REVOLVED HIS CONGREGATION.

Men and Women Leave the Church in the Midst of the Rev. Mr. Bishop's Sermon.

The Rev. Charles Fowler Bishop of the Methodist Episcopal Church, preached yesterday in the St. James M. E. Church, at 126th street and Madison avenue, on the resurrection of Christ, and took occasion to draw a ghastly picture of death. He said:

"When the mother bends over the cradle of her sleeping child, the monster we call death bends forward on the other side." He pictured Death as a ghastly form with fleshless bones and bloodless veins and eyeless sockets in the grinning, fleshless skull. "He turns down your street and into your house. You call in vain for your nurse, physician, and friends to help fight that horrible vision. Locks and bolts are useless, windows and doors may be barred, but Death will enter despite all. He thrusts aside doctors and nurses, and gathers the beloved one up in his skeleton arms and stalks forth irresistible."

In the midst of this description people arose and left the church. A woman in deep mourning was among the first to leave. Several women followed, and two men. The faces of some were tear stained, while others were almost colorless.

In the latter part of his discourse the preacher tried to comfort those who remained with the assurance that the God who could break the Roman seal could reunite those separated by death.

Mr. Thomas of Chicago Held.

R. Herbert Thomas, the young Chicagoan who is accused of passing worthless checks, was arraigned in the Jefferson Market Police Court yesterday morning. He had little to say. Justice Ryan explained the complaint to him and he pleaded not guilty. Thomas was held in $300 bail for trial in the Court of Special Sessions.

Business Notices.

"A Stitch in time saves nine." That's so, and one dollar spent for Adamson's Botanic Cough Balsam will save nine doctors' fees. Trial bottles, 10 cents.

MARRIED.

ROE–KNIGHTON.—On Thursday, Oct. 27, by the Rev. Henry Y. Satterlee, D. D., at the residence of the bride's sister, Louise Dorset Knighton to Livingston Roe, Jr.

DIED.

CUTTING.—At St. Agustine, Florida, Oct. 29, of heart failure, Henry Mason Cutting, only son of Lydia Stringer and the late Heyward Cutting.
Notice of funeral hereafter.

DEVLIN.—On Saturday evening, Oct. 29, 1892, Charles S., son of the late John E. Devlin, in the 30th year of his age.
Funeral services at the Church of the Annunciation, 131st st. and Broadway, Monday morning at 9:30 o'clock. Please omit flowers.

MULLINS.—Suddenly, on Oct. 29, 1892, at 10 o'clock, Bernard Mullins, aged 66 years.
Funeral services will be held on Monday at 2 o'clock at his late residence, 303 West 45th st.

McNAMARA.—Suddenly, on Oct. 28, George S. McNamara, aged 39 years.
Funeral from the residence of his brother, William S. McNamara, Blackwell's Island, on Monday, Oct. 31, at 1 P. M. Carriages meet boat at 26th st. and East River.

TRAYNOR.—On Oct. 29, at West Chester, N. Y., Michael Traynor, beloved husband of Ellen Murphy. Relatives and friends are respectfully invited to attend the funeral Nov. 1, at 12 o'clock. Dublin papers please copy.

Special Notices.

TO THE JEFFERSONIAN DEMOCRATS OF NEW YORK.

The Protective Tariff Democratic League of the city of New York asks your assistance in establishing the supremacy of those principles of protection for American industries and American labor which were advocated by the founders of the Democratic party, Thomas Jefferson, James Madison, and Andrew Jackson, which are now imperilled by the candidacy of Grover Cleveland and the declaration of the Chicago platform, which says:

PLATFORM ADOPTED AT CHICAGO, June 22, 1892.

"We declare it to be a fundamental principle of the Democratic party that the Federal Government has no constitutional power to impose and collect tariff duties except for the purposes of revenue only."

This is practically identical with the clause relating to the tariff in the Constitution of the Confederate States, and while it may be true that a tariff for protection to American industries and American labor was unconstitutional under the organic law of the Confederacy, it is not so under the Constitution of the United States. The platform reported by the Committee on Resolutions of the Chicago Convention contained these words:

THE REJECTED DEMOCRATIC PLATFORM.

"In making reductions in taxes it is not proposed to injure any domestic industries, but rather to promote their healthy growth. From the foundation of this Government the taxes collected at the Custom House have been the chief source of Federal revenue. Such they must continue to be. Moreover, many industries have come to rely upon legislation for successful continuance, so that any change of law must be at every step regardful of the labor and capital thus involved. The process of reform must be subject to the execution of this plan to the dictates of justice."

This pledge would have been satisfactory to Jeffersonian Democrats. But at the demand of that element in the party which favors English free trade and the economic theories of the Cobden Club it was struck out. For reasons best known to themselves, the seventy-two delegates from New York, misrepresenting their constituents, voted in the affirmative. The paragraph as it now stands was substituted, and the interests of every manufacturer, every business man, and every workman in this, the greatest manufacturing city on the continent, were betrayed in the interest of free trade England.

On the other hand, that part of the platform which concerns the tariff, which was adopted by the Republican party at Minneapolis, June 9, 1892, which says:

REPUBLICAN PLATFORM.

"We believe that all articles which cannot be produced in the United States, except luxuries, should be admitted free of duty, and that on all imports coming into competition with the products of American labor there should be levied duties equal to the difference between wages abroad and at home," is a substantial reiteration of the views of Jefferson, Madison, and Jackson, and should have the support of all intelligent Democrats.

We are also opposed to the provision in the Democratic platform which advocates the repeal of the tax on state banks and proposes to return to the era of wildcat money. We believe that all money, whether gold, silver, or paper, should be issued by the Federal Government, and be a full legal tender for all debts, public and private.

From 1840 to 1861 this country suffered from the crushing effects of a tariff for revenue only, a system established in the interest of those who desired to sell the products of labor abroad and who wished to buy in those markets where such labor was cheapest. We held that every man who labored with his hands was a "mudsill," and who would have reduced all workmen to the level of the slave laborers they owned. With these facts many of the younger generation, who have had the advantage of living under the economic system advocated by Jefferson, are unfamiliar, and we ask those who sympathize with our objects, who have records of the low wages, and in those years, to put them at our disposal for educational purposes.

We request every Democrat who is in sympathy with these views and who does not intend to vote for the Republican ticket of free trade and wildcat money, Grover Cleveland, to send his address to

HENRY NICHOLS, Chairman,
Protective Tariff Democratic League, Post Office box 2137, or headquarters, Hotel Bartholdi, New York city.

HENRY A. DANIELS, M. D.,
OWEST with the
Diseases of the Nerves Specialty. Medical Institute, Primary Organs, Impotency and Sexual Disorders. Hours 9 to 1, 2 to 5.

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COAL AND WHEAT.

The latest mystery connected with the affairs of the New York and New England Railroad Company was partially dispelled last week by the election of the President of the Reading Railroad Company to the Presidency of the Boston and Maine Railroad Company, coupled with the announcement that these two corporations have indirectly acquired control of the New York and New England. The outcome of the arrangement is asserted to be another gigantic combination of capital, the result of which will be the control of the anthracite coal business of the interior of New England. Precisely how the New York and New England Company is to be benefited by it is not yet apparent, and if the price of the company's stock is a criterion of public opinion, the benefit is not now supposed to be so great as some persons evidently, at one time, expected it to be.

The remuneration for carrying coal, like that for the carriage of other articles, is limited by competition. All along the coast of New England, and for a distance of sixty miles or so inland, the price of water transportation for the mineral controls that of the railroads, and no railroad combination can successfully contend against the propellers and schooners now engaged in the business. Northern New England is occupied by the railroads affiliated with the Delaware and Hudson Canal Company, and is furnished with coal by the way of Troy. This leaves as a field for coal supply for the New York and New England Railroad and its connections only the intermediate zone lying between that on the coast and that on the north, and extending as far as, say, to within sixty miles of Boston and Providence. That, hitherto, the coal transportation within this territory has not been profitable to the New York and New England road is not disputed, and an improvement in it is expected to come entirely from the better facilities to be furnished by the Poughkeepsie Bridge, and from the special favors to be granted by the Reading Company.

Whatever increase of earnings from coal carriage the New York and New England road derives by virtue of its new connection with the Reading must, it is plain, be the result either of an increase of the quantity carried or of an increased share of profit allowed it out of the total rates from the mines. An increase of total rates is not possible, because that would narrow the field of operations by encouraging the encroachment of competing carriers. An increase of the quantity transported cannot be expected immediately, but will require time for its development. Unless, therefore, the managers of the Reading Company magnanimously allow the New York and New England a larger percentage of the freight on coal from its mines than it has hitherto had, it will gain nothing at present by the change in its ownership. Of the probability of such action by the Reading every one must judge for himself.

There remains, to be sure, the possibility of an advance in the price of coal which will yield a sufficient profit upon it to justify the Reading Company in allotting a larger sum to freight than it has done heretofore, and out of this larger allotment to apportion to the New York and New England Company a share which will enable it to pay small dividends on its stock. This, while it would diminish the net earnings of the Reading Company directly, would return to it something upon the New York and New England stock held by it or in its behalf. An exchange of New York and New England stock for Boston and Maine Railroad stock has been talked about, but I cannot see what plausible reason the Boston and Maine managers could offer for the transaction. Indeed, nobody has yet explained clearly what interest the Boston and Maine Company has in controlling the New York and New England at all, and I am waiting for somebody to do it.

The indications are, furthermore, that the advance in the price of anthracite coal engineered by the great combination, formed last January, of a majority of the companies producing and carrying it, has reached its limit, and can go no further. I never shared in the apprehension which was generally felt, when the combination was announced, that its power would be exerted oppressively. Experience has demonstrated over and over again that an increased price, even of a necessary of life, diminishes consumption, and if the increase is carried above a certain point it stops consumption altogether. Although winter is now at hand and the need of fuel would naturally cause an increased demand for coal, and thus an increase of price, the price has not been increased, and the output for the coming month is to be diminished.

The ultimate failure of any attempt to raise artificially the price of a commodity of general use above its natural level is conspicuously shown by the recent course of the price of wheat. A year ago it was discovered that the wheat harvests of Europe had been unusually bad, while ours had been as unusually good. At once the growers of wheat became infatuated with the idea that by holding it back from the market they could command any price for it, almost, that they chose to exact, and they did, in fact, raise the price considerably. But this very rise, besides inviting competition from other wheat growing countries, reduced the consumption of the cereal, and now, although Great Britain has had another harvest quite as bad as that of last year, she has more wheat offered to her than she wants, and our railroads and our elevators are crammed with the surplus of last year's crop, as well as of this year's, waiting for buyers at the lowest price ever known.

This depressed condition of the market for wheat, which is completely explained by its excessive supply, will perhaps renew the talk which was common two or three years ago about the influence of the fall of silver in stimulating exports of the grain from India and thus, by competition, reducing the price of that exported from this country. That the fall in the gold value of the rupee had something to do with the matter at first is indisputable. The Indian wheat grower, who sold his wheat in the London market when silver first fell, got more rupees for the pound sterling than he would have got with silver at its old value, and thus, seemingly, was better rewarded for his labor. But this in the nature of the case could not last long. The prices of other commodities have gradually adjusted themselves to the new value of the rupee, and now the net proceeds of wheat from India are no greater in purchasing power than they were at the old rate.

Other causes, too, have stimulated the export of wheat from India to Great Britain and made it a competitor with ours in the British market. One of those was the opening of the Suez Canal, which made the voyage around the Cape of Good Hope unnecessary, and thus avoided the long exposure of Indian wheat to the tropical heat which experience showed spoiled it for use. Another was the repeal of an export duty which until 1873 was laid upon it in India. Another, and the most important, was the perfection of the Indian railway system which now furnishes an easy and cheap means of transportation between the vast wheat fields of the northern portion of the country and its seaports. The famines of 1877, 1878, and 1879 prevented, for a time, these increased railway facilities from producing their full effect, and it was not until 1880, several years after the fall in silver began, that the exports of wheat from India assumed importance. How little the price of silver has had to do with increasing them since then is shown by the fact that they were less in 1881-82 than they were the previous year, and very much less in 1889-90 and in 1890-91 than they were in 1886-87. Last year they rose to an unusual figure, owing to the same cause which increased our own exports, but this year they have fallen again to where they were year before last. India, in fact, suffers from our competition as much as we suffer from hers. While her railway system has been bringing into communication with the markets of the world vast areas of wheat producing land, ours has been doing the same thing. The additional supply thus furnished has, for the most part, swamped prices, though a larger consumption may eventually restore them.

The anthracite coal producers of Pennsylvania have, indeed, no ground for fearing a catastrophe like that which has overtaken the growers of wheat. No mines of anthracite exist nearer than Colorado, and both these and the anthracite mines in Wales are too far away to be formidable. If the producers can succeed in perfecting and maintaining the combination at which they aim, and toward which the recent acquisition by the Reading Railroad Company of the New York and New England Railroad is said to be the latest step, they can maintain the price of anthracite at something like its present level. But anthracite coal is not the only fuel in the world. Bituminous and semi-bituminous coals exceed it in available amount and in cheapness of extraction from the earth, and while the mines which yield them are more distant from this part of the country than those of anthracite, and their heat-producing value is less, they can easily be substituted for anthracite whenever the difference of price justifies it.

The public is, therefore, not so completely at the mercy of the threatened anthracite coal combination as seems to be supposed. As to wheat, while we must expect some reaction from the present low market, the area of land capable of producing it in this country alone, to say nothing of the rest of the world, is too vast for any combination to control its price. It is true that the Western farmers indulge in the delusion that the proposed Anti-Option law will enable them to sell wheat at a higher price than they have been doing, but that law has not yet been enacted, and, if it should be, it would fail of its intended purpose. Our coal supply and our wheat supply are both alike safe against monopoly, and as our immense cotton crop guarantees us an abundance of cheap clothing, so are we sure of plenty of cheap food and of cheap fuel.

MATTHEW MARSHALL.

FINANCIAL AND COMMERCIAL.

New York Stock Exchange—Sales and Range of Prices of All Securities Dealt in During the Week Ending Oct. 29, 1892.

UNITED STATES AND STATE BONDS (IN $1,000s).

Sales.		Open-ing.	High-est.	Low-est.	Clos-ing.
1,000	U. S. 4s, r	114¾	114¾	114¾	114¾
1000	Ala., Class A	102	102	102	102
28,000	Ark. 7s, L. R. & F. S.	10	20¾	19	20¾
9,000	Ark. 7s, N. O. & R. R.	19	19½	19	19½
10000	Ark. 6s, H	9	9	9	9
1000	Tor. Car Sec. Tax	4¾	4¾	4¾	4¾
6,000	Tenn. Set. 3s	78	78	78	78
5,000	Quebec 5s	107	107	107	107

RAILROAD AND OTHER BONDS (IN $1,000s).

Sales.		Open-ing.	High-est.	Low-est.	Clos-ing.
237	Atchison 4s	83¾	84	83¾	84
5	Atchison 2d, Class A	58	58	58	58
238	Atchison in	58	58¼	57	58¼
173	Atch. In., T. & I.	58¾	58¾	57¾	58¾
84	Am. C. O. 6s	112	113¾	112	113
8	Atl. & Pac. in	11¾	11¾	11¾	11¾
47	Atl. & Pac. 1st	111	111	111	111
5	Alb. & Sus. con. 6s	117¾	117¾	117¾	117¾
10	Austin & N. W. 1st	88½	88½	88½	88½
10	Am., Dk. & Imp. 5s	110½	110½	110½	110½
5	Brooklyn El. 1st	116	117	116	117
6	Brooklyn El. 2ds	96½	96½	96½	96½
10	Balt. & Ohio 5s, 1988	113	113	113	113
10	Bur., C. R. & N. 1st	104½	104½	104½	104½
110	Bur., C. R. & N. C. 5s	97	97	97	97
10	Bur., C. R. & N. T. 5s	95	95	95	95
5	Boston, R. T. & W. 5s	99¾	99¾	99¾	99¾
10	Chic. & Ind. Coal 1st	102¼	102¼	102¼	102¼
9	Chic. & Ind. gnl.	114	114	114	114
2	Chic. & O. S. A. 1st	117	117	117	117
6	Chi. & Q., P. M. P.	112	112¾	112	112¾
49	Chi. & O. con. 5s	104⅞	105	104¾	104⅞
43	Chi. & O. gnl. 4½s	75	75¾	74¾	75¾
2	C., S. O. R. & A. 1st con.	79	79	79	79
85	Chi. & O. R. & A. 2d con.	77	78½	77	78½
2	Ch. & Alt. 1st	102¼	102¼	102¼	102¼
48	C., B. & Q. conv. 5s	108	108	107½	108
2	C., B. & Q. 7s	123¾	123¾	123¾	123¾
1	C., B. & Q. 4s, I. div.	96½	96½	96½	96½
13	C., B. & Q. deb. 5s	103¾	103¾	102¾	102¾
5	Ch. & Mil. 1st	115	115	115	115
10	Ch., B. & N. 5s	104	104	104	104
5	Can. So. 1st	106¼	106¼	106	106
11	Can. So. 2d	101½	101½	101	101¼
115	Chic. & N. P. 1st	72⅞	73	72⅞	72⅞
10	Consumers' G. of C. 5s	80	80	80	80
9	Chic. & E. Ill. 1st	115¾	115¾	115¾	115¾
64	Chic. & E. Ill. gnl. 5s	103½	103	102¾	102¾
1	Chi., S. & L. 1st con.	109½	109½	109½	109½
65	C., C., C. & St. L., C. W. & M. div.	91½	92	91½	92
10	Col. Conn. 5s	103½	103½	103½	103½
5	Chi. & St. L. & N. O. 5s, I.	114	114	114	114
2	Col. & Mid. 4s	67½	67½	67½	67½
87	C. G. L. & C. Co. 1st	89¾	90¼	89¾	90¼
1	Cin., I. & St. L. & Ch. 1st con. 6s	106	106	106	106
10	C., Ind. St. L. & Ch. 4s	96	96	96	96
28	Chic. & E. Ill. 1st	103¾	104½	103¾	104½
42	Chic. & Ind.	43¾	45	43¾	45
30	Chi., D. & I. 1st	98	98	98	98
1	Del., L. & W. 7s	140¼	141	140¼	140¼
1	Del. & H. 9s	105½	105½	105½	105½
6	Den. & R. G. 1. 5s	85	85	84½	84½
15	Den. & R. G. con. 4s	83¾	83¾	83	83
9	Des M. & F. D. 2½s	50	50	50	50
3	Den. C. C. 1st	90½	90½	90½	90½
25	Det., M. & M. 4s	26½	26½	26½	26½
2	Det., S. & A. 5s	101½	101½	101½	101½
1	Det., Bay City & A.	65	65	65	65
2	Det., M. & Tol. 1st	60	60	60	60
47	Edison E. Ill. 1st	102½	103¾	102½	103¾
3	Eliz. & R. S. 1st	97½	97½	97½	97½
3	Erie 1st ex	110¾	110	110¾	110
12	Erie 2d	92¾	93	92¾	93
105	Erie con. 2d	10½	10½	10½	10½
1	Equitable G. & F. 1st	102	102	102	102
13	E. Tenn. 5s	84¾	84	84	84
1	E. Tenn. 1st	111	111	111	111
10	E. Tenn. ex. g. 5s	60	60	60	60
4	F. & P. M. 1st, P. H. 5s	97½	98	97½	98
11	Ft. Worth 1st con	101	101	101	101½
1	Ft. W. & R. G. 1st	73	73	73	73
1	G., H. & S. A. 2d	102	102	102	102
30	G., H. & S. A. 1st, w. d.	105¾	105¾	105¾	105¾
24	Gen. Imp. deb. 5s	100¾	101¾	100¾	101¾
5	Green Bay in	30¾	30¾	30¾	30¾
5	Housatonic 5s	115	115	115	115
5	Harlem 1st	122¾	122¾	122¾	122¾
21	Hock. Val. 5s	92	92½	92	92½
20	Hock. Val. con	108	108	108	108
57	H. & T. Cent. 1st	106½	106½	106½	106½
5	H. & T. Cent. con. 6s	104¾	104¾	104¾	104¾
28	Il. & T. Cent. 4½s	65	65¾	64¾	65¾
10	Iowa Mid. 8s	124	124	124	124
6	Iron Mt. C. A. T.	106	106¾	106	106¾
1	Iron Mt. 2d	109	109	109	109
74	Iron Mt. 5s	98⅞	99	98⅞	99
88	Ill. Cent. 4s, 1952	100¾	100¾	100¾	100¾
18	Ind. & Ill. 1st	111¾	112	111¾	112
17	Int. & Gt. N. 2d	69¾	69¾	69¾	69¾
15	Ind., Bloo. & W. 1st	74	74	74	74
15	Iowa Cent. 1st	90¾	90¾	90	90¾
4	James River 1st	107	107	107	107
5	Kan. Pac. con	111¼	111¼	111¼	111¼
80	Kan. & Tex. 4s	80	80¾	80	80¾
167	Kan. & Tex. 2d s	40¾	43½	40	43
5	Kanawha & M. 1st	70	70	70	70
6	Kansas So. 1st	19¾	19¾	19¾	19¾
2	Knox. & Ohio 1st	101	101	101	101
10	Kentucky Cent. 1st	95	95	95	95
2	Lake Erie & W. 1st	118	118	118	118
26	Lacledе Gas 1st	84½	85	84½	85
1	L. E. & W. 1st	111	111	111	111
5	Lake Shore 1st	119½	119½	119½	119½
4	Lake Shore 2d	123¾	123¾	123¾	123¾
6	Lake Shore div. bds	114½	114½	114½	114½
2	Leh. V. N. Y. & N. 1st	114	114	114	114
5	Leh. & N. gnl	118½	118½	118½	118½
5	Leh. & N. 4s	80½	80½	80½	80½
101	L. & N., N. & A. g. 5s	98¾	99	98¾	99
4	Leh. & N. con. 6s	130¾	130¾	130¾	130¾
4	L. & N., M. & L. div. 2s	92	92	92	92
12	Lo., St. L. & T. 1st	66½	66½	66½	66½
5	Lo., Ev. & St. L. 5s	87	87	87	87
1	Long Island 4s	94½	94½	94½	94½
61	L. S. & M. S. gen.	121	121	120¾	121
122	L. S. & M. S. con.	104½	104½	104	104½
10	Lehigh V. col. 5s, I.	101¾	101¾	101¾	101¾
61	Mex. Nat. 2d inc. 6s	10¾	10¾	10	10¾
5	Mex. Nat. 20 inc. 6s, A	4	4	4	4
9	Minn. & St. L. 2d 7s	107½	107½	107	107½
1	Morris & Es. 7s of 1900	113½	113½	113½	113½
1	Morris & Es. 1st	141	141	141	141
5	Met. El. 1st	118	118½	118	118½
1	Met. El. 2d	90	90	90	90
10	Michigan & Ohio gnl.	92	92	92	92
5	Mich. Cent. 5s	123	123	121	123
1	Mich. Cent. 5s, 1931	108	108	108	108
24	Mo. Pac. con	82¾	83	82¾	83
6	Mo. Pac. 3d	71	71	71	71
5	Mil. & Nor. 1st, 1910	110½	110½	110½	110½
1	Mil. & L. S. 1st	122½	122½	122½	122½
26	Mil. & L. Pen. 5s	104	104	104	104
1	Minneapolis Union 6s	112	112	112	112
12	Nor. Pac. Terminal 1st	104	105	104	105
17	Nor. Pac. 1st, c	117	117¼	117	117¼
10	Nor. Pac. 1st, r	114	114	114	114
5	Nor. Pac. 2d, c	111½	111½	111½	111½
1	Nor. Pac. 2d, r	108	108	108	108
110	Nor. Pac. con. 5s	72¾	73	72¾	73
1	Nor. Pac. & Mon. 1st	9	9	9	9
6	Nort. & W. con.	110	110	110	110
1	Nort. & W. gnl	124	124	124	124
25	Nort. & W., M. & W. div.	90½	91	90½	91
11	N. Y. & Sus. 1st, r. 5s	100½	100½	100½	100½
15	N. Y. & Sus. 2d	60	60	60	60
46	N. Y. & Sus. gnl.	61½	62	61½	62
16	N. Y. & Lack. 7s	133	133½	132½	133½
8	N. J. Cent. gnl. 5s	110	111	109½	111
121	N. J. Cent. gnl. 5s	111¾	112¼	111¾	112¼
1	N. Y. Cent. 1st	124½	124½	124½	124½
10	N. Y. Cent. deb. 4s	103¾	103¾	103¾	103¾
2	N. Y. Cent. con. 5s	107	107	107	107
1	North Nat. 1st	110	110	110	110
5	Nash. & Chat. con.	102½	102½	102½	102½
5	N. Y. Il. 1st	111½	111½	111½	111½
5	Nor. & M. 1st	107	107	107	107
1	Nor. & W. col. 5s	95	95	95	95
84	N. Y. & Nor. 2d	61	61	60	61
15	N. Y., Ch. & St. L. 4s	124½	124½	124½	124½
82	N. Y. Lake Erie 2d	37½	38	37½	38
5	N. Y. gnl	127	127	127	127
7	N. W. deb. 5s, scrip	107	107	107	107
10	N. W. con.	142	142	142	142
114	N. Y., O. & W. 4s	8¾	8½	8	8½
5	N. Y., O. & W. con.	10½	10½	10	10½
1	Ohio & Miss. con.	142	142	142	142
28	Or. R. & N. 1st	109½	109½	109	109½
2	Or. R. & N. con. 5s	74	74	74	74
1	Ohio Southern 1st	11	11	11	11
5	Ohio Southern gnl	6	6	6	6
5	Or. S. L. con.	33½	33½	33½	33½
10	Oregon S. L. 6s	104	104	104	104
10	Oregon Imp. 8s	90	90	90	90
1	Oregon Imp. 1st	91	91	91	91
21	Oregon Nav. 4s	74	74	74	74
17	Pacific Mail 5s	43½	43½	43½	43½
5	Pac. of Mo. 4s, s. f.	102¼	102¼	102¼	102¼
5	Pac. of Mo. 2d ex.	103	103¾	103	103¾
10	Peo., D. & E. 1st, E. & A.	110½	110½	110½	110½
5	Peo., D. & E. 1st	101	101	101	101
2	Peo., D. & E. 2d	21	21	21	21
28	Peo. & E. 1st	27½	27½	27½	27½
18	Peo. & E. inc.	10	10	10	10
24	Penna. 4½s	109½	109½	109½	109½
2	Phila. & Read. 7s	5	5	5	5
49	Pitts. & Wn. 1st	81	81	81	81½
2	Rich. & W. P. T. 6s	78	78	78	78
15	Rich. & W. P. T. 5s	68	68	68	68
20	Rome, W. & O. 1st	111½	111	111½	111
2	Rome, W. & O. con.	135	135	135	135
10	Rock Island ex. 6s	101¾	101¾	101¾	101¾
6	Rock Island deb. 6s	9	9	9	9
2	Reading 1st	61	61	61	61
10	Reading gnl.	27¾	27¾	27¾	27¾
1	Reading 2d pf. inc.	27¾	27¾	27¾	27¾
1	Reading 3d pf. inc.	25¾	25¾	25¾	25¾
20	Reading 3d pf. inc.	25¾	25¾	25¾	25¾
1	Rutland pf. inc.	8	8	8	8
5	Rio Gr. W. 1st	74	74	74	74
1	Sciotо V. & N. E. 4s	80	80	80	80
4	St. P. & Sioux City con.	122	122	122	122
8	St. P. & Duluth 5s	75	75	75	75
8	St. Fe Pac. of Cal. con.	102	102	102	102
10	St. Fe Pac. of Ariz. 1st	101¾	101¾	101¾	101¾

Sales.		Open-ing.	High-est.	Low-est.	Clos-ing.
1	St. P. & S. C. 1st	121¼	121¼	121¼	121¼
3	St. P. & Ma. 1st, M. C. 6s	102	102	102	102
3	St. P. & Ma. con. 4½s	101	101	101	101
7	St. P. & Ma. con. 6s	101	101	101	101
5	St. P. & Ma. Sinking 4s	92¾	92¾	92¾	92¾
15	St. P. & Ma. 2d	115¾	115¾	115¾	115¾
1	St. L. & S. F. con 4s	94	94	94	94
6	St. L. & S. F. 2d, Cl. C.	111¾	111¾	111¾	111¾
5	St. L. & S. F. gnl. 6s	109	109	109	109
2	St. L. & S. F. con. 6s	7	7	7	7
3	St. P. 1st 8s	118	118	118	118
12	St. P. 7s	124¾	124¾	124	124¾
25	St. P. 1st, L. C. &	123½	123½	123¾	123¾
1	St. P. 1st, C. & M.	140	140	140	140
1	St. P. 1st, C. & M. R. 5s	103¾	103¾	103¾	103¾
7	St. P. con.	128¾	128	127¾	128
7	St. P., D. & Or. 8s, 5s	101	101	101	101
5	St. P. 2d	118¾	118¾	118¾	118¾
10	St. P. 1st, C. & P. W. d.	10¾	10	10¾	10¾
1	St. P. 1st, W. & M.	124	124	124	124
5	St. P. 1st, S. M. d	117	117	117	117
1	St. P. 1st, W. & M. 5s	104¾	104¾	104¾	104¾
1	St. P. 2d	105	105	105	105
82	St. Louis & S. W. 1st	69¾	69¾	69	69
1	St. Louis & S. W. 2d	30¾	30¾	30	30
38	San A. & A. P. 1st 6s	50	50	50¾	50
10	Scioto V. 1st	99	99	99	99
86	Sav., F. & W. 1st	72	72¾	71¾	72¾
11	Seattle L. S. & E.	91	91	91	91
23	Texas Pacific 1st 5s	83¾	84¾	83¾	84¾
100	Texas Pacific 2d inc.	30	30¾	30	30
26	Tol., A. & W. 1st	81	81¾	81	81¾
10	Third Ave. 5s	113	113	113	113
5	Tennessee C. I. & R. Assoc. of St. L. 4½s	97¾	97¾	97¾	97¾
9	Terre H. inc. 2d	104¾	104¾	104¾	104¾
11	Tol., A. A. & G. T. 1st	114¾	114¾	114¾	114¾
10	Tol., A. A. & N. M. 1st	102	102¾	102	102¾
1	Tol., A. A. & N. M. con.	90	90	90	90
2	Tol., A. A. & M. 1st	109	109	109¾	109¾
1	Tol., A. A. & Cad. 1st	97	97	97	97
6	T., C., I. & R. So. T. div.	90¾	91	90	91
40	Tol., St. L. & K. C. 1st	88	90	88	89¾
236	U. Pac. g. 4s, C. T. N.	95¾	96⅞	95¾	96⅞
1	Union Pac. 1st, 6s	107¾	107¾	107¾	107¾
1