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RENSKORF, LYON & CO.

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33 NEW ST. (GROUND FLOOR) NEW YORK

COPPER STOCKS

There are underlying features in connection with the copper metal and copper share market which offer assurances that a gradual appreciation in the market price of certain issues will occur.

Data covering Braden, Consolidated Arizona, and Emma Copper is contained in our Market Letter of this week, copies of which will be mailed free upon request

Ask for Circular No. 636.

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DIVIDEND NOTICES.

American Telephone & Telegraph Co.

A dividend of Two Dollars per share will be paid on Thursday, April 15, 1915, to stockholders of record at the close of business on Wednesday, March 31, 1915.

G. D. MILNE, Treasurer.

LEHIGH VALLEY COAL SALES CO.

New York, March 26th, 1915.

The Board of Directors of the Lehigh Valley Coal Sales Company have this day declared a dividend of two and one-half per cent. ($1.25 per share), payable April 17th, 1915, to those stockholders of the Company who are holders of full share certificates of stock, registered on the Company's books at the close of business, April 8th, 1915. Checks will be mailed.

W. J. BURTON, Treasurer.

ON THE CONSOLIDATED.

Special strength in a number of issues was again the feature of the market on the Consolidated Exchange. The list, as a whole, showed some hesitation, particularly in the afternoon, but there was no pressure of selling. Rock Island Railway went as high as 31½, and Missouri Pacific touched 14⅝.

STOCKS.

Sales.		Open.	High.	Low.	Last.
70	Alaska Gold	35	35	35	35
20	Allis-Chalmers pf	43¾	43¾	43¾	43¾
1,520	Amal Copper	64⅝	64⅞	64	64
40	Am Beet Sugar	45¾	45¾	45¾	45¾
1,910	American Can	47¼	48	46⅞	48
70	Am Car & Fdry	47¾	48¼	48¼	48¼
220	Am Cotton Oil	48⅞	49⅞	48	49
100	Am Ice Sec	50½	50½	50½	50½
20	Am Locomotive	31⅞	31⅞	31⅞	31⅞
220	Am Smelting	67½	68	67½	68
40	Am Sugar	108⅞	108⅞	108⅞	108⅞
240	Anaconda Cop	31⅞	31⅞	31⅞	31⅞
10	At, Top & S F	100⅞	100⅞	100⅞	100⅞
30	Balt & Ohio	82⅞	83	82⅞	83
1,270	Beth Steel	54⅞	55⅞	54⅞	55⅞
190	Brooklyn R T	90⅞	90⅞	90	90
320	California Pet	15⅞	17	15⅞	16½
10	Can Pacific	143⅞	143⅞	143⅞	143⅞
20	Central Leather	35⅞	35⅞	35⅞	35⅞
140	Chic & Ohio	44⅞	44⅞	44⅞	44⅞
40	Chic Mil & P	90	90⅞	90	90
600	Chic R I & Pac	28⅞	29½	28⅞	29½
50	Chino Copper	35⅞	35⅞	35⅞	35⅞
10	Col Fuel & I	29⅞	29⅞	29⅞	29⅞
10	Cuban Am Sugar	35	35	35	35
10	Del Securities	65	65	65	65
400	Erie	27⅞	28	27⅞	28
110	Erie 1st pref	43⅞	43⅞	43⅞	43⅞
1,320	Goodrich Co	49½	49½	47½	49
10	Gt Nor pf	117⅞	118	117⅞	118
10	Guantanamo Sug	34	34	34	34
10	Inspiration	39⅞	39⅞	39⅞	39⅞
10	Int Harvester	105⅞	105⅞	105⅞	105⅞
100	Int Mer Marine	18⅞	18⅞	18⅞	18⅞
10	Int Mer Marine pf	66⅞	66⅞	66⅞	66⅞
10	Int Nickel	34⅞	34⅞	34⅞	34⅞
100	Int Paper	38⅞	38⅞	38⅞	38⅞
100	Kansas City Southern	25	25	24⅞	25
1,100	Lehigh Valley	71⅞	72⅞	71⅞	72⅞
100	Lorillard	122⅞	122⅞	122⅞	122⅞
10	Mex Petroleum	69⅞	69⅞	69⅞	69⅞
5,400	Miami Copper	24⅞	24⅞	24⅞	24⅞
100	Minn & St Louis	14⅞	14⅞	14⅞	14⅞
200	M, St P & S S M	117⅞	117⅞	117	117⅞
2,810	Mo, Kan & Tex	12⅞	12⅞	12⅞	12⅞
300	Mo, Kan & Tex pf	36	36	35½	36
2,400	Nat Lead	53⅞	54½	53⅞	54½
100	Nev Con Copper	14⅞	14⅞	14⅞	14⅞
100	New York Central	86⅞	86⅞	86⅞	86⅞
100	N Y, N H & H	60⅞	60⅞	60⅞	60⅞
25	New Jersey Zinc	107⅞	107⅞	107⅞	107⅞
20	Pennsylvania	56⅞	56⅞	56⅞	56⅞
200	Ray Copper	21⅞	21⅞	21	21
7,920	Reading	146⅞	147⅞	145⅞	146½
140	Rep Iron & S	54⅞	54⅞	54⅞	54⅞
1,240	Sloss Sheff	58⅞	59⅞	58⅞	59
50	Southern Ry	17⅞	17⅞	17⅞	17⅞
240	Studebaker Co	61	62⅞	61	62⅞
110	Third Ave	31⅞	31⅞	31⅞	31⅞
2,600	Utah Cop	125⅞	127⅞	125⅞	127⅞
100	United Rys	5⅞	5⅞	5⅞	5⅞
500	U S Rubber	66½	68	66½	67⅞
3,950	U S Steel	59⅞	60⅞	59⅞	60⅞
20	Utah Copper	47⅞	47⅞	47⅞	47⅞
30	Va Car Chem	24⅞	24⅞	24⅞	24⅞
100	West Un Tel	60½	60½	60½	60½

20,410 Total sales.

MINING.

Sales.		Open.	High.	Low.	Last.
1,100	Atlanta	40	40	39½	39½
500	Cactus Extension	69	69	69	69
200	Consol Va	68	68	68	68
1,500	Elkhorn	47	47	47	47
200	Goldfl Florence	81	81	81	81
1,300	Goldfl Merger	24	24½	24	24½
400	Iron Blossom	97	97	97	97
500	Jim Butler	84	84	83	84
1,400	Jumbo Ex L	1.07½	1.07½	1.05½	1.07½
200	Portland	1.15	1.15	1.14	1.14
1,300	Rescue Eula	.11	.11	.11	.11
500	Savage	.06	.06	.06	.06
500	West End	.82	.83	.82	.83

2,900 Total sales.

DAILY IMPORTS AND EXPORTS.

Daily imports and exports of general merchandise at the Port of New York were:

	Imports.	Exports.
Wednesday, April 7	$2,751,785	$4,717,347
Tuesday, April 6	2,719,982	4,042,329
Monday, April 5	2,902,905	3,960,604
Saturday, April 3	2,651,015	5,477,705
Friday, April 2	2,727,489	4,320,847
Thursday, April 1	4,248,121	3,608,157
Wednesday, March 31	3,384,292	2,170,444
Tuesday, March 30	3,441,287	4,816,835
Monday, March 29	2,967,168	2,314,169

FINANCIAL RECORD HERE AND ABROAD

Some Tendency Toward Reaction, but Prices Yield Little.

A reactionary tendency was manifest in the stock market for the greater part of the session yesterday, but although profit taking operations and professional selling for the decline were often in combination not much impression was made on prices. On the whole, the list resisted well, considering how vulnerable it has generally been supposed to be because of its rather long and uninterrupted rise. Shares of industrial companies, of which no great number, comparatively speaking, are held abroad, did better than the railroad issues, in some cases scoring substantial gains on the day. What are generally called the standard stocks had still to bear the weight of foreign selling as well as of that which seemed to originate largely in the financial district. Commission houses reported a good business, with considerable absorption of stocks by investors.

The day's turnover in stocks was smaller than Tuesday's, as Tuesday's had been in turn smaller than Monday's, amounting to a little over 500,000 shares. Business in bonds held up fairly well, about $2,700,000, face value, changing hands with prices firm.

At the outset of trading there was a sharp upturn, but it was short lived. The reaction that followed wiped out most of the gains, supplanting them with fractional losses, except in the case of some of the industrial securities, such as United States Rubber and the shares of the fertilizer companies, which did well throughout the session. The old Rock Island stock rose sharply in the first hour, and was erratic in its later movements, finally closing with a gain of more than 2 points. Bethlehem Steel, doubtless reflecting further the disappointment of bullish speculators on Tuesday, when dividends were put further into the future than ever, broke about 8 points, but in the afternoon recovered all but a fraction of the loss. Missouri Pacific manifested strength early and stayed strong. There was a continuance of the rise in General Motors, which advanced to 134⅜ at the close, a new high record, the rapid retirement of the company's notes opening a prospect of dividends, or, as the speculative community generally believes, the "cutting of a melon."

Most of the oldtime market leaders, such as Reading, Union Pacific, Steel and Amalgamated Copper, were content to mark time, moving within a relatively narrow range, in strong contrast to the unseasoned industrials. American Sugar, however, was notably strong.

Most important of all the day's developments was the government report, as of April 1, on the condition of winter wheat and rye. The outlook for the former left little to be desired. Instead of falling off in condition through the winter, as is usually the case, it showed a distinct, if small improvement, and by reason of the large acreage planted last fall, gave promise of a crop of 619,000,000 bushels, as against an indicated crop last April of 620,000,000 bushels. Last year's harvest was much greater than was indicated in April, and it may well be that this April's indications will be greatly improved upon in the next two months.

Circumstantial reports from Rome that the Austrian government was about to sue for a separate peace were not generally accepted as probable in the financial district, implying, as they did, that the end of the war was only a matter of a few weeks. There was, however, a good deal of interest in the report from London that Lloyds were offering 3 to 1 that the war would be over before December 31. The French government's decision to buy the cotton cargo of the Dacia was not generally known here until after the close of the market. So far as Wall Street is concerned, that incident was closed some time ago, and it is not likely that the decision will have any financial influence.

In the money market there was observable an improved demand for commercial paper, without any change in rates. Time money was also firmer. Call loans touched 2½ per cent, but the ruling rate was 2. Sterling exchange, at first reactionary, grew firm change, at first reactionary, grew firm toward the close on news from London that discount rates there were firmer. The Bank of France come to the rescue of the Paris money market, lowering exchange on London by the sale of sterling bills. It was reported that the bank would release gold, if that step was found necessary, to protect cross-Channel exchange.

AVERAGE OF THE TRIBUNE'S LIST OF FIFTEEN RAILS.

April 7, yesterday's close	108.142
April 6	108.625
One week ago	107.325
One month ago	104.780
One year ago	121.066
July 30, 1914	101.425
July 29, 1914	109.312
High for March	108.108
Low for March	102.558
High for February	106.758
Low for February	101.192
High for January	108.924
Low for January	103.567
High for December	107.008
Low for December	102.099
High for July	120.133
Low for July	104.425
High, full year, 1914	126.191
Low, full year, 1914	102.009

AVERAGE OF THE TRIBUNE'S LIST OF TWELVE INDUSTRIALS.

April 7, yesterday's close	76.333
April 6	76.740
One week ago	74.844
One month ago	71.833
One year ago	78.458
July 30, 1914	67.427
July 29, 1914	73.302
High for March	75.156
Low for March	70.094
High for February	73.329
Low for February	69.542
High for January	75.916
Low for January	70.759
High for December	72.311
Low for December	69.875
High for July	78.239
Low for July	67.427
High, full year, 1914	81.864
Low, full year, 1914	67.427

RAILROAD EQUIPMENT BONDS.

(Quoted on a percentage basis.)

	Maturity.	Rate.	Bid.	Ask.
Atlantic Coast Line	1914-23	4½%	4.10	4.00
Baltimore & Ohio	1914-23	4%	4.20	4.10
Buffalo, Roch & Pitts	1914-20	4%	4.40	4.40
Canadian Pacific	1914-28	4½%	4.80	4.60
Carolina, Clin & Ohio	1915-24	5	5.30	5.00
Chesapeake & Ohio	1914-24	4½%	4.60	4.60
Chic & Northwestern	1914-23	4%	4.50	4.50
Chic, Ind & Louisville	1914-23	4½%	4.50	4.50
Chic, St P, Minn & Om	1915-23	4%	4.75	4.50
Delaware & Hudson	1923	4½%	4.50	4.50
Erie Railroad	1914-23	4%	5.00	4.90
Hocking Valley	1914-23	4½%	4.80	4.70
Illinois Central	1914-23	4½%	4.50	4.40
Louisville & Nashville	1914-23	4%	4.50	4.40
Missouri, Kan & Tex	1914-23	5%	5.00	4.90
Missouri Pacific	1914-23	5%	5.00	4.85
N Y Central Lines	1915-23	4½%	4.50	4.40
Norfolk & Western	1914-23	4%	4.50	4.40
N Y, N H & Hartford	1915-23	6%	5.25	5.00
Penn General Freight	1914-23	4-4½%	4.10	4.00
St L Iron Mt & Sou	1914-23	5%	5.20	5.00
Seaboard Air Line	1914-23	5%	5.00	4.80
Southern Railway	1914-23	4½%	4.50	4.50
Southern Pacific	1914-23	4½%	4.40	4.30
Virginian Railway	1914-19	6%	5.10	4.90

NEW YORK STOCK EXCHANGE

WEDNESDAY, APRIL 7, 1915.

Total sales of stocks Wednesday, 517,200, against 623,900 Tuesday, 742,300 a week ago and 222,600 a year ago. From January 1 to date, 19,775,700, against 23,328,300 a year ago.

Div. rate		Shares sold.	Quotation Range. Open.	High.	Low.	Final.	Net chge.	Bid.	Ask.
—	Alaska Gold Mines	1,900	35½	35½	35	35	— ½	35	35¼
2	Amalgamated Copper	16,900	64½	64⅞	64	64	— ¼	64	64¼
—	Allis-Chalmers Co. pref.	300	44	44	43	43	— 2	43½	44
4	Am. Agr. Chemical	1,500	50½	52	50½	52	+ 1½	51⅝	52
—	Am. Beet Sugar	1,100	45¼	45½	45	45½	+ ⅝	45¼	45½
—	Am. Beet Sugar pref	100	85	85	85	85	—	—	—
6	Am. Can	2,825	31⅜	31⅝	31	31	— ¼	31	31½
8	Am. Brake S. & F. pref.	30	135¼	135¼	135¼	135¼	—	132	135
—	American Can	300	95¾	95¾	95½	95¾	— ⅛	95¼	96¼
7	American Can pref	150	48	48	48	48	—	48	48½
2	Am Car & Foundry Co.	100	118½	118½	118½	118½	— ½	112	115
7	Am. Car & Fdry. pref	100	48¼	48¼	46¼	46¼	— 2¼	46½	47
6	American Cities pref	100	96	96	96	96	+ 1	94	96
7	Am. Coal Products	710	93½	95	93	95	+ 1	108¾	109
7	Am. Coal Products pr.	10	109	109	109	109	—	108¾	109
—	Am. Cotton Oil	12,600	46½	49¼	46½	48⅝	+ 1⅛	48½	48¾
—	Am. Hide & Leather	800	5½	5⅝	5⅛	5⅛	— ¼	5⅛	5¾
—	Am. Hide & Leather pr.	300	29	29	29	29	—	28¼	28¾
—	Am. Ice Securities	1,100	31	31	30¼	30½	— ¼	30⅜	30¾
—	American Linseed	200	10	10	10	10	— ¼	10¼	10½
—	American Locomotive	1,800	32	32¾	31½	31½	— 1	31½	32½
7	Am. Locomotive pref	100	90⅛	90⅛	90⅛	90⅛	— 3⅝	85	90½
4	American Smelting	3,200	67⅝	67¾	67	67⅝	+ ⅜	67	67⅝
7	Am. Smelting pref	200	103⅞	103⅞	103½	103½	— ½	103	104
2	Am. Steel Foundry	300	30⅞	30⅞	30⅝	30⅝	— ⅛	29½	31
7	American Sugar	3,100	108¾	109	108	108¼	+ ⅜	108¼	108½
5	Am. Tel. & Cable	200	60⅛	60⅛	60⅛	60⅛	+ ⅛	60¼	61
8	Am. Tel. & Tel.	400	119¾	119¾	119	119	— ½	118⅞	119⅝
20	American Tobacco	300	229⅞	230¾	229	230¾	+ ⅝	230¼	231
6	Am. Tobacco pf. new	100	107½	107½	107½	107½	—	107½	107⅞
—	American Woolen	100	16¼	16¼	16¼	16¼	+ ¼	16	17¼
7	American Woolen pref.	200	80	80	80	80	— 1	79¼	81
4	Anaconda	5,800	31½	31¾	30¾	31½	+ ¼	31⅜	31½
6	Atchison	3,700	100¾	100¾	100¼	100⅝	—	100⅝	100¾
—	Atchison pref	20	98¾	98¾	98¾	98¾	—	98¼	98¾
2	Baldwin Locomotive Co.	400	38	38⅝	38	38	— 1	38	38¾
5	Baltimore & Ohio	2,700	72½	73¼	72⅝	72⅞	— ⅛	72¾	72⅞
4	Baltimore & Ohio pref.	700	70	70⅝	70	70⅝	+ ⅛	70¼	70⅝
—	Batopilas Mining	100	¾	¾	¾	¾	—	⅞	1
—	Bethlehem Steel	20,600	87¾	87¾	85¼	87½	— ¾	87½	88
7	Bethlehem Steel pref	120	106	106	106	106	+ ½	105½	106
6	Bklyn Rapid Transit	2,900	90¾	90¾	90	90	— ½	90	90¼
6	Brooklyn Union Gas	100	127	127	127	127	+ ⅞	125	129
—	California Petroleum	2,900	14¼	17	14¼	16½	+ 2⅝	16¼	16¾
7	Cal. Petroleum pref	1,400	39¾	43	39¾	43	+ 4¾	43	43¼
10	Canadian Pacific	300	163¼	163¼	163¼	163¼	— ¾	163¼	163¾
3	Central Leather	1,800	35⅜	35½	35⅛	35⅜	—	35¼	35½
7	Central Leather pref	200	102½	102⅞	102½	102⅞	+ ⅜	102¾	102⅞
7	Chesapeake & Ohio	800	44⅝	44⅝	44⅜	44⅜	— ⅛	44¼	44½
—	Chic. Great Western	700	12⅝	12⅝	12⅛	12⅛	— ⅛	12	12⅛
—	Chic. Great Western pf.	400	32½	32¾	32¼	32¾	— ⅛	32¼	32¾
5	Chic., Mil. & St. Paul	1,600	90¼	90⅝	89⅛	89⅝	— ⅜	89⅝	89¾
7	Chic., Mil. & St. P. pr.	200	126¾	126¾	126¼	126¼	+ ¼	126¼	127
7	Chic. & Northwestern	100	128	128	128	128	—	128	128½
—	Rock Island & Pacific	40,700	29	32¼	28	31⅛	+ 2⅜	31⅛	31¼
40	Chino Con. Copper	4,400	39⅞	40⅝	39½	39⅝	— ⅛	39½	37⅝
—	Colorado Fuel & Iron	1,700	29¼	30⅛	29¾	29⅝	+ ⅝	29½	29¾
—	Colorado & Southern	500	30½	31⅛	30½	31⅛	+ 1⅛	31¼	31½
—	Continental Can	300	63½	63½	62	62	— 1	61	62½
7	Continental Can pref	350	96½	96½	96	96	— 1	95	96
6	Consolidated Gas	400	121⅞	121⅞	121	121⅛	+ ⅛	121	121½
—	Corn Products	200	11⅞	11⅞	11¾	11¾	+ ⅛	11½	11⅞
5	Corn Products pref	100	73	73	73	73	—	72½	74
—	Cuban-American Sugar	400	60	60	55	55	— 5¾	57	60
9	Delaware & Hudson	784	150	150½	150	150⅛	+ ¼	150	151
—	Denver & Rio G. pref	200	13	14	13	14	+ ½	14	15
7	Detroit Edison	115	114¾	115	114¾	114¾	—	114½	115½
—	Distilling Securities	1,100	6⅝	6⅝	6⅝	6⅝	— ⅛	6⅝	6⅞
5	Du Pont Powder pref	100	91	91	91	91	—	91	—
—	Erie	9,100	27⅝	27¾	27⅛	27¼	— ⅛	27⅛	27¼
—	Erie 1st pref	2,600	43⅝	43⅞	43¼	43¼	— ¾	43¼	43½
—	Erie 2d pref	300	34	34¾	34	34¼	— ⅞	34¼	35¼
—	Federal M. & S.	100	10¼	10¼	10¼	10¼	+ ¼	10½	17
4	Federal M. & S pref	100	31	31	31	31	—	30	31
6	General Chemical Co.	150	186	186	186	186	+ 6	185	190
6	General Chem. Co. pref.	40	107	107	107	107	—	106½	107½
8	General Electrical Co.	400	147	147	147	147	— 2	146½	147½
—	General Motors	2,900	127	134¾	127	134⅜	+ 7⅜	134	135
7	General Motors pref	600	103½	103½	103	103	— ½	103	103½
—	Goodrich, B. F.	22,500	48½	49⅝	47½	48½	+ ½	48½	49
7	Goodrich, B. F., pref	900	100	101	100	101	+ 1	101½	103¾
7	Great Northern pref	1,500	117⅞	118	117½	117¾	— ¼	117¾	118
⅜	Great Northern Ore	4,900	35¼	35⅜	34⅝	34⅝	— 1	34¾	35
14	Guggenheim Explor	500	54½	54⅝	54⅛	54⅛	—	54⅛	54½
—	Inspiration Copper	20,700	28¾	29⅛	28	28	— ¼	28	28¼
—	Interboro-Metropolitan	4,700	16⅛	16⅛	15½	15⅞	— ¼	15¾	16
—	Interboro-Metro. pref	3,500	68¾	68¾	67¾	68⅜	— ⅜	68⅜	68⅞
7	Int. Harv. of N. J. pref.	100	114	114	114	114	+ 2	111	115
—	International Paper	100	9⅞	9⅞	9⅞	9⅞	+ ⅛	9¾	10
2	International Paper pr.	100	38¾	38¾	38¾	38¾	— ¼	38¾	39
7	Kings Co. E. L. & P.	50	121½	121½	121½	121½	—	121½	122
—	Kansas City Southern	700	25	25	24⅞	25	+ ⅛	24⅝	25
6	Kresge Co.	1,100	124	126½	124	126½	+ 4½	124	125½
7	Kresge Co. pref	50	107½	107½	107½	107½	—	107½	108
1	Lackawanna Steel	100	34	34	34	34	— 2	33½	36
10	Lehigh Valley	1,247	137⅛	137¾	136½	137⅜	— ⅛	136⅞	137⅜
12	Liggett & M. Tobacco	100	224½	224½	224½	224½	+ 1½	222½	224¾
7	Loose-Wiles Biscuit	100	21½	21½	21½	21½	— ½	21	24
5	Mackay Companies	100	76⅞	76⅞	76⅞	76⅞	+ ⅞	76	77
4	Mackay Companies pr.	230	68	68	68	68	—	68¾	69⅛
5	May Department Stores	400	48⅝	49	48	48	—	47½	49
—	Maxwell Motor	5,500	46¾	46½	45	45⅞	— ⅛	45¾	46¼
—	Maxwell Motor 1st pr.	3,100	85¾	86½	85	85	— ½	85	85½
—	Maxwell Motor 2d pr.	2,920	40¾	40¾	39⅝	39⅝	— 1⅛	39½	40
—	Mexican Petroleum	1,900	69	70	69	69¾	+ ¾	69¼	69¾
40	Miami Con. Copper	5,400	24⅛	24⅝	23⅞	24⅝	+ ⅛	24	24⅝
—	Minn. & St. Louis	100	14⅝	14⅝	14⅝	14⅝	— ⅛	14	14⅝
7	M., St. P. & S. S. M.	200	117⅞	117⅞	117	117	— ⅞	116½	118
—	Mo., Kan. & Tex.	2,810	12⅞	12⅞	12¼	12¾	—	12⅝	12⅞
—	Mo., Kan. & Tex. pref.	300	35⅞	36	35½	36	+ ½	35½	36
—	Missouri Pacific	2,400	13⅞	14½	12¾	13¾	+ ⅝	13¾	14
2	Montana Power	500	52½	52½	52½	52½	— ¼	52½	52¾
7	Montana Power pref	200	101	101	100½	100½	— ½	100	101
7	Nashville & Chatta	100	121	121	121	121	— 4	121	125
7	National Biscuit	110	120½	120½	120½	120½	—	119	120¾
3	National Lead	2,000	62	63¾	61⅞	63	+ 1	62¾	63
—	Cloak & Suit	100	76½	76½	76½	76½	— ½	75	77
—	Cloak & Suit pref	150	102½	102½	102½	102½	— ½	102	103
30	Nevada Con. Copper	1,800	13⅝	13⅝	13⅝	13⅝	+ ⅛	13½	13¾
6	N. Y. Air Brake	500	70¾	70½	70	70½	+ ½	70	70¾
5	New York Central	1,600	86¼	86¼	85¾	85⅞	— ¼	85¾	86
—	N. Y., N. H. & H.	2,000	59½	60¼	59¾	60	+ ¼	59¾	60⅛
—	N. Y., Ont. & Western	600	28⅝	28⅝	28¼	28¼	— ½	28¼	28¾
5	North American	500	70	70	69½	69½	— 1½	68	69½
7	Northern Pacific	4,700	107¾	107¾	107	107⅛	—	107	107¼
—	Pacific Tel. & Tel	100	27	27	27	27	— ½	27	30
—	Pacific Mail	100	20	20	20	20	— ½	—	—
6	Pennsylvania R. R.	1,700	107¼	107¼	107	107	— ¼	107	107¼
8	People's Gas & Coke	1,300	121	121	120¼	120¼	— 1¾	120	120¼
7	Philadelphia Company	800	71	74	71	73¾	— 3¼	73	77
—	Pittsburgh Coal	1,300	22¼	22⅜	21¾	22¼	— ¼	21⅞	22
5	Pittsburgh Coal pref	300	95	95	94¼	94½	— ½	94½	94¾
7	Pressed Steel Car pref	25	97	97	97	97	—	94	98
8	Pullman Palace Car	15	153½	153½	153½	153½	—	153	154
—	Quicksilver	300	⅝	⅝	½	⅝	—	½	⅝
—	Quicksilver pref	200	1	1	1	1	—	1	1¼
—	Ray Con. Copper	5,300	21¼	21¼	20¾	20⅞	— ⅛	20¾	20⅞
8	Reading	44,200	146¾	147½	145⅞	146⅝	—	146½	146¾
4	Reading 2d pref	200	85	85	85	85	—	82	85
—	Republic Iron & Steel	7,100	23⅞	24⅞	23⅞	24½	+ ⅞	24½	24¾
—	Republic Iron & S. pref.	850	81	82½	81	82	+ 1¾	81½	82
—	Rock Island	500	¾	¾	¾	¾	—	½	¾
—	Rock Island pref	1,800	1¼	1½	1¼	1⅜	+ ⅛	1⅛	1½
—	Rumely	1,600	3	3½	2⅞	3	+ ⅛	2⅞	3⅛
—	Rumely pref	100	8	8	8	8	+ ½	7½	8¾
—	Seaboard Air Line	500	15¼	15½	15⅛	15⅛	— ⅛