STOCKS AND MONEY BOTH UP

STANDARD OIL $625 A SHARE—CALL MONEY 25 PER CENT.

Banks Lend Freely—Average Rate 15 Per Cent.—While 25 Ruled for Mixed Collateral. $500,000 Was Lent at 6 Per Cent. on Dividend-Paying Railroad Securities.

Brokers having good-sized balances showed a disposition yesterday to keep their funds well in hand over the election, so as to be fortified against any contingency. As a result there was an indisposition on the part of brokers to loan money on the New York Stock Exchange and those brokerage concerns that had not provided themselves were eager bidders for call money. The result was a flurry that carried the loaning rate at one time to 25 per cent. Loans were made as low as 6 per cent, but the ruling rate was 15.

The banks were free lenders of money, the greater part of the bank loans being made on the exchange through H. P. Frothingham. Early in the day he offered $100,000 at 10 per cent, which was quickly taken. He lent about $150,000 at 15 per cent, and $250,000 more at 25. Russell Sage also loaned money at the 25 per cent rate. Hoyt & Co. loaned $500,000 at 6 per cent on dividend-paying railroad collateral, while 25 per cent, was being bid on mixed collateral.

The jump in call money had no effect upon the stock market, which evidenced the belief of Wall Street in McKinley's near election by material advances all along the line. Transactions for cash in the stock market were numerous, a reflection of the concern felt by some persons as to the issue of the election, but those cash transactions were usually made at prices which indicated rather that the buyers were anxious as to whether they would get their stocks and not that the seller was especially concerned about getting his money.

In the curb market a feature was Standard Oil, which jumped to $625 a share, establishing a new high record. Amalgamated Copper sold as high as 54½, and a privilege to call 2,000 shares of this stock at par for the rest of this week was sold at 1 per cent.

The sterling exchange market was weak. As to-day is a holiday all demand sterling bills that were bought yesterday were bought for cash, and this helped in producing lower prices. Demand sterling bills sold as low as $4.85 for cash, although the closing, for Wednesday's steamship, was $4.85@$4.85⅛, and, for Saturday's steamship, $4.83⅞@$4.84.

W. Seligman & Co. announced that the Anglo-California Bank has about $2,000,000 in gold on the way from the East, due on Nov. 16. A transfer of currency to Chicago amounting to $200,000 was arranged at the United States Sub-Treasury.

JERSEY CENTRAL'S EMPLOYEES.

Existing Conditions to Be Improved by a System of Conferences.

In view of recent reports that meetings of the employees of the Central Railroad of New Jersey were being held from time to time for the purpose of framing grievances and demands, one of the executive officers of the company explains that a policy of holding frequent conferences with its men was determined upon by the Jersey Central management some time ago. In order to smooth out petty misunderstandings and prevent any differences from developing into serious trouble the officers of the company have arranged for conferences between the divisional officers and the different classes of employees.

The Jersey Central management has given many of its employees assurances that objectionable agreements and rules will be modified as far as possible. The fact is recognized that many of the old-time rules were made when conditions were very different. There is a disposition on the part of the company to co-operate with committees of its employees in revising these obsolete and objectionable agreements made years ago between the different brotherhoods of trainmen and the company. Some progress has already been made toward a better order of things and while there are still some disgruntled employees the majority of the men, it is asserted, are acting on the theory that the company is disposed to treat them fairly.

CALLAWAY AND THE GRAND TRUNK.

He Has Too Many Friends in the System to Wish to Be Operating Head of It.

Intimations have come from London that S. R. Callaway, now President of the New York Central, has great influence with the Grand Trunk Railway management. It is true that Mr. Callaway had an offer of the post of general manager of the Grand Trunk soon after Sir Charles Rivers Wilson ousted Sir Henry Tyler from the Presidency. Mr. Callaway had served in early apprenticeship on the Grand Trunk and was personally acquainted with all of the old employees. He was asked to take the position of general manager at a salary nearly three times the amount he was then receiving as President of the Nickel Plate. After a little deliberation he declined the offer with thanks and subsequently recommended Charles M. Hays, who was promptly appointed. President Wilson suggested that he thought it would be a matter of sentiment, as well as of pecuniary advantage, for Mr. Callaway to become the operating head of the road on which he had learned his trade. President Callaway admitted the force of this suggestion, but remarked to a friend that he had not the heart to go back to the Grand Trunk service and make the personal changes that he knew to be essential to the successful upbuilding of the property. He preferred to live on a small salary rather than hurt the feelings of old friends.

PUGH SENTENCED TO DEATH.

He Killed a Waiter in a Brooklyn Restaurant on Oct. 23.

Benjamin Pugh, a negro, was sentenced by Judge Hurd in the County Court in Brooklyn yesterday to be put to death by electricity in Sing Sing Prison during the week beginning Dec. 24. Pugh was convicted of murder in the first degree for killing John Tiegen, a waiter in the restaurant at 1719 Fulton street on Aug. 23. Pugh is 22 years old and lived at 692 Gates avenue. He was transferred to Sing Sing yesterday afternoon. His counsel will carry the case to the Court of Appeals.

Concerted Movement of General Passenger Agents.

General passenger agents of the railroads operating between New York and Chicago are organizing a movement to drive ticket scalpers out of business with out waiting for Federal anti-scalping legislation. It is proposed to form a comprehensive committee, whose duty shall be to locate possible leaks, ascertain which ticket broker are caught selling altered or forged railroad tickets or passes. In most states there is a law prohibiting the sale of railroad passes. Recent events have aroused the general passenger agents to a determination to have these State laws enforced.

Panama Railroad Demands a New Contract.

The Panama Railroad Company has served notice on the Pacific Mail Steamship Company that the existing traffic contract between the two companies, which expires on Dec. 16, will not be renewed. Officers of the Panama Railroad Company have been dissatisfied with this contract for some time. They believe that the railroad company should have more favorable terms and will insist on a new contract drawn on more liberal lines. Negotiations are now under way between the respective officers of these two companies with a view to the adjustment of the points of difference.

Westchester Lighting Company.

ALBANY, Nov. 5—The Westchester Lighting Company was incorporated to-day, with a capital of $2,500,000, to furnish gas and electricity for lighting purposes in New York city, Yonkers, New Rochelle and Mount Vernon, and in the towns and villages of Westchester county. The principal office of the company will be in Yonkers. The directors are Charles W. Bouldes, Charles H. Werner, Richard T. McKinley, Nathan D. Dwinell, M. J. Warner and Reginald H. Green of New York, Louis B. Grant, Charles M. Hemingway and Henry A. Kenworthy of Brooklyn.

Unable to Get Railroad Laborers.

Railroad superintendents and track foremen are having unusual difficulty in getting laborers to do repairing and ballasting at this time of year. Complaints come from both Eastern and Western roads that much necessary fall work in the maintenance of roadway is indefinitely delayed because of an almost total lack of help. The cause ascribed to this is that a large proportion of the laborers usually employed by them in the fall are now finding more remunerative and less arduous work as harvesters and factory hands.

Railway Travellers Prefer Table d'Hote.

E. A. Ford, general passenger agent of the Pennsylvania lines west of Pittsburg, introduced a ballot plan about three months ago to determine the most popular method of serving meals on the dining cars of the company. Several hundred passengers voted, and a considerable majority expressed a preference for the table d'hote plan, which, on the Pennsylvania lines, means $1.00 for each meal.

FINANCIAL AND COMMERCIAL.

MONDAY, Nov. 5.

The dealings in stocks to-day reflected increasing confidence in a sound money and good government victory to-morrow. During the forenoon operators who have stuck tenaciously to the short side of the market endeavored to bring about a reaction, presumably to cover some of their contracts. They made practically no impression upon prices because their efforts were offset by a higher market for American securities in London and by moderate purchases through domestic commission brokers, as well as by foreign arbitrage houses. In the afternoon the short interest, or a large part of it, at least, covered its contracts at the best prices obtainable. The result was a strong and active market. These circumstances were apparently utilized by some speculative holders of stocks to secure a portion of their profits. In the last few minutes there was rather heavy selling, presumably for the purpose mentioned. It did not, however, depress prices seriously, though it lowered them fractionally from the best figures.

The net result of the day's trading was a decidedly higher level of prices for nearly the entire list. The action of the market is the more noteworthy because money on call ruled at high figures all day. The opening rate was 10 per cent, and loans were made as high as 25 per cent. The official rate was 15 per cent. Banks as a rule marked the so-called standing loans of their customers up to 6 per cent., and where it was possible to do so supplied depositors with new money at that rate. Outsiders, however, were asked the rates that prevailed on the Stock Exchange. The flurry in money was not due so much to a scarcity of supply as to a desire on the part of lenders to have their money in hand over election. Others naturally took advantage of the high rates for obvious business reasons. The time money market and the market for commercial paper were not affected by the episode in call money.

There was a small transfer of currency to Chicago, $200,000, through the Sub-Treasury to-day, making only $400,000 transmitted to the interior through that institution within the last ten days. On the other hand, $500,000 gold was received at Seattle which will probably be at once transferred to this centre. Word was also received from San Francisco that $2,000,000 gold from Australia will be delivered here about Nov. 16. As bearing upon the prospects of further immediate imports of specie from Europe, it is to be noted that the rates for sight exchange to-day were low enough to permit of the shipment of sovereigns from London to this centre. In consequence the Bank of England was compelled to reduce its selling price for eagles ¼d., to 76s. 8½d. The indications are that one of the first effects of the election will be an active demand for American securities from London, against the calls which jobbers at that centre have sold and which have been bought chiefly by operators here. A sudden demand for calls on Southern Pacific developed in the London market to-day, which is described in cabled advices as being of large volume.

The distribution of the transactions in stocks showed an unusually diversified interest in the market. In no one issue was the trading particularly heavy. In the railway list the leader was Union Pacific common, at a net advance of 2¼ points. Good seconds were Atchison issues, Missouri Pacific, Northern Pacific common, Southern Pacific, Louisville and Nashville and, on comparatively small dealings, the shares of the Granger trunk lines. Stocks less extensively dealt in that also made material progress toward a higher level were Jersey Central, C. C. C. and St. Louis, Great Northern preferred, Illinois Central, Missouri, Kansas and Texas preferred, Mexican Central and Wheeling and Lake Erie first preferred. The last named enjoyed a net advance of nearly 3 points. Mexican Central was unusually active, chiefly because of London buying. It is argued that a continuation of the present Administration will result in a further development of enterprises in the adjoining republic.

The industrial group made fully as good a showing as the railway stocks. On moderate buying Sugar Refining scored a net gain of 2⅜ per cent. Of the iron and steel stocks Federal Steel, Steel and Wire common, National Tube, Pressed Steel car issues and Colorado Fuel were most conspicuous. The greatest net advance was that of 2 points in National Tube, which has now more than recovered the quarterly dividend of 1¾ per cent. which was deducted from the price of the stock in the market a few days ago. Issues less extensively dealt in moved in close sympathy with the leaders in this group.

The prevailing impression at the close of business was that there had been extensive evening up of contracts for both accounts during the day. That is, shorts covered, profits were taken on the long side, and new commitments were made, based on the prospects of a continuation of the present Administration, by actual buyers and by substantial interests. A feature of the market was the unusually large amount of purchases for cash, which indicates that some buyers were willing to take advantage of their large cash resources to acquire stocks sold while the market was temporarily repressed by the activity in call money. The tone at the close was very strong.

New York Stock Exchange—Sales Nov. 5.

UNITED STATES AND STATE BONDS (IN $1000s).

9 U S 5s, c	112¾

CLOSING PRICES OF UNITED STATES BONDS.

	Bid.	Asked.		Bid.	Asked.
U S 2s, r.			U S 4s, r.		
1930	104⅝	105	1925	134⅝	136
U S 2s, c.			U S 4s, c.		
1930	104⅝	105	1925	134⅝	136
U S 5s, r. 1908			U S 5s, r.		
1918	109⅝	110¼	1904	112¾	113¾
U S 5s, c. 1908			U S 5s, c.		
1918	109⅝	110¼	1904	112¾	113¾
U S 4s, r.			U S 3s, r.		
1907	115¾	116	1924	DC 124⅛	—
U S 4s, c.					
1907	115¾	116			

RAILROAD AND OTHER BONDS.

Adams Express 4s		Denv & Rio G 4s		North Pacific 4s	
2000	103¾	2000	99	1000	103¾
2000	104	Det M & M gnt		500	103¾
2000	103¾	2000	41	2000	103¾
2000	103¾	Erie prior lien 4s		2000	103¾
2000	103½	1000	90	2000	103¾
Atlan & Danville 5s		Ev & T H gen 5s		Reading gen 4s	
2000	94½	8000	105	8000	88
Ariz Arthur 1st 4s		Hocking V & T 4s		2000	87⅞
4000	93	5000	105½	17000	88
Atch T & S F 4s		Hocking V & T 4½s		Rio Grande W 4s	
500	101	33000	101	1000	98½
2000	100⅝	Illinois Cent 4s 1955		San A & A P 4s	
500	100½	2000	102¾	2000	78¾
500	100⅝	Int & Gt Nor 2d		12000	78
500	100⅝	2000	89	So Caro & Ga 5s	
42000	100⅝	Kansas City So 3s		1000	104½
1000	100⅝	5000	70 45⅞	South Pacific 4s	
2000	101	Keokuk & Des Moines 4s		26000	82
At T & S F adj		17000	68	So Pac of Cal 5s	
8000	83½	Laclede Gas 5s		Stamped	
500	83¼	1000	107⅝	3000	106⅝
4000	83¼	L E & West 1st		South Railway 5s	
5000	83½	1000	123	27000	110¼
2000	83⅝	Lou & Nash 4s		1000	110
15000	83½	5000	99	9000	110¼
5000	83¼	Lou & N col tr 4s		Stand R & T inc	
5000	83½	2000	98	5000	101½
Austin & N W 5s		L & N O & M 1st		Stand R & T 5s	
7000	94½	5000	130	1000	68½
Balt & Ohio 3½s		Manhattan Ry 4s		St L & Iron M 4s	
7000	95¾	1000 & 2	102	17000	79½
1000	96	Met Elevated 1st		28000	79⅝
Balt & Ohio 4s		12000	116	6000 cash	79¾
5000 cash	99½	Mex Cent 1st inc		5000	79¾
15000	99¾	5000	26⅞	St L & San Fran gen 5s	
8000	99⅞	10000	27	10000	111½
6000	99⅞	5000	27¼	St L & West 1st	
Cen Pacific 1st		5000	27	5000	91¼
500	98	Mex Cent con 4s		1000	91⅝
16000	97¾	5000	80	1000	91¾
Cen Ry Ga 5s col tr		Mo Kan Inc con		1000	91¼
2000	84	8000	84¼	1000	91¼
Cen Ry Ga en 5s		Minn & St L 5s		1000	91¼
1000	92⅝	5000	115½	20000	91
2000	92¾	Mobile & Ohio 4s		1000	91¼
1000	92½	5000	85	St L & S West 2d	
Cen Ry N J 5s		Mo Kan & Tex 2d		50000	63
2000	124½	4000	67	5000	62¾
Ches & Ohio 4½s		Mo Kan & Tex 4s		1000	63
9000	100¼	500	92¼	7000	62⅞
Ches & Ohio 5s		1000	92½	21000	63
2000	118½	Mo Kan & T of Tex 5s		10000 bs	63⅛
Ches & Ohio 1st 6s		1000	89½	10000	63
5000	119½	Mo Pac 5s 1917		Texas & N O 5s	
Chi & Alton 3½s		5000	96¼	10000	101⅛
20000	82⅝	2000	96½	Tex & Pac 2d	
10000	82⅞	3000	96	5000	60
2000 cash	83	1000	96⅛	Union Pacific 4s	
33000	83¼	5000	96⅛	2000	105⅝
3000	83	3000	96⅛	1000	105¾
32000	83¼	Mo Pac 5s 1920		500	105¾
5000	83⅝	10000	96¼	1000	105¾
25000	83½	5000	96¼	5000	106
Chi B & Q ill 5½s		Mo Pacific con		U S 3s s b	
1000	105	20000	116	2000	109¼
Chi Bur & Quincy		10000	115¾	U S 3s con	
1000	114⅝	5000	115¾	5000	112¾
Chi Rk I & Pac		N Ch & St L 1st		Wabash 1st	
1000	106¾	6000	128½	2000	115¾
Chi St P Minn & Omaha cds		N Y Cen M C 3½s		Wabash 2d	
1000	96	1000	96	1000	[illegible]

1000	135	N Y Chi & St L 4s		Wabash deb ser B	
Chicago Term 4s		2000	107	25000	34
5000	93	N Y Gas Ht L gt		2000	34¼
CCC & StL gen 4s		H & P 4s		27000	34
5000	91½	6000	93	10000	33⅞
Cin C C & St L 4s		Norfolk & West 4s		10000	34
5000	107	5000	97⅞	West N Y & P 1st	
Colo Mid 3-4s		26000	98	2000	120¾
1000	77½	North Pacific 3s		West Union 4½s	
Colo & South 4s		19000	66	6000	104¼
5000	82	4000	65¾	Wilkes & East 1st	
1000	81¾	12500	65¾	5000	110¾
Edison El Ill Co		Or Short Line 5s		Wisconsin Cen 4s	
of N Y 1st		6000	114½	10000	87
1000	107½				

Total sale of bonds (par value) $1,299,500.

RAILROAD AND OTHER SHARES.

Sales.		High-est.	Low-est.	Clos-ing.	Net Ch'ge.
4350	Am C&F Co	18⅝	18	18⅝	+1⅛
1810	Am C & F p	64½	64¼	64½	+ ¼
210	Am Cot Oil.	36	36	36	+ ½
3800	Am Ice.....	37¾	36⅝	37¾	+1⅝
100	Am Ice pf...	65	65	65	
1930	Am Lin oil.	12½	11⅞	12½	+1
1850	Am Lin Oil p	54	52¾	54	+1¾
500	Am Malt....	5½	5½	5½	+ ¼
400	Am Malt pf.	25¾	25	25	+ ½
5800	Am Smelt...	43½	42	43½	+2½
1200	Am Smelt p	92	91	92	+1⅝
2410	Am St Hoop	24¾	23¾	24¼	+1¼
300	Am St H pf	75	74½	75	+ ½
25350	Am Sugar..	126⅝	124¾	126⅝	+2⅝
235	Am Sugar p	116	116	116	
12160	Am S & W..	36½	35½	36⅝	+1⅜
3080	Am S & W p	77	75⅝	76⅞	+ ⅞
1170	Am Tin Pl..	34¾	34¼	34¾	+1¾
970	Am Tin Pl p	83½	83¼	83½	+1
11850	Am Tob Co.	99	97½	98	+ ¼
3060	Anaconda...	47⅞	46	47⅞	+1¾
25150	A T & S F..	34⅛	32½	33⅝	+1⅛
18350	A T & S F p	76	74¾	75⅝	+1½
6400	Balt & Ohio	76½	75⅝	76¼	+1⅛
2470	Balt & O pf.	82½	81½	82	+ ½
14450	Br'k'n Rap T	62⅝	61⅞	62	+1⅛
580	Br'k'n U Gas	173	172¾	173	+1
450	Brunswick.	9⅛	9	9⅛	+ ⅝
400	Buf R & P..	75	74⅝	75	+3
200	Buf R & P pf	115	115	115	+2½
632	Can South..	54½	54	54⅝	+ ⅝
100	Can Pacific.	87¾	87¾	87¾	+1
5350	Ches & Ohio	31¼	30½	31	+ ⅞
1755	Chi & Alt....	35	33¾	34	+ ⅝
4200	Chi & Alt p.	70¼	70¼	70¼	+1
100	Chi & E Ill p	123½	123½	123½	
200	Chi & N W	163¾	163	163¾	+ ⅝
200	Chi & N W p	205	203	205	+3
7550	Chi Bur & Q	130	129	129⅞	+1⅛
342	Chi Gt West	12⅝	12	12⅛	+ ½
125	C G W deb..	87½	87½	87½	+ ½
7150	Chi M & St P	118½	116⅝	117¾	+1¼
4060	Chi R I & P.	110⅛	109½	110⅛	+ ¾
300	Chi Term pf	27¾	27½	27½	+ ¼
970	C C C & St L	63¾	63	63¾	+1⅛
2530	Col F & I...	40⅝	39½	40⅛	+1⅜
200	Col H C & I.	17	17	17	+1
300	Col South'n.	6	5¾	6	+ ⅛
3295	Con Gas....	174½	173¾	173¾	— ¾
8900	Con Tobac .	30⅝	29⅛	29½	+ ⅜
1740	Con Tob pf.	82¾	81½	82¾	+1
240	Del & Hud..	113½	113	113½	+ ½
240	Del Lack & W.	176¾	176½	176¾	+1½
500	Den & R G..	20⅝	20	20⅝	+ ⅝
800	Den & R G pf	71¼	70¾	70¾	+ ¾
100	Erie.....	12	12	12	
10350	Fed Steel...	41½	40	41	+1¼
2300	Fed Steel p	69¾	69¼	69¾	+ ⅝
190	Gas & E B Co	72¾	72⅞	72⅞	+ ⅛
760	Gen Elec....	143	142	142	
1410	Glucose.....	54½	53½	54	+ ¾
300	Glucose pf..	101	100	100	— ⅛
2475	Great Nor pf	166¾	166	166	+1⅛
710	Hock Val...	36¼	36⅛	36½	+ ⅜
295	Hock Val pf	64	63½	64	
1300	Illinois Cen.	119¾	119¼	119¾	+1
640	Int Paper...	21½	21	21½	+1⅜
450	Int Paper pf	67	66⅝	66½	— ¼
600	Int Power...	33⅞	33¼	33⅞	+ ⅞
100	Iowa Cent..	18¾	18¾	18¾	
210	Iowa Cen pf	42	42	42	
125	Kan C So...	13	13	13	+ ½
1400	Kan C So pf	36	35	35⅞	+1⅛
100	Lac Gas....	69½	69½	69½	+1
510	L E & West	35½	35⅛	35⅛	+ ⅛
4550	Lou & Nash	77¾	76¾	77	+1
8100	Manhattan..	98¼	97	98	+1⅜
2965	Met St Ry..	160	159⅛	159⅝	+1
100	Met W S El	32	32	32	— 1
11670	Mex Cent...	13¾	12¾	13½	+1
700	Mex Nat....	3½	3¼	3½	+ ½
200	M & St L..	68⅝	68⅝	68⅝	
200	M & St L p.	97¾	97½	97¾	
6150	M K & T pf.	32⅝	31⅝	32¼	+1
8310	Mo Pacific..	57	55⅝	57	+1⅛
200	Mobile & O..	40	39	40	
200	Morris & Ess	186	186	186	—1
1425	Nat Biscuit.	36¼	36	36¼	+1⅛
490	Nat Lead...	20	19⅝	20	+1
100	Nat Salt pf.	69	69	69	+ ¾
2885	Nat Steel...	31⅛	30	30½	+1
870	Nat Steel pf	90	89	89½	+ ½
5155	Nat Tube...	56¼	54½	56	+2
1655	Nat Tube pf	99	98¾	99	+ ¼
1324	N J Central	136	135	136	+1½
200	N Y A B Co	124½	124½	124½	+2½
2556	N Y Central	133½	132¾	133	+ ⅜
300	N Y C & StL	14½	14½	14½	+ ¼
300	NYC&St L 2p	38	37	38	+1
2110	Nor & West.	37½	37	37½	+ ½
177	Nor & West p	77½	77½	77½	— ¼
440	No Amer Co	16⅝	16	16	+ ⅜
9175	Nor Pac....	58½	57¾	58½	+1
2900	Nor Pac pf..	73½	73	73½	+ ⅜
3080	Ont & West.	22⅝	22	22⅝	+ ½
2830	Pac Mail...	44½	43¾	44½	+1⅛
14080	Penn R R..	133½	132⅝	133½	+1¼
3910	Peo Gas....	95½	94	94½	+ ⅜
400	P C C & St L p	82½	80¼	80¼	—3¾
2320	Pres St Car	48¼	46¼	48	+ 1
670	Pres St C p.	*84	83¼	84	+2½
1220	Reading....	18⅝	17¾	18⅝	+1¼
6640	Reading 1 p	59¼	57⅝	58⅝	+ ¾
850	Reading 2 p	29	28¼	29	+1
2750	Rep Steel...	15	14½	14⅞	+ ⅜
1758	Rep Steel p.	59	57	58½	+1½
1	Silver Cifs..	65½	65½	65½	
500	Sloss Shef p	66	65½	66	+1
1100	St L & S F.	12⅝	11⅞	12¼	+ ½
100	St L & SF 1p	68½	68½	68½	+ ½
850	St L & SF 2p	37⅞	36	37⅞	+1⅛
420	St L S W....	14⅞	14⅜	14⅞	+ ¾
2900	St L S W pf.	33	32¼	32¾	+ ⅜
22585	South Pac...	39	38⅝	38⅞	+ ⅜
8600	Sou Ry Co..	13½	13	13½	+ ½
4128	Sou Ry Co p	58	56⅝	57¾	+1⅛
100	Stan R & T.	5½	5½	5½	+ ¼
6160	Tenn C & I.	57½	56½	57¼	+1¼
1370	Texas Pac..	17⅞	17⅛	17⅜	+ ⅛
250	Union B & P	13	13	13	+ ⅛
414	U Bag & Pp	67½	67⅛	67¼	+ ⅜
28050	Union Pac..	63¾	62	63¾	+2¼
5818	Union Pacp	76⅞	75¾	76⅞	+ ⅜
7085	U S Leather	12½	11¾	12½	+1
1817	U S Leath p	72⅞	71⅞	72¼	+ ½
2369	U S Rubber	33	31½	32	+ ⅝
200	U S Rub p..	95½	95½	95½	+ ½
330	Wabash....	7¾	7¼	7¼	+ ¼
1190	Wabash pf..	19½	19¼	19½	+ ½
1760	West U Tel.	82	80½	80½	— ½
400	W & L E...	10	9¾	9¾	+ ¼
1050	W & L E 1p	50⅞	48	50⅞	+2⅞
1600	W & L E 2p	25½	25	25½	
200	Wis Cent....	13¾	13½	13½	+1

* Ex-dividend.

Total sales of stocks 448,913 shares.

OUTSIDE SECURITIES—CLOSING QUOTATIONS.

	Bid.	Asked.		Bid.	Asked.
Amal Cop	93⅝	94⅛	Hav Compf	40	43
Am W Co	18	18¾	Ill Trans.	1	1⅝
Am W Cpf	76⅝	77	Inter P c..	21⅛	22⅛
Am A Co..	24⅝	25½	Inter P pf.	69¼	70¼
Am A C pf	76	77	Inter S pf.	34	39
Am B c...	4	5	Inter S Oil	58	58⅝
Am B pf ..	21	23	Nat Gram.	5	15
Am B bds	65	72	Nat Sp pf	100	101
Am H & L	5⅛	—	New Eng T	3¾	4⅝
Am H&L pf	29	29½	N Y Trans	7¼	7½
Am H&L b	85⅝	87	Otis Ele c.	26	27
A Coof Am	7	7½	Otis Ele pf	87	88
Am G bds	105	105½	P, B & LE	20¼	22
B Cod Cop	16⅛	16¼	PG&E C of		
B Ex 3s..	97⅝	98	O b p. c.	99¾	101
B & N Y P	19⅝	22	P G & E Co		
B&NYPbd	82	83	of Stocks	27¼	30
Bay S G..	1⅛	1¼	Rub G c...	28¾	29¾
Cal Copper	1⅜	1¾	Rub G pf..	76⅞	77⅞
Cast I P c.	4	4⅝	R B P c...	100	105
Cast I P pf	29⅞	32	R B P pf..	93	94
C&A 3 p. c	88⅛	88⅝	S C L & R C	115	120
C & A sups	11½	12	St L T c...	18⅞	19
Com Alt...	29	32	Sea A L c.	9¼	9⅝
Con Equip	9½	10	Sea A L pf	23	24
Con R T c.	4	5	Sea AL bds	62½	64
C R T pf..	25⅛	28	Stan C c..	35	40
Con Gas d	90	93	Stan C pf ..	120	125
Dis of A c.	5⅝	6	S Of Col NJ	620	625
Dis of A pf	20⅝	21	Stor Power	—	12
Elec Boats	18	20	T, T & C..	5	6
Elec B pf.	41	43	Tenn Cop	15¼	15½
Elec Veh s	18	21	Union Cop	3⅛	3½
Elec V pf	35	45	U R'y o St		
Em Sugar	82	82½	Louis pf	63	64
Em Sub bds	100¼	102	U R'y of St		
Elec Pneu.	2¼	3	L bonds.	83¼	83½
Flem C & C	18	22	Va L C & C	5	8
Gen Car...	4⅝	4½	Va L C & C		
G Trea 4s.	100¼	100⅝	5 per cent	32	37
Hav Com c	9½	13	Worth P of 10 s	110	

BOSTON CLOSING QUOTATIONS.

	Bid.	Asked.		Bid.	Asked.
Boston L'd.	4¼	4½	B G 1st 5s	76	76½
Brook'n L.	2	—	B G 2d 5s.	—	47
E Bos L'd.	8¼	8½	B S non-con d 5s.	—	98
W End L	1½	—	N E G & C 1st m 5s	62	64
A Ag Ch c.	25½	26½	Adventure	5¼	5¾
A Ag Ch pf	75½	77	Allouez ...	2¾	3
Am T & T.	148½	150	Arcadian..	19	20
Erie Tel...	100	—	Arnold	4½	4¾
Mex Tel...	2⅝	—	Atlantic..	25	25½
N Eng Tel	122	—	Baltic. ...	23½	23¾
N E G & CS	12	13	Bingham.	12½	12¾
Bos El L.	174	—	Bos & Mon	327	329
C S Y c...	137	138	Butte & B	69	71
C S Y pf..	127	—	C & Hecla	795	800
Dom Coal.	39	40	Centen Cop	18	18½
Gen El pf.	130	141	Franklin.	14	15
Mass El c.	21¼	23	Isle Royal.	39	39½
Mass El pf	73½	74½	Michigan.	3½	4
Indo-E C C	7	—	Mohawk ..	21	22
Plant C Co	14	18	Old Dom...	22½	23
Merg'nt'ler	190	192	Osceola ...	72	73
U Shoe c.	28½	29¼	Parrott....	47	47½
U Shoe pf.	23	23½	Quincy ...	160	162
UnFruitCo	—	129½	Santa Fé.	7⅛	7¾
West Elec.	—	49½	Tamarack	265	270
Bos & A..	248	250	Tri-Moun.