sugar | 27 | 27 | 26 | 26 | 25⅝ | 26½ |
| 5,600 | —⅞ | — | American Can | 33⅝ | 34⅛ | 33 | 33⅛ | 33 | 33⅛ |
| 400 | —¾ | 7 | American Can pr | 93¾ | 94 | 93½ | 93½ | 93 | 93½ |
| 100 | +⅜ | 2 | American Car & Foundry | 47 | 47 | 47 | 47 | 45 | 46 |
| 200 | +⅛ | — | American Cities Co | 37½ | 37½ | 37½ | 37½ | 33¼ | 37½ |
| 100 | —— | 6 | American Cities Co. pr | 65 | 65 | 65 | 65 | 63½ | 65 |
| 200 | +⅛ | — | American Hide & Leather | 4⅛ | 4⅛ | 4⅛ | 4⅛ | 4 | 4¼ |
| 500 | —2⅛ | — | American Ice Securities | 22¾ | 22¾ | 19⅞ | 19⅞ | 18½ | 20 |
| 100 | —2 | — | American Linseed pr | 25 | 25 | 25 | 25 | 25 | 27 |
| 500 | —1½ | — | American Locomotive | 33¼ | 33¼ | 32 | 32 | 32 | 32½ |
| 100 | +1½ | 7 | American Locomotive pr | 101½ | 101½ | 101½ | 101½ | 100 | 102 |
| 1,600 | —⅞ | 4 | American Smelting | 67⅝ | 68⅛ | 66¾ | 66¾ | 66¾ | 67 |
| 100 | —— | 12 | American Snuff | 166 | 166 | 166 | 166 | 160 | 165 |
| 100 | +⅞ | 2 | American Steel Foundries | 31⅞ | 31⅞ | 31⅞ | 31⅞ | 30 | 31 |
| 200 | +¼ | 8 | American Tel. & Tel | 129½ | 129¾ | 129½ | 129¾ | 129½ | 129⅞ |
| 100 | —¾ | — | American W. Paper pr | 17¾ | 17½ | 17¼ | 17¼ | 16 | 17¼ |
| 2,000 | —1⅛ | 12 | Anaconda Copper | 37 | 37 | 36 | 36 | 35¾ | 36 |
| 3,200 | —1⅝ | 6 | Atchison, Topeka & Santa Fe | 97⅛ | 97⅜ | 95¾ | 95⅞ | 95¾ | 96 |
| 410 | —⅜ | 5 | Atchison, Topeka & S. F. pr | 96½ | 96½ | 96⅛ | 96⅛ | 96⅜ | 97 |
| 300 | —1 | 7 | Atlantic Coast Line | 122 | 122 | 122 | 122 | 121½ | 122 |
| 200 | —½ | 2 | Baldwin Locomotive | 45½ | 45½ | 45 | 45 | 45 | 46 |
| 400 | —⅛ | 6 | Baltimore & Ohio | 96⅞ | 96⅞ | 96¾ | 96¾ | 96½ | 96⅝ |
| 100 | —⅝ | — | Bethlehem Steel | 35½ | 35½ | 35½ | 35½ | 34¾ | 35 |
| 1,400 | —¾ | 6 | Brooklyn Rapid Transit | 89½ | 89½ | 88½ | 88¾ | 88½ | 89 |
| 100 | +½ | 5 | California Petroleum | 19 | 19 | 19 | 19 | 19 | 20¼ |
| 5,900 | —2¼ | 10 | Canadian Pacific | 219¼ | 219⅝ | 218⅛ | 218⅛ | 218 | 218½ |
| 100 | —¾ | — | Canadian Pacific rcts, 3d pd | 215¼ | 215¼ | 215¼ | 215¼ | — | — |
| 100 | —⅝ | 7 | Central Leather pr | 92⅞ | 92⅞ | 92⅞ | 92⅞ | 92¾ | 94 |
| 1,050 | —¾ | 5 | Chesapeake & Ohio | 55¾ | 55¾ | 55½ | 55½ | 55⅜ | 55¾ |
| 100 | —½ | — | Chicago Great Western | 14 | 14 | 14 | 14 | 13¾ | 14 |
| 2,500 | —¾ | 5 | Chicago, Mil. & St. Paul | 107½ | 108 | 106½ | 107 | 106 | 107½ |
| 2,600 | —1 | 60 | Chino Copper | 40¼ | 40¼ | 39¼ | 39¼ | 39¼ | 39½ |
| 500 | —1¼ | — | Colorado Fuel | 32¼ | 32¼ | 31¼ | 31¼ | 31 | 31½ |
| 200 | —1½ | 1 | Colorado Southern | 28¾ | 28¾ | 28 | 28 | 27½ | 28 |
| 1,200 | —½ | — | Corn Products | 11⅜ | 11⅜ | 11 | 11 | 11 | 11⅛ |
| 100 | —1 | 6 | Consolidated Gas | 130 | 130 | 130 | 130 | 130 | 131½ |
| 200 | —— | — | Distilling Securities | 14 | 14 | 14 | 14 | 14 | 14½ |
| 100 | —1⅛ | 9 | Delaware & Hudson | 156⅞ | 156⅞ | 156⅞ | 156⅞ | 156 | 157 |
| 4,100 | —¾ | — | Erie | 29 | 29¼ | 28½ | 28½ | 28½ | 28⅝ |
| 400 | —⅝ | — | Erie 1st pr | 46¾ | 46¾ | 46½ | 46½ | 46 | 47 |
| 200 | —1⅛ | — | Erie 2d pr | 37 | 37 | 36⅝ | 36⅝ | 36 | 38 |
| 400 | —⅞ | 6 | F. W. Woolworth | 93½ | 93½ | 93 | 93 | 92¼ | 94 |
| 300 | +½ | — | General Motors | 39¾ | 39¾ | 39¾ | 39¾ | 39 | 39¾ |
| 400 | +1 | 7 | General Motors pr | 80⅛ | 81 | 80⅛ | 81 | 80 | 81½ |
| 200 | —1 | 8 | General Electric | 143 | 143 | 142 | 142 | 141½ | 142½ |
| 200 | —⅜ | — | Goodrich | 30½ | 30½ | 30½ | 30½ | 29½ | 30½ |
| 900 | —1⅛ | 7 | Great Northern pr | 128 | 128 | 126⅞ | 126⅞ | 126⅝ | 127¼ |
| 100 | —1 | — | Great Northern pr, 60 pd | 126½ | 126½ | 126½ | 126½ | — | — |
| 1,000 | —⅝ | — | Great Northern Ore ctfs | 36¼ | 36¼ | 35½ | 35½ | 34½ | 35 |
| 300 | —2 | 5 | Illinois Central | 108 | 108 | 107 | 107 | 106¾ | 107 |
| 1,800 | —¼ | — | Inspiration Copper | 15⅝ | 15⅝ | 15¼ | 15¼ | 15¼ | 15¼ |
| 1,000 | —¼ | — | Inter.-Metropolitan | 16 | 16¼ | 15⅞ | 15⅞ | 15⅝ | 15⅞ |
| 1,700 | —¾ | — | Inter.-Metropolitan pr | 60¼ | 60¼ | 59¼ | 59½ | 59¼ | 59½ |
| 100 | +4 | 7 | Int. Harvester Co. of N. J. pr | 114⅛ | 114⅛ | 114⅛ | 114⅛ | 113¼ | 115¼ |
| 100 | —¼ | — | International Paper | 10 | 10 | 10 | 10 | 9½ | 10½ |
| 100 | —¼ | — | Kansas City Southern | 26 | 26 | 25⅝ | 25⅝ | 25½ | 26 |
| 6,100 | —1½ | 10 | Lehigh Valley | 152¼ | 152½ | 151 | 151 | 150¾ | 151 |
| 200 | —3 | — | Long Island | 32 | 32 | 32 | 32 | 31 | 37 |
| 100 | +¾ | — | Loose-Wiles Biscuit | 32¼ | 32¼ | 32¼ | 32¼ | 31½ | 32¾ |
| 500 | —— | 6 | Mexican Petroleum | 60½ | 60½ | 60 | 60 | 58 | 59 |
| 500 | —⅛ | 40 | Miami Copper | 23⅛ | 23⅛ | 22 | 22 | 22¾ | 23 |
| 150 | —¾ | 4 | M., St. P. & S. S. M. | 132½ | 132¼ | 132¼ | 132¼ | 132¾ | 133 |
| 500 | —1 | — | Missouri, Kansas & Texas | 23½ | 23½ | 22¾ | 22¾ | 22½ | 23 |
| 2,975 | —⅝ | — | Missouri Pacific | 31⅞ | 32 | 31¼ | 31¼ | 31 | 31½ |
| 400 | —— | 7 | National Biscuit | 119⅝ | 120 | 119⅝ | 120 | 120 | 122½ |
| 100 | —— | — | National Enam. & Stp | 14 | 14 | 14 | 14 | 14 | 15 |
| 250 | —1¼ | 3 | National Lead | 49⅞ | 49⅞ | 48½ | 48½ | 47 | 49 |
| 200 | —⅝ | — | National R. R. of Mex. 2d pr | 14 | 14 | 13¾ | 13¾ | 13¾ | 14 |
| 900 | —— | 20 | Nevada Consol | 16⅛ | 16⅛ | 16⅛ | 16⅛ | 16 | 16⅛ |
| 800 | —⅞ | 5 | New York Central | 99⅛ | 99¼ | 98 | 98⅛ | 98 | 98½ |
| 800 | —¾ | 6 | New York, N. H. & H. | 100 | 100 | 99⅞ | 99⅞ | 99½ | 100 |
| 200 | —¾ | 2 | New York, Ont. & Western | 30 | 30 | 30 | 30 | 30½ | 30¾ |
| 700 | —½ | 6 | Norfolk & Western | 106¾ | 106¾ | 106½ | 106½ | 106¾ | 106½ |
| 1,200 | —3 | 7 | Northern Pacific | 112½ | 112½ | 110 | 110 | 109¾ | 110¼ |
| 100 | —½ | — | Pacific Mail | 22½ | 22½ | 22½ | 22½ | 22 | 23 |
| 2,000 | —¾ | 6 | Pennsylvania | 113⅝ | 113⅝ | 112⅝ | 112⅝ | 112½ | 112¾ |
| 100 | —¾ | 7 | People's Gas | 114 | 114 | 114 | 114 | 113½ | 114½ |
| 300 | +10 | 10 | P. Lorillard | 164 | 167 | 164 | 167 | 161 | 175¼ |
| 200 | —¼ | — | Pittsburg Coal | 19¼ | 19¼ | 18⅞ | 18⅞ | 18 | 19⅝ |
| 100 | —1 | 5 | Pittsburg Coal pr | 84 | 84 | 84 | 84 | 83 | 85 |
| 300 | —½ | — | Pressed Steel Car | 25 | 25 | 24½ | 24½ | 24½ | 25 |
| 100 | +1 | 7 | Pressed Steel Car pr | 96 | 96 | 96 | 96 | 95 | 97 |
| 300 | —¾ | 2 | Railway Steel Spring | 26¾ | 26¾ | 26 | 26 | 26 | 27 |
| 1,000 | —⅛ | 15 | Ray Con. Copper | 19⅛ | 19⅛ | 19⅛ | 19⅛ | 19 | 19⅛ |
| 31,300 | —1½ | 8 | Reading | 160⅞ | 161½ | 159½ | 159⅝ | 159⅝ | 159½ |
| 600 | —1 | — | Republic Iron & Steel | 24¼ | 24¼ | 24 | 24 | 24 | 25 |
| 200 | —⅝ | 7 | Republic Iron & Steel pr | 88⅝ | 88¾ | 88⅝ | 88⅝ | 88½ | 89¾ |
| 3,400 | —1¼ | — | Rock Island | 18⅝ | 18⅝ | 17 | 17 | 16¾ | 17 |
| 2,510 | —1¾ | — | Rock Island pr | 29 | 29⅛ | 28 | 28 | 27¾ | 28¼ |
| 100 | —— | — | Rumley pr | 40 | 40 | 40 | 40 | 39 | 41 |
| 100 | —¾ | — | Seaboard Air Line | 19½ | 19½ | 19½ | 19½ | 19¼ | 20½ |
| 300 | —— | — | Seaboard Air Line pr | 45⅞ | 46 | 45½ | 45½ | 45½ | 45¾ |
| 300 | —1 | 7 | Sears-Roebuck | 176 | 176 | 175 | 175 | 174¾ | 179½ |
| 600 | —¼ | — | St. Louis & San Fran | 6 | 6¼ | 6 | 6 | 5 | 8 |
| 200 | —1¼ | — | St. Louis & San Fran. 2d pr | 11 | 11 | 9¾ | 9¾ | 9½ | 10 |
| 100 | +1 | 5 | St. Louis Southwestern pr | 67 | 67 | 67 | 67 | 66½ | 67¾ |
| 300 | +1¼ | — | Sloss-Sheffield | 31 | 31 | 31 | 31 | 29½ | 31 |
| 25,300 | —1 | 6 | Southern Pacific | 92⅞ | 93 | 92 | 92 | 92 | 92¼ |
| 8,500 | —⅝ | — | Southern Pacific, w. i. | 95 | 95¼ | 94⅝ | 94⅝ | 94⅝ | 94½ |
| 1,500 | —⅝ | — | Southern Railway | 24⅞ | 25¼ | 24½ | 24½ | 24⅝ | 25¾ |
| 100 | +¼ | 2 | Standard Milling | 33½ | 33½ | 33½ | 33½ | 33½ | 34¾ |
| 1,600 | —⅝ | 12 | Tennessee Copper | 31½ | 31½ | 30¾ | 30¾ | 30¾ | 30⅞ |
| 2,600 | —2¾ | 6 | Texas Co | 122½ | 123 | 119 | 119 | 120 | 122 |
| 100 | —1¼ | — | Third Avenue Railway | 35 | 35 | 35 | 35 | 35 | 36 |
| 110 | +1 | 6 | Twin City R. T. | 106½ | 106½ | 106 | 106 | 105 | 106 |
| 21,500 | —2 | 10 | Union Pacific | 154¼ | 154⅝ | 152¼ | 152⅜ | 152¼ | 152⅝ |
| 100 | —⅝ | 4 | Union Pacific pr | 83⅝ | 83⅝ | 83⅝ | 83⅝ | 83¼ | 84 |
| 300 | —— | — | United Railway Inv. | 25 | 25 | 25 | 25 | 24 | 25 |
| 400 | —— | — | United Railway Inv. pr | 44½ | 44½ | 44½ | 44½ | 41 | 44⅞ |
| 400 | —⅝ | — | U. S. Cast Iron Pipe | 11⅝ | 11⅝ | 11⅝ | 11⅝ | 11½ | 12 |
| 200 | —⅝ | 5 | U. S. Realty & Imp | 65½ | 65½ | 64¾ | 64¾ | 64¾ | 65 |
| 1,210 | —1⅝ | 6 | U. S. Rubber | 62 | 62 | 61 | 61 | 60⅞ | 61 |
| 200 | +1¼ | 8 | U. S. Rubber 1st pr | 105¼ | 105¼ | 105¼ | 105¼ | 104¾ | 105 |
| 84,200 | —1⅞ | 5 | U. S. Steel | 64 | 64⅝ | 62⅞ | 62½ | 62¼ | 62⅝ |
| 600 | —½ | 7 | U. S. Steel pr | 107⅞ | 108 | 107⅞ | 107⅞ | 107½ | 108 |