THE FINANCIAL SITUATION.

While other subjects, notably the movements in the foreign exchange and money markets, have occupied a more conspicuous position in interest, it cannot be gainsaid that the underlying influence in financial affairs at this time is the growing conviction that the party of the Administration will be upheld in the November elections, and to a degree also that may be hoped effectually to scotch the political and financial heresies which have been before the country for the past eight years under the name of Bryanism. The grounds for the increasing confidence in Republican success are apparent to every one who devotes any attention to the news of the day and to the course of the campaign in particular. In last week's stock market, and more especially in the earlier part of the week, the constantly bettering prospects of Republican success were partly obscured by the unwarranted apprehensions that distressing stringency would develop in the money market. These apprehensions grew out of the showing made by the banks in their weekly statement of averages of Oct. 6, for the speculative public, for some reason, is more concerned with the deceptive and unsatisfactory weekly bank reports than it is with the actual movements in money, domestic and foreign. As had been foreshadowed, however, by the course of foreign exchange, uneasiness respecting the monetary situation was dissipated on Friday upon the announcement that importations of gold in volume had begun from Europe. The fact that a single gold shipment greater than the whole amount taken from Europe will shortly be received at San Francisco from Australia, has attracted scant notice, and there has been equal inattention to the heavy Mint receipts from the new gold fields in Alaska.

It would seem, however, that any question of distressing monetary stringency may now be eliminated from consideration, and it was on this account that toward the close of the week most of the earlier recessions in stock market values were recovered, the net changes in the meantime having been inconsiderable. Conditions in general bearing upon the market for securities have shown no notable developments. The striking anthracite coal miners appear to be dickering for terms of settlement more favorable to themselves, but this matter, while a serious one, has not appeared to have entered prominently into financial calculations. In view of the noted development of confidence in regard to the issue of the Presidential campaign, it would not be surprising if the stock market history of the few weeks of 1896 preceding the election were to be repeated this year. The rapid and general advance in prices made then will be readily recalled. The average price level at the present time is far above that of 1896, but in that regard it may be said that the expansion in values has been no greater than that in all the multitudinous conditions upon which values are based.

There was discussed in this column last week the present position of some of the Western railroads which have been reorganized in the past few years, as revealed in their latest annual statements. The situation of two companies in an entirely different section of the country may, in turn, be of interest. The complete report of the Southern Railway Company for the fiscal year of 1900 was published on Sept. 1, and the Louisville and Nashville company's report for the same period has also now been submitted. The conditions revealed in the figures of both companies show that the amazing development in the Far West has been fully paralleled in the States south of the Ohio and the Potomac rivers, although in the latter section progress has been hampered by the several and singular circumstances, political and otherwise, peculiar to the Southern States. That they have prospered, however, in spite of them, is remarkable, and it is highly gratifying to those who have their capital invested in the securities of that section.

As is generally known, the Southern Railway Company is the successor corporation to the large system of lines covered by the old Richmond Terminal Company. After several abortive attempts a successful reorganization of the older company was successfully undertaken in 1894, and this year's statement is the sixth annual report made by the Southern Railway Company. As in the instance of the companies considered last week, the reorganization plan involved assessments upon the old outstanding shares, and a rigid scaling of the old bonds of questionable standing. As regards the general development of the Southern Railway system, there may be noted an increase in the number of average miles operated of from 4,139 in 1894 to 6,306 in 1900. Gross earnings have, in the same time, increased from $16,600,000 to $21,200,000, and net income from operations has risen from $4,207,000 to $9,369,000. The unfavorable circumstances under which the road was operated in its early history and which it shared, indeed, with the country's railways at large, left only trifling surpluses applicable to the stock after providing for fixed charges, rentals and other expenses. The development of this company, however, since 1897, has been particularly striking. In that year a surplus applicable to the stock of $445,000 was shown. In 1898 the surplus rose to $1,007,000; in 1899, to $2,004,000, and in the ended fiscal year the surplus applicable to the preferred stock amounted to $2,917,000, which is equal to only a little less than the full 5 per cent. to which the stock is entitled. The report of the company contains many interesting remarks bearing upon the astonishing development of the manufacturing industries of the South along the company's lines, among which there may be noted an increase in the past year in the capacity of the active cotton mills tributary to the company's lines of 13,947 looms and 507,179 spindles, the additional capital invested in this respect alone amounting to about $12,500,000. Hundreds of other miscellaneous industries were established, and the report directs attention towards what may reasonable be expected in the development of Southern industries by reason of the higher price of cotton.

The annual report of the Louisville and Nashville company likewise contains many features of interest. A particularly significant feature of the company's statement is found in the steady gains in gross earnings the company has been making in the past four years. The gross returns for the fiscal year of 1897 were $20,372,000, in 1898 they were $21,956,000; in 1899 they rose to $23,755,000, and in the ended fiscal year to $27,742,000. The average mileage from which these earnings were derived was virtually unchanged. As is well known, the Louisville and Nashville company has always maintained its solvency, but in 1894, which was a period of extreme depression in the Southern States, the company suspended dividends and did not resume them until last year. In the same year in which dividends were suspended the company wisely closed its construction account, and since that time all of the items previously charged thereto have been charged to operating expenses.

As in the case of the Southern Railway, the development noted in this company's affairs was largely owing to the gradual industrial growth of the South, and until the past year or so neither company has been particularly benefited by such fortuitous circumstances as exceptionally favorable agricultural conditions. The detailed statements of both companies, also, show many gratifying improvements in respect of methods of operation and general efficiency of management, which, while of interest mainly to students of the science of transportation, nevertheless account in great degree for the excellent results shown. These results in large measure the material advance in respect of the market values of the securities of these roads and of their rise in the estimation of investors.

Erie Employees Paid in Gold Coin.

HACKENSACK, N. J., Oct. 14.—The pay car of the Erie pass eastbound on the New Jersey and New York Railroad yesterday, and the men were surprised by receiving their wages in good coin.

In Either Case.

Whether you are buying or selling real estate, consult the Board of Brokers "Want and Offer" column on real estate page Sundays and Thursdays.—Adv.

FINANCIAL AND COMMERCIAL.

UNITED STATES AND STATE BONDS.

Sales.	Name.	Opening.	Highest.	Lowest.	Closing.
10000	U S 2s, r	104	104	104	104
10000	U S 5s, c	109¾	110	109¾	109¾
20000	U S 4s, r, 1907	114⅞	117⅞	114⅞	114⅞
6000	U S 4s, c, 1907	114⅞	114⅞	114⅞	114⅞
51000	Va F d 2-3s	89¾	91	89¾	91

BANKS.

Sales.	Name.	Opening.	Highest.	Lowest.	Closing.
15	Phenix	100	100	100	100

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

Sales.	Name.	Opening.	Highest.	Lowest.	Closing.
21	5 Atch adj 4s	86⅝	86⅝	86	86⅝
7	Atch gen 4s, r	98⅝	98⅝	98⅝	98⅝
4	63 Atch gnl 4s	99⅝	99⅝	98⅝	98⅝
1	0 Adams Exp 4s	103⅝	103⅝	103	103
1	Am Tob Serib	100	100	100	100
8	Ann Arbor 4s	90⅝	91	90⅝	91
3	Alb & S cn 6s	111⅝	111⅝	111⅝	111⅝
2	Am C O 5s	100⅝	100⅝	100⅝	100⅝
37	Aus & N W 1st	95	95⅝	95	95⅝
4	B'way & 7th Ave cn 5s	120	120	120	120
49	B & O 5½s	93⅝	93⅝	93⅝	93⅝
164	B & O 4s	99⅝	99⅝	99⅝	99⅝
2	B & O 4s, r	99⅝	99⅝	99⅝	99⅝
32	B & O, S W 3½s	86⅝	86⅝	86⅝	86⅝
16	B & O, P J & M div 3½s	85⅝	86⅝	85⅝	86⅝
5	B, C R & N 1st	107⅞	107⅞	107⅞	107⅞
1	B'klyn R T 5s	100	100	100	100
11	B W & W 5s 4r	70	70	68	68
12	B'klyn Un G 5s	116	116	115⅝	115⅝
1	Chi & Ind C 1st	113	113	113	113
20	Chs & O cn 5s	119⅝	120	119⅝	119⅝
35	Chs & O g 4½s	98⅝	98⅝	98⅝	98⅝
1	Chs & O R & A 1st cn 4s	105¼	105¼	105⅛	105⅛
1	Chi & A S F 6s	106⅝	106⅝	106⅝	106⅝
6	C, B & Q ill div 3½s	103⅝	103⅝	103⅝	103⅝
1	C, B & Q 4s N ex	111⅝	111⅝	111⅝	111⅝
12	C B & Q 7s	110	110	110	110
1	C, B & Q 4s D d	101⅝	101⅝	101⅝	101⅝
9	C, C, C & St L gnl 4s	98⅝	98⅝	98⅝	98⅝
2	C, C, C & St L S & col 4s	94	94	94	94
1	C, I & D 1st 5s	112⅝	112⅝	112⅝	112⅝
1	Can South 1st	108	108	108	108
1	Can So 5s	107	107	107	107
2	Chic Term 4s	91⅛	91⅛	91⅛	91⅛
10	C & 9th Av 1st	122⅝	122⅝	122⅝	122⅝
4	C, D & H 4½s	113	113	113	113
10	Cen Pac 3½s	81	81	81	81
118	Cen Pac 1st	97⅞	97⅞	97	97
5	Col Fuel 6s	108⅝	108⅝	108⅝	108⅝
100	Col So 4s	80	81⅛	79⅝	81⅛
18	Col Fuel & I 5s	91⅝	92⅝	91⅛	92⅝
4	C & E I gnl 5s	114⅝	114⅝	114⅝	114⅝
4	Col Mid 2-4s	75	75⅝	75	75⅝
3	Chic & Erie 1st	117⅞	117⅞	117⅞	117⅞
75	Cen of Ga cn 5s	93⅝	93⅝	93	93⅝
12	Cen of Ga 1st in	39⅝	40⅝	39⅝	40⅝
35	Cen of Ga 2d in	11	11⅝	11	11⅝
1	Chic Ind & L 6s	116	116	116	116
2	Den & R G 1st	103	103	103	103
43	Den & R G cn	98⅝	98⅝	98	98
1	Den & R G im 5s	103	103	103	103
1	Dul & I R 1st	107⅞	107⅞	107⅞	107⅞
13	D, M & M 1g	27⅞	27⅞	27⅞	27⅞
2	Det City Gas 5s	94	94	94	94
129	E A T H gnl 5s	102⅝	104⅝	102⅝	103
11	E, L & B S 1st	100⅝	101	101⅝	101
6	Erie F 7s	134⅝	134⅝	134⅝	134⅝
12	Erie cn 1st	135⅝	136	135⅝	136
10	Erie prior bds	87⅞	87⅞	87⅞	87⅞
32	Erie gen 5s	68⅝	68⅝	68⅝	68⅝
2	E Tenn 5s	120	120	120	120
5	E E I of N Y 1st con 5s	107	107	107	107
32	Ft Worth 1st	71⅞	72	71	71⅞
25	Ft W & R G 1st	59	59⅝	59	59⅝
18	G & E (ill) cn 5s	102⅝	102⅝	102⅝	102⅝
45	G, H & S A M 1-5s	98	98⅝	98	98⅝
5	Green Bay d B	5⅝	5⅝	5⅝	5⅝
5	Gen Elec deb 5s	117	118	117	118
20	Hock V 4½s	99⅝	99⅝	99⅝	99⅝
5	H & T C 1m 5s	110⅝	110⅝	110⅝	110⅝
55	Iron Mt 4s	78	78	77	77
187	Iron Mt 5s	108⅝	108⅝	108	108⅝
10	Ill Cen 3½s	105⅝	106	105⅝	106
1	Ill C 3½s, St L d	101⅝	101⅝	101⅝	101⅝
3	Ill Cen 4s, 1952	102⅝	102⅝	102⅝	102⅝
10	Ill Cen 3s, St L d	91⅝	91⅝	91	91
26	Int Paper 1st	103⅝	104	103⅝	103⅝
5	Iowa Cen 6s	114⅝	114⅝	114⅝	114⅝
13	Kan & Tex 4s	90⅝	91	90⅝	90⅝
40	Kan & Tex 2s	65	65⅝	65	65⅝
1	Knox & Ohio 1st	121⅝	122⅝	121⅝	122⅝
3	Kan C & P 1st	81⅝	81⅝	80⅝	80⅝
113	K C So 5s	62⅝	62⅝	62	62⅝
5	Laclede Gas 1st	107⅞	107⅞	107⅞	107⅞
1	L Ave & P F 1st	122	122	122	122
39	L & W B gtd 5s	100⅝	100⅝	100⅝	100⅝
6	L E & W 1st	123	123	123	123
24	Lake Shore 3½s	110⅝	110⅝	110⅝	110⅝
2	Lou & N g 4s	99	99	98⅝	98⅝
1	Lo & N 5s	111⅝	111⅝	111⅝	111⅝
20	Lou & N C T 4s	97	97	97	97
19	Long Isl U 4s	95⅝	96⅝	95⅝	96
15	Long Isl 4s	102⅝	102⅝	102⅝	102⅝
2	Long Isl 5s	120	120	120	120
5	Leh V of N Y g 4½s	109⅝	109⅝	109⅝	109⅝
15	Met St R'y 5s	118	118	117⅞	117⅞
27	Mex Int cn 4s	83⅝	83⅝	83⅝	83⅝
1	M, K & E 1st	102⅝	102⅝	102⅝	102⅝
5	Mex Cen 1st in	20⅝	20⅝	20⅝	20⅝
42	Mex Cen 2d in	13	13	12½	12⅝
25	M & St L 4s	95	95⅝	95	95
3	M & St L cn 5s	117⅞	117⅞	117⅞	117⅞
4	MWS El of C 4s	98⅝	98⅝	98	98
1	M, K & T of T 5s	89⅝	89⅝	89⅝	89⅝
19	Man R'way 4s	100	100⅛	100	100⅛
4	Met El 1st	115⅝	115⅝	115⅝	115⅝
12	Mob & O gnl	84	84	84	84
4	Mo & O M d 5s	107⅞	107⅞	107⅞	107⅞
75	Mo Pac cn	117⅞	117⅞	117⅞	117⅞
12	Mo P col 1st 5s	92⅝	92⅝	92⅝	92⅝
6	Mo Pac Trust 5s	94⅝	95	94⅝	95
4	Mil & L S 1st	135⅝	135⅝	135⅝	135⅝
104	Nor P prior 4s	102⅝	102⅝	102⅝	102⅝
205	Nor Pac gnl 3s	64⅝	67⅝	64	64⅝
5	N & W N R 6s	130⅝	130⅝	130⅝	130⅝
1	Norf & W gnl	133⅝	133⅝	133⅝	133⅝
4	Norf & W cn 4s	96⅝	97	96⅝	97
6	N Y G & E L H & P 5s	107	107	107	107
13	N Y G & E L H & P 4s	92⅝	93	92⅝	93
2	N Y & S gnl 5s	90	90	90	90
6	N Y & L I 4s	104	104	104	104
2	N J Cen gnl 5s	123⅝	123½	123⅝	123⅝
1	N Y C 1st	108⅝	108⅝	108⅝	108⅝
5	N Y C ex 4s	103⅝	103⅝	103⅝	103⅝
45	N Y C L S col 3½s	96⅝	96⅝	96⅝	96⅝
5	N Y C M C col 3½s	93	93	93	93
4	N Y C M C col 3½s	95⅝	96	95⅝	96
1	Nash & C cn 5s	105	105	105	105
8	N Y C & St L 4s	105⅝	105⅝	105⅝	105⅝
1	N Starch m 1st	106	106	106	106
1	N W cn 7s	140	140	140	140
2	N W gold c	109⅝	109⅝	109⅝	109⅝
9	N Y O & W r 4s	103⅝	104	103⅝	104
64	O R & N 4s	102⅝	103	102⅝	102⅝
10	Ore S L cn 5s	112⅝	112⅝	112	112
2	Pac Coast 1st	110⅝	110⅝	110⅝	110⅝
6	P & PU 2d 4½s	101	101⅛	101	101⅛
6	Peo & East 1st	89⅝	89⅝	89	89
10	Peo & East in	29⅝	29⅝	29⅝	29⅝
1	Penna 4½s	116	116	116	116
1	R & P cn 6s	126	126	126	126
2	Rock Isl 6s	130⅝	130⅝	130	130
67	Rock Isl g 4s	106	106	105⅝	106
2	Rh & D cn 6s	122	122	122	122
102	Reading gen 4s	86⅝	87	86⅝	86⅝
29	Rio G W 1st	99	99	99	99
1	S V & N E 4s	102	102	102	102
3	St P & M cn	134⅝	134⅝	134⅝	134⅝
1	St P of C cn 5s	107	107	107	107
21	So Pac 4s	79	79	78⅝	78⅝
23	St P & M M C 5s	117⅝	117⅝	117⅝	117⅝
6	St L & Ma M 6s	131⅝	131⅝	131⅝	131⅝
2	St L & Ma con 6s	138	138	138	138
6	St L & Ma con 4½s	114	114⅝	114	114⅝
46	St P & Ma ex 4s	103⅝	103⅝	103	103
9	St L & SF gnl 5s	108⅝	109	108⅝	108⅝
1	St L & S F 4s	80⅝	80⅝	80⅝	80⅝
7	St P gen 4s S A	110⅝	110⅝	110	110
5	St P Term	113⅝	113⅝	113⅝	113⅝
5	St P, S C & P W d	119⅝	119⅝	119⅝	119⅝
2	St P, S M d	118⅝	118⅝	118⅝	118⅝
72	St L S W 1st	90⅝	90⅝	90	90⅝
184	St L S W 2d	62⅝	62⅝	61⅝	62⅝
30	San A & A P 1st 4s	74	74	73⅝	73⅝
1	S C & Ga 1st	105⅝	105⅝	105⅝	105⅝
43	South Ry 5s	108⅝	108⅝	109	108⅝
6	Stan R & T 6s	60⅝	60⅝	60⅝	60⅝
5	Stan R & T inc	9⅝	9⅝	9⅝	9⅝
10	S S & So 5s	98⅝	98⅝	98⅝	98⅝
23	Tex & Pac 1st 5s	113⅝	113⅝	112⅝	112⅝
5	T & O C Wd 5s	111⅝	111⅝	111⅝	111⅝
2	Tol & O C 1st	112	112	112	112
15	T & N O cn 5s	101⅝	101⅝	101⅝	101⅝
3	T C I & R 6s, Bir div	105	105	105	105
171	Union Pac 4s	105	105	104⅝	104⅝
1	Utah & Nor 5s	102½	102½	102½	102½
4	U S Leath 6s	113⅝	114	113⅝	114
11	Wabash 1st	117⅞	118	117⅞	117⅞
107	Wab deb S B	33⅛	33⅛	32⅝	33
38	Wab 2d	101⅛	102	101⅛	101⅛
25	W Un R E 4½s	106⅛	106⅛	106⅛	106⅛
10	West U col 5s	111	111⅛	111	111⅛
9	West Shore 4s	113	113⅛	113	113
35	West Sh 4s reg	112⅝	112⅝	112⅝	112⅝
7	Wh & L E cn 4s	84⅛	84⅛	84	84⅛
30	W N Y & P gnl	91⅛	91⅛	91⅛	91⅛
12	W N Y & Pa 1st	120⅝	120⅝	120⅝	120⅝
38	Wis Cen 1st	83⅝	84	83	83⅝

Total sales of bonds (par value), $4,538,000.

RAILWAY AND OTHER SHARES.

Sales.	Name.	Opening.	Highest.	Lowest.	Closing.
25	Adams Ex	125	125	125	125
30561	Am S & W	32⅝	34	32⅝	33⅝
6185	Am S & W pf	73⅝	74⅛	73	73⅛
83050	Am Su Ref	116	118	115⅝	117⅞
350	Am Su Ref pf	117⅝	117⅝	116	116
11450	Am Tin P	30	33⅛	30	32
1575	Am Tin P pf	82	83⅛	82	83⅛
525	Am Ice	34⅛	34⅛	32⅝	33⅝
100	Am Ice pf	63	63	63	63
80	Am Cable	90	90	90	90
200	Am Dis Tel	27⅛	27⅛	27⅛	27⅛
24587	Am Tobacco	90	92⅝	89⅛	92⅛
200	Am Tob pf	130⅛	131	130	131
24	Am Ex	150	152	150	152
650	Am Cot Oil	33⅝	34⅛	33⅝	34⅝
305	Am Cot Oil pf	90	90	90	90
18220	A T & S Fe	28⅝	29⅝	27⅝	28⅝
39906	A T & S F pf	70⅝	71⅝	69⅝	71⅝
950	Am Malt	4⅛	4⅛	4	4
150	Am Malt pf	23	23	23	23
3470	Am Steel H	19	20	18⅝	19⅛
440	Am S H pf	67⅝	68	67⅝	67⅝
2085	Anaconda M	45⅛	45⅛	*42⅝	43⅛
7965	Am S & Ref	37⅝	38⅝	37	38⅝
1807	Am S & R pf	88⅝	89	88⅝	89
4660	Am Car & F	16	16⅝	*15⅝	15⅝
2121	Am C & F pf	62⅝	62⅝	*61	61⅛
110	Am Lin Co	9⅝	9⅝	9⅝	9⅝
540	Am Lin Co pf	51	51⅛	51	51⅛
29043	Balt & Ohio	71⅛	71⅞	69⅝	71⅛
1805	B & O pf	78⅝	79⅛	77⅞	79⅛
400	Brunswick Co	7⅝	7⅝	7	7
72240	Brook R T	52⅛	53⅛	51⅛	53
40	Bkln U Gas	170	170	170	170
787	Can So	50⅝	50⅝	50⅝	50⅝
1500	Can Pacific	86⅝	86⅝	85⅝	86⅝
10515	Cent Tob	25	26⅝	25	26⅝
1302	Cent Tob pf	77	78⅝	76⅝	78⅝
616	Chic Gt W	10⅛	10⅛	10⅛	10⅛
450	C G W pf A	70⅛	70⅝	70	70⅝
320	C G W deb	84	84	83⅝	83⅝
4200	Ches & Ohio	28⅝	28⅝	27⅝	28⅝
64	Capital Trac	101⅛	101⅛	101⅛	101⅛
800	C C C & St L	61	62	61	62
600	Chi & Nw'st	160	161	159⅝	161
120	Chi & Nw pf	202	202	202	202
40005	Chic B & Q	125⅝	126⅝	124⅝	126⅝
31620	C M & St P	112⅝	113	111⅝	113
160	C M & St P pf	170⅛	170⅛	170	170⅛
7010	C R I & Pac	106	106⅛	105⅛	106⅛
7610	Col Fuel	33⅝	35	33	34⅝
1185	Col So	5⅛	5⅛	5⅛	5⅛
285	Col So 1st pf	37	37	36⅝	36⅝
271	Col So 2d pf	14	14⅛	14	14⅛
200	Chic Term	9⅝	9⅝	9⅝	9⅝
1230	Col H V & T	33⅝	33⅝	32⅝	33⅝
480	C H V & T pf	62⅝	63	62⅝	63
25	Col & H Coal	14	14	14	14
4070	Con Gas Co	169	170	168	170
100	Chic Ind & L	20⅝	20⅝	20⅝	20⅝
400	C Ind & L pf	54⅝	54⅝	53	53
891	Del & Hud	110⅛	111⅛	110⅛	111⅛
559	D L & W	174⅛	177⅞	174⅛	177⅞
600	Detroit C Gas	90	90⅝	90	90⅝
830	Den & R G	19	19	18⅝	18⅝
730	D & R G pf	66⅝	67	66⅝	67
10	Des M & Ft D	13⅝	13⅝	13⅝	13⅝
300	Dul S S & At	4	4	4	4
100	Erie R R	11⅛	11⅛	11⅛	11⅛
500	E R R 1st pf	34⅝	34⅝	33⅝	34⅝
900	E R R 2d pf	18	19	18	19
100	E & T H	38⅝	38⅝	38⅝	38⅝
100	E & T H pf	74	74	74	74
17417	Fed Steel	33⅛	34⅝	32⅞	34⅝
2990	Fed Steel pf	65⅛	65⅛	63⅝	64⅝
670	Glu Sug Ref	49⅝	50	49⅝	50
655	Glu Su Ref pf	98⅝	99	98⅝	99
3625	Gt North pf	153⅝	154⅝	152⅝	154⅝
2080	Gen Elec	137⅞	141	137⅞	141
350	G & E of B Co	78⅝	78⅝	78⅝	78⅝
25	H B Claflin	103	103	103	103
1820	Int Power	34⅝	36	34	36
1785	Int Paper	19	19	17	18
2500	Int Paper pf	63⅝	64⅝	63	64⅝
1561	Ill Central	116⅝	117	116⅝	117
50	Int Silver	4⅛	4⅛	4⅛	4⅛
1140	Iowa Central	17	18⅝	17	18⅝
245	Iowa Cen pf	40	40⅛	39⅝	40⅛
556	K C So	9⅝	9⅝	9⅝	9⅝
345	K C So pf	29	29	29	29
1300	Kans & Mich	14	15⅛	14	15⅛
340	L E & West	29	29⅝	29	29⅝
300	L E & W pf	96	96	96	96
725	Laclede Gas	68⅝	68⅝	68	68
25	Lac Gas pf	100	100	100	100
11180	Louis & Nash	71⅛	72⅝	70⅝	72⅝
100	M St P & SSM	18	18	18	18
150	M St P & S S M pf	47⅛	47⅛	47⅛	47⅛
70560	Man Con	90⅞	92⅝	89⅝	92⅝
100	Manhat Bk	9	9	9	9
10	Md Coal pf	77	77	77	77
700	Mex Nat	3⅛	3⅛	3	3⅛
3075	Mex Cent	12	12⅛	11⅝	12
7705	Met St Ry	150	151⅝	148	151⅝
50	M W S E of C	33⅛	33⅛	33⅛	33⅛
620	Minn & St L	54⅛	54⅝	54⅛	54⅝
1580	M & St L pf	92⅛	95⅛	92⅛	95⅛
33100	Missouri Pac	49⅝	50⅝	49⅝	50⅝
4220	Mo Kan & Tpf	27⅝	28⅝	27	28
100	Mob & Ohio	35⅛	35⅛	35⅛	35⅛
4960	Nat Tube	46⅝	47⅝	46⅝	47⅝
1965	Nat Tube pf	93	93⅝	92⅝	93⅝
4210	Nat Steel	26⅝	27⅝	25⅝	27⅝
1340	Nat Steel pf	84	84⅝	83⅝	83⅝
570	Nat Salt	40⅝	40⅝	40	40⅝
30	Nat Salt pf	70	70	70	70
1575	N J Central	133	134⅝	133	134⅝
7356	N Y Central	129⅛	129⅝	128	129⅝
152	Nat Lead pf	90⅝	92⅝	89⅝	92⅝
2810	North Am	14⅝	15⅝	14⅛	15
315	N Y Air B	118	119	118	118
300	N Y & N H	210	210	209⅝	209⅝
100	N Y & St L	12⅝	12⅝	12⅛	12⅝
125	N Y C & St L 1st pf	79	79	79	79
1750	Nat Biis	31⅝	32⅝	31⅝	32⅝
6430	Nor & West	34⅝	35⅛	34	35
120	Nor & West pf	76⅝	76⅝	75⅝	75⅝
94120	North Pac	49	51⅝	47⅝	51⅝
5565	North Pac pf	69⅝	70⅝	68⅝	70⅝
10	Ont Mining	6	6	6	6
3370	Ont & West	20⅝	20⅝	20	20⅝
1387	Pac Coast	58	60⅝	57⅝	60⅝
204	Pac C 2d pf	68⅝	68⅝	68⅝	68⅝
5180	Press Steel C	40	40	39	39⅝
755	Press S C pf	75⅝	76⅝	75⅝	76⅝
3890	Pacific Mail	30⅝	31⅝	30⅝	31⅝
1290	Peo Dec & Ev	1⅝	2⅝	1⅝	2⅝
611	Pull Pal C Co	185	186	185	186
400	P C C & St L	50⅝	54	50⅝	54
895	P C C & S L pf	80	80	79	80
47485	Penn R R	130	131⅝	129⅝	131
195037	People's G & C	85⅝	89⅝	81⅝	89⅝
2170	Reading	16	16⅝	15⅝	16⅝
15075	Read'g 1st pf	56	56	54⅝	55⅝
120	Read'g 2d pf	26	26	25⅝	25⅝
1885	Rep I & Steel	12	12⅛	11⅝	12
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