FINANCIAL AND COMMERCIAL.

SATURDAY, NOV. 26.

There was no room to-day for the comment that the rise in the Steel stocks failed to exercise a favorable influence upon the general stock market. The Steel shares, indeed, did not rise to-day greatly, but they held their sensational advance of yesterday and rose, moderately, further. The enormous buying of these issues, which seemed to come from so-called inside sources, stimulated to renewed activity the great mass of large professional speculators who have for ten days past been inclined to regard the upward movement with considerable scepticism. These men were again converted to-day, if only temporarily, to the side of higher prices. They bought stocks heavily in all directions and they very effectually succeeded, no doubt, in "driving in" a large portion of the outstanding short interest. As to the general extent of this short interest, there are two widely differing opinions held. One of these is that commitments of the kind are considerable and that their full showing is not made in the loaning rates for stocks on the floor of the exchange, owing to the custom which has grown up of large private lending of shares between Stock Exchange houses. Another view is that the short interest now in being is one that has, for the most part, accumulated since the general pace of the stock market began to hesitate shortly after election day, and that it is of a character that beats a retreat speedily. The failure of two Consolidated Exchange houses was announced this morning, caused, supposedly, by the rise in prices of the last two days. One of these suspensions is of more importance than such events usually are, as the firm in question had a large number of customers in this and other cities in the United States and Canada. It has been a matter of remark, however, that there have been so few disasters of this sort in the course of so long and pronounced an advance in security valuations. Wall Street was full of rumors to-day, as it was yesterday, purporting to account for the hitherto unequaled buying of the United States Steel issues; but these seemed to be merely furtive and speculative guesses. It is admitted that the statement of the United States Steel Corporation for the December quarter, while it may not show a very large increase in earnings, will show a decided increase in the quantity of orders on hand; and it is also known that the railroad companies—whose orders constitute the most important share of the business of the iron and steel producing concerns—are now ordering iron and steel supplies freely, with the single exception of steel rails. One reason for their failure to order rails has been uncertainty as to the attitude toward this important item of steel production of the new Lackawanna Iron and Steel Company. This company has not yet become a member of the "rail pool," and it has been understood that it has made its entrance to the pool conditional either upon a reduction in the price of rails or upon an allotment to its own mills of a share of 17½ per cent. of the total steel rail tonnage. While no formal agreement in the matter has been made, it is now believed to be probable that the Lackawanna Iron and Steel Company will consent to sell its rails at the long established price of $28 a ton and will accept as its share of the general business 15 per cent. of the output. While such a disposition of the affair may be held to be a satisfactory settlement, it is apparent that it means, nevertheless, a notable curtailment, as the result of a fresh competition, in the sales of rails manufactured by the old producing companies, nor is it unreasonable to suppose that as time goes on incidents of this character in the iron and steel business will become more frequent. Final prices to-day exhibited gains in price ranging usually 1 per cent. or more in the leading stocks. The weekly bank statement was wholly as expected, the shifting of loans from the banks to the trust companies resulting in a decrease in the bank loan item of $10,289,800, while a loss in cash of $5,124,600, owing to well known causes, brought about a decrease in the bank surplus of $1,208,325. London houses were buyers of stocks here to-day for the first time on any scale worth mentioning in nearly two weeks. The only other announcement of importance during the day was that of a gross decrease in the Atchison's railway earnings for October of $1,036,645, the decrease in net exceeding this and standing at $1,234,516. This was peculiarly due, it was said, to the damage done to the Atchison property by the floods in October, and hence it was argued that it was a matter of which the stock market should take no account. The market would, nevertheless, have taken account of it at almost any other time than the present; and so large a loss as this for one month's operations cannot fail to weigh heavily in the Atchison's statement at the end of the fiscal year.

Influential happenings in Wall Street during the last week have been few. The Thanksgiving holiday shortened the business week, and, although to less extent than usual, exercised its customary effect of diminishing the interest taken in stock market affairs. According to the mercantile agencies, the very mild weather of the season has had an adverse effect upon commercial business, but this has been of a nature, perhaps, to merely delay rather than to definitely curtail the normal sale of merchandise. A more serious matter, undoubtedly, is the continuance of the drought throughout practically the entire northern half of the country, East and West; although drought at this time is no doubt less unwelcome than would be a similar occurrance in the spring. There is renewed discussion of the position of the cotton manufacturing trade in New England. It is evident that one trouble that has been at work here has been a general overproduction in our country of coarse cotton cloths as distinguished from the finer grades of cotton textiles. Every student of the cotton manufacturing business is aware of the fact that foreign manufacturers, as compared with our own, produce a higher grade of goods, one in which the skill of the operative and the taste of the design rather than the cheapness of the raw material are, more than is the case here, essential factors in the business. Our cotton manufacturers must learn to equal their British brethren in this respect if they do not wish to be permanently oppressed by the high price of raw cotton which, it seems, has come to stay in our country. Some means must be found too, of enlarging our export sales of cotton goods. Another matter that is gaining the attention of thoughtful people, however little it may be the heed paid to it in Wall Street, is the probable effect upon all lines of business of the general revision of the tariff which, as now seems likely, will take place within a few months. The temporary unsettlement of business affairs which action of this kind always causes will probably be less at present than it ever has been before; but it will still be something that should be steadily borne in mind by every purchaser of materials or commodities and by every investor or speculator in stocks and bonds.

New York Stock Exchange Sales Nov. 26.

CLOSING PRICES OF UNITED STATES BONDS.

	Bid.	Asked.		Bid.	Asked
U S 2s r	104½	105	4s coup	106¼	106¾
U S 2s c	104½	105	4s reg h	130¼	131
5s reg	104½	105	4s c new	130¼	131
5s coup	104½	105	D C 3.65s	119½	—
4s sm	104¼	—	U S P 4s	109	—
4s reg	106¼	106¾			

RAILROAD AND OTHER BONDS.

Sales.		High-est.	Low-est.	Clos-ing.	Net Ch'ge.
	Atcn Hide&L 6s				
1000	...95	95	89	90	+3⅝
	Am Tobacc cf 6s				
35000	...110⅜	110⅜	109⅝	109⅝	—
19000	...110¼	110¼	109⅝	109⅝	—
37000	...110⅜	110⅜	109⅝	109⅝	—
5000	...110¼	110¼	110¼	110¼	—
2000	...110⅜	110⅜	110⅜	110⅜	—
1000	...110½	110½	110½	110½	—
	Am Tobacc cf 4s				
5000	...70	70	69⅝	69⅝	—
5000	...70⅛	70⅛	69⅞	69⅞	—
90000	...70	70	69⅝	69⅝	—
2000	...70¼	70¼	70¼	70¼	+⅛
135000	...70	70	69⅝	69⅝	—
1000	...70¼	70¼	70¼	70¼	—
	AtchTop&SFe 4s				
2000	...102⅝	102⅝	102⅝	102⅝	—
10000	...102⅞	102⅞	102⅝	102⅝	—
5000	...103	103	102⅞	102⅞	+⅛
5000	...102¾	102¾	102¾	102¾	—
	A T & S F adj 4s				
	stamped				
15000	...94⅜	94⅜	94⅜	94⅜	—
	AtlanticCline 4s				
20000	...99½	99½	99½	99½	—
1000	...99⅝	99⅝	99⅝	99⅝	—
3000	...99⅞	99⅞	99⅞	99⅞	—
	Balt & Oh gold 4s				
1000	...103¼	103¼	103¼	103¼	—
2500	...103¼	103¼	103¼	103¼	—
1000	...103⅜	103⅜	103⅜	103⅜	—
2000	...103½	103½	103⅜	103⅜	+⅛
	Balt & Ohio L E & W Va 4s				
10000	...99	100	99	99	—
	Balt & Ohio 3½s				
5000	...103½	103½	103½	103½	—
	Balt&OhSW 3½s				
1000	...93	93	93	93	—
500	...92½	92½	92½	92½	—
	Bkn Rap Tr cv 4s				
10000	...85⅛	85⅛	84⅞	84⅞	+⅛
5000	...85¼	85¼	85¼	85¼	—
22000	...85	85	84⅞	84⅞	—
2000	...84½	84½	84½	84½	—
	Central Ga cn 5s				
1000	...111¼	111¼	111¼	111¼	—
	Central Ga 2d in				
2000	...69½	69½	69½	69½	—
12000	...70	70	69¾	69¾	—
6000	...70½	70½	70	70	—
20000	...71	71	70¾	70¾	—
	CentralPacific 1st				
1000	...101½	101½	101½	101½	—
	Ches & Ohio 5s				
4000	...111¼	111¼	111¼	111¼	—
	Ches & Ohio 4½s				
10000	...107½	107½	107½	107½	—
	Chi & Alton 3½s				
8000	...82¼	82¼	82¼	82¼	—
7000	...82¾	82¾	82¾	82¾	—
3000	...82½	82½	82½	82½	—
	Chi Bur & Q 4s				
5000	...100¾	100¾	100¾	100¾	—
25000	...100⅝	100⅝	100⅝	100⅝	—
50000	...100¾	100¾	100¾	100¾	—
	Chi Mil & St Paul				
	C & P W 5s				
1000	...117⅝	117⅝	117⅝	117⅝	—
	Chi Rl & Pac 4s				
	gold 4s				
5000	...94¾	94¾	94¾	94¾	—
12000	...94½	94½	94½	94½	—
10000	...94¾	94¾	94¾	94¾	—
15000	...94½	94½	94½	94½	—
20000	...94¾	94¾	94¾	94¾	—
	Chi Rl & Pac 4s				
83000	...85¾	85¾	85¾	85¾	—
14000	...81⅞	81⅞	81⅞	81⅞	—
10000	...82	82	82	82	—
1000	...81¾	81¾	81¾	81¾	—
1000	...82	82	82	82	—
10000	...81⅞	81⅞	81⅞	81⅞	—
79000	...82	82	81⅞	81⅞	—
40000	...82⅛	82⅛	82	82	+⅛
25000	...82⅜	82⅜	82⅛	82⅛	+⅛
	Col Fuel & Iron				
	cv 4s				
50000	...86	86	85¾	85¾	—
50000	...86¼	86¼	86¼	86¼	—
17000	...86⅜	86⅜	86⅜	86⅜	—
8000	...86½	86½	86½	86½	—
1000	...86	86	86	86	—
50000	...86¼	86¼	86¼	86¼	—
17000	...86⅜	86⅜	86⅜	86⅜	—
8000	...86½	86½	86½	86½	—
1000	...86¼	86¼	86¼	86¼	—
2000	...86	86	86	86	—
	Cons Tobacco 4s				
6000	...81¼	81¼	81¼	81¼	—
4000	...81½	81½	81½	81½	—
	Cuba Central 6s				
2500	...103	103	103	103	—
12000	...102¾	102¾	102¾	102¾	—
	Den & Rio Gr 4s				
6000	...100¾	100¾	100¾	100¾	—
	Detroit South 4s				
2000	...64	64	64	64	—
10000	...65	65	65	65	—
10000	...66	66	66	66	—
	Distillers' Sec'rities Corp 5s				
3000	...76⅞	76⅞	76⅞	76⅞	—
3000	...76¾	76¾	76¾	76¾	—
5000	...77	77	77	77	—
	E T V & Gn 5s				
2000	...81	81	81	81	—
	Erie prior lien 4s				
5000	...101⅞	101⅞	101⅞	101⅞	—
	Erie gm lien 4s				
50000	...91¾	91¾	91¾	91¾	—
24000	...91½	91½	91½	91½	—
1000	...91½	91½	91½	91½	—
35000	...91⅝	91⅝	91⅝	91⅝	—
112000	...91¾	91¾	91¾	91¾	—
10000	...91⅞	91⅞	91⅞	91⅞	—
30000	...92	92	92	92	—
	Erie-Pa Coal 4s				
2000	...95	95	95	95	—
	Gal Har & San A				
	Mex & Pac 1st				
6000	...113	113	113	113	—
	Ga & Ala cn 5s				
2000	...112½	112½	112½	112½	—
	Green Bay & West				
	deb ser B				
1000	...19½	19½	19½	19½	—
	Hocking Val 4½s				
35000	...111	111	110¾	110¾	—
	Iowa Central 1st				
10000	...117½	117½	117½	117½	—
	Japan ctf 6s				
10000	...91⅞	91⅞	91⅞	91⅞	—
6000	...92	92	92	92	—
	UnRR SanFr fdg				
1000	...86¼	86¼	86¼	86¼	—
9000	...86	86	85¾	85¾	—
	U S Red & Ref 6s				
2000	80	80	80	80	—
	U S Steel s f 5s				
650000	...99½	99½	98⅞	98⅞	—
130000	...99⅝	99⅝	98⅞	98⅞	—
10000	...99½	99½	99½	99½	—
15000	...99⅝	99⅝	99⅝	99⅝	—
125000	...99⅝	99⅝	99⅝	99⅝	—
40000	...99¾	99¾	99¾	99¾	—
20000	...99⅞	99⅞	99⅞	99⅞	—
15000	...99¾	99¾	99¾	99¾	—
42000	...99⅞	99⅞	99⅞	99⅞	—
10000	...99¾	99¾	99¾	99¾	—
20000	...99⅝	99⅝	99⅝	99⅝	—
10000	...99½	99½	99½	99½	—
21000	...95	95	95	95	—
	registered				
500	...95	95	95	95	—
500	...95¼	95¼	95¼	95¼	—
	Va Iron C & S 5s				
20000	...82½	82½	82½	82½	—
5000	...82	82	82	82	—
11000	...82½	82½	82½	82½	—
	Wabash 1st				
1000	...117½	117½	117½	117½	—
	Wabash deb B				
20000	...68	68	67¾	67¾	—
65000	...69	69	68¾	68¾	—
10000	...69¼	69¼	69¼	69¼	—
20000	...69⅜	69⅜	69⅜	69⅜	—
20000	...69	69	69	69	—
20000	...69¼	69¼	69¼	69¼	—
10000	...68¾	68¾	68¾	68¾	—
	Wa Maryland 4s				
3000	...88½	88½	88½	88½	—
	West Shore 4s				
	registered				
500	107	107	107	107	—
	WisconsinCen 4s				
1000	...92½	92½	92½	92½	—

Total sales of bonds (par value), $5,181,000.

RAILROAD AND OTHER SHARES.

Sales.		High-est.	Low-est.	Clos-ing.	Net Ch'ge.
1300	Allis Ch'lers	21¼	20	21	+1
200	Allis-Ch pf.	71	71	71	+2
87600	Amal Cop	80¾	78½	80⅝	+2½
3300	Am Car & F	33	32¼	33	+1
3000	Am C&F pf.	91	90⅝	91	+½
400	Am Cot Oil.	34¾	34¼	34¼	+¼
200	Am Grass T	10	9⅞	10	+⅛
400	Am Hide&L	9	8¾	9	−¼
900	Am H&L pf	38⅜	37¾	38⅜	+¼
300	Am Ice	8⅞	8	8	−⅞
400	Am Ice pf.	37½	38½	38½	+⅝
300	Am Lin Oil	16¼	15	16¼	+⅝
400	Am Lin Oil pf	38	42	42	+4
300	Am Loco	35¼	35¼	35¼	−⅜
400	Am Loco pf.	104	105	105	+1
300	Am Malt	6⅝	6⅞	6⅞	+⅛
200	Am Malt pf.	27½	27½	27½	+½
300	Am Smelt'g.	81½	81½	81½	+½
400	Am Smelt pf.	113	114	114	−⅛
300	Am Snuff	160	170	170	+10
200	Am Snuff pf.	96¼	95	95	−1
200	Am Sugar	149	149¼	149¼	+⅝
200	Am Sug pf.	137	139	139	+1
200	Am T & C	90	91	91	+⅛
200	Am T & T	145½	146	146	+⅝
100	Am Tob pf	147	—	147	+1
200	Am Tob pf ct.	92½	93	93	+1
200	Am Wool	27¾	28	28	+⅛
200	Am Wool pf.	93	96	93	−3
200	Ann Arbor	34	37	37	+3
200	Ann Arbor pf	64	68	68	+4
200	Anaconda	115	116	116	+1
100	At T & S F	89	89⅛	89⅛	+⅛
100	At T & S F pf	103⅜	103⅜	103⅜	+⅜
100	Atl Coast L	150	—	150	+4
100	B'klyn R T	68	68⅛	68⅛	+⅛
100	Balt & Ohio	96½	96½	96½	+½
100	Balt & Oh pf.	93¼	94	93¼	−⅝
100	Bkyn U Gas	215	222	222	+7
100	Brunswick	9	10	10	+1
100	Buff R & P	150	160	160	+10
100	Buff R & P pf.	157	165	165	+8
100	Buff & Sus pf.	82	87	87	+5
100	Butterick	57	—	57	−1
100	Can South'n.	68½	70	70	+1½
200	Can Pac	134¼	134⅜	134⅜	+⅜
100	Ches & Ohio.	50	50¼	50¼	+⅛
100	Chi & Alton	40	44	44	+4
100	Chi & Alt'n pf	83	85	85	+2
100	C C C & St L.	87¾	88½	87¾	−⅛
100	Chi Gt West.	25⅞	26	26	+⅛
100	Chi Gt W (A)	70	75	75	+5
100	Chi Gt W (B)	38	38½	38½	+⅝
100	Chi Gt W deb B	88	90	90	+2
100	Chi & N W	200	200½	200½	+⅝
100	Chi M & St P	174½	174½	174½	+⅝
100	Chi M&StP pf	183	184	184	+1
100	Chi Terminal	15⅝	15¾	15¾	+⅛
100	Chi Term'l pf	27	27¼	27¼	+⅛
100	Chi Un Trac.	14	14¼	14¼	+⅛
100	Cle Lo & W.	79	80	80	+1
100	Cle Lo & W pf	90	120	120	+30
100	Col Fuel & I.	52⅜	52½	52½	+⅛
100	Col H C & I.	15¼	16	16	+⅞
100	Col Southern	22½	22½	22½	+⅝
100	Col So 1st pf	57½	58	58	+⅝
100	Col So 2d pf.	35½	36	36	+⅝
100	Com Cable	210	—	210	+5
100	Con Gas	214¾	215	215	+⅝
100	Cont Tob pf.	128¼	129	129	+⅝
100	Corn Prod	24	24¼	24¼	+⅛
100	Corn Prod pf	80½	81	81	+1
100	Del & Hud	188½	189	189	+⅝
100	Del L & W	325	334	334	+9
100	Den & R G	32	32¼	32¼	+⅛
100	Den & R G pf	86¼	86¼	86¼	+⅛
100	Des M & F D	24	25	25	+1
100	Det U Ry	79½	79½	79½	+⅝
100	Det South'n.	7	7½	7½	+½
100	Det South pf	30¼	30¼	30¼	+⅛
100	Dis Secur	36¼	36¾	36¾	+⅝
100	D S S & A	13¼	14	14	+⅝
100	D S S & A pf.	25	26	26	+1
100	Erie	40⅝	40½	40½	+⅛
100	Erie 1st pf	73¾	73⅞	73⅞	+⅛
100	Erie 2d pf	56⅛	57	57	+1
100	Ev & T H	60	64	64	+4
100	Ev & T H pf.	80	83	83	+3
100	Gen Elec Co	192	192¼	192¼	+⅝
100	Gt North pf.	226	230	230	+⅝
100	Hock Val	85½	86	86	+⅝
100	Hock Val pf.	89½	90½	90½	+⅝
100	Illinois Cent	153¼	153¼	153¼	−⅝
100	Int Paper	19½	19⅝	19⅝	+⅛
100	Int Paper pf.	77¾	78	78	+1¼
100	Int Power	60	60½	60½	+⅝
100	Int Pump	40½	41	41	+⅝
100	Int Pump pf.	85	86	86	+⅝
100	Iowa Central	30	30½	30½	+⅝
100	Iowa Cent pf	56½	57	57	+⅝
100	Kan & Mich.	36	40	40	+4
100	K C F S & M	85	85¼	85¼	+⅝
100	Kan City So.	29	29¾	29¾	+⅝
100	Kan City So p	52¼	52½	52½	+⅝
100	Keo & Des M	16	18	18	+⅝

Sales.		High-est.	Low-est.	Clos-ing.	Net Ch'ge.
5000	Press SC pf.	90⅛	89	90	+3⅝
600	Pullman PC	235	232	235	+3½
200	Quicksilver	21½	21½	21½	
2200	Ry St Sp'g.	33⅝	33	33¼	
3300	Ry St Sp pf.	90	89½	90	+½
9200	Rep Steel	18	17⅛	18	+⅞
5000	Rep Steel pf	71½	69¾	71½	+2
18400	Reading	76⅞	76⅜	76⅝	
35200	Rock Island	37	35½	37	+1⅜
7100	Rock Isl pf.	85	84⅛	85	+1
200	Rub Goods.	24	24	24	+½
100	Rub Gds pf.	87½	87½	87½	+⅜
900	Sloss-Sheff.	63	62½	63	+¾
100	SL&SF 1 pf.	77¼	77¼	77¼	−¼
600	SL&SF 2 pf.	68	68	68	+¼
200	SLSFCEI cf	182	181¾	182	+2
600	St L S W	25½	25	25½	
36700	Sou Pacific.	68	67	68	+1½
200	South Pac p	117¼	117¼	117¼	+⅛
28700	Sou Ry Co.	35⅞	35⅛	35¾	+⅝
800	Sou Ry Co p	95⅞	95½	95½	
200	Stan R&TCo	4⅛	4⅛	4⅛	+¼
5600	Tenn C & Ir	77	76⅛	76⅞	+½
2900	Tex Pacific.	37	36½	37	+½
100	Tol Rwys.	22	22	22	
800	Tol St L&W.	32	31½	32	+¼
100	Tol St L&Wp	53	53	53	−⅜
100	Twin CRT.	106	106	106	+¾
100	Un Bag & P	12½	12½	12½	+½
52300	Union Pac.	116⅜	115¾	116¼	+⅝
200	Un Ry In pf	63½	63⅜	63⅜	+⅜
600	U S C I Pipe	16¾	16⅝	16¾	+⅜
3900	U S C I P pf	74⅞	73¾	74¾	+1
100	U S Express	121	121	121	−1
1100	U S R & Im.	82	81½	81½	−1
3200	U S Leather	14⅝	14⅛	14¼	+⅛
200	U S Leath p	95¼	94½	95¼	+⅛
1100	U S Rubber	34⅛	34	34	−⅛
300	U S Rub pf.	91¾	91½	91¾	+¾
92800	U S Steel	29¾	29⅝	29¾	+⅝
100100	U S Steel pf	95¼	94⅜	94⅞	+⅝
500	Va-Car Ch.	40¾	40½	40¾	−1¼
300	Va-Car pf.	113	112½	112½	−1¼
2200	Va I C & C.	38½	34¼	38½	+4½
1000	Wabash.	23⅝	23⅛	23⅝	+⅛
1200	Wabash pf.	46⅝	46⅜	46⅝	+⅜
400	West'gh'se.	181	180	181	
100	West'h'se pf	198	198	198	+1
300	West Un T.	92½	92	92½	+½
300	Wheel & LE	21	21	21	+½
200	Wis Central	24	23⅞	24	+⅛
600	Wis Cent pf	48	47¾	48	+⅛
Total sales of stocks		872,100 shares.			

CLOSING PRICES.

	Bid.	Asked.		Bid.	Asked.
Adams Exp	236	250	Lac Gas pf	90	—
Allis Ch'lm'rs	19½	20	L E & W	37½	40
Allis Ch pf	70½	71	L E & W pf	95	102
Amal Copper	80½	80⅝	Long Island	60	62½
Am C & F	32⅞	33	Lou & Nash	139½	139½
Am C & F pf	90½	90⅞	Manhattan	167⅝	168
Am Cot Oil	34	35	Met St Ry	122½	127¼
Am Cot Oil pf	93	96	Met Sec	81	81½
Am Express	215	218	Mex Cent	22⅞	23
Am Hide & L	9	9¼	Mich Cent	135	150
Am Hide & L pf	38	38⅝	Minn & St L	64	65
Am Ice	8⅞	9	M & St L pf	93	97
Am Ice pf	37½	38½	MSP & SSM	91⅝	91½
Am Lin Oil	16¼	18	MSP&SSM pf	145¾	146
Am Lin Oil pf	38	42	M K & T	34⅝	34¼
Am Loco	35¼	35½	M K & T pf	63¾	63½
Am Loco pf	104	105	Mo Pacific	108¾	108½
Am Malt	6⅝	6⅞	Nash & St L	142½	145
Am Malt pf	27½	27⅞	Nat Bis Co	54⅞	55
Am Smelt'g	81½	81⅝	Nat Bis Co pf	112	117
Am Smelt pf	113	114	Nat Lead	23¾	23¾
Am Snuff	160	170	Nat Lead pf	94½	97
Am Snuff pf	96¼	95	NatRRMex p	42⅞	43
Am Sugar	149	149¼	N R R 2d pf	23½	24½
Am Sug pf	137	139	N J Central	191	193
Am T & C	90	91	N Y A B	152	164
Am T & T	145½	146	N Y Central	136	136¼
Am Tob pf	147	—	N Y C & St L	41¼	42
Am Tob pf ct	92½	93	NYC & SL 1 pf	112	120
Am Wool	27¾	28	NYC & SL 2 p	75	77
Am Wool pf	93	96	N Y Dock	15	20
Ann Arbor	34	37	N Y Dock pf	45	50
Ann Arbor pf	64	68	N Y N H & H	193½	196½
Anaconda	115	116	Nor & West	75	75¼
At T & S F	89	89⅛	Nor & West pf	90	94
At T & S F pf	103⅜	103⅞	North Am	10⅜	10¾
Atl Coast L	150	—	Ont & West	42⅛	42½
B'klyn R T	68	68⅛	Pacific Coast	78½	77
Balt & Ohio	96½	96½	Pac Coast 1 p	99	105
Balt & Oh pf	93¼	94	Pac Coast 2 pf	80	83
Bkyn U Gas	215	222	Pacific Mail	45½	45¾
Brunswick	9	10	Penna R R	136⅜	136⅞
Buff R & P	150	160	Peo G L & C	108⅜	109
Buff R & P pf	157	165	Peo & East	29	31
Buff & Sus pf	82	87	P C C & St L	76½	77
Butterick	57	—	PCC & StL pf	105	106
Can South'n	68½	70	Pd St Car	40¼	40¾
Can Pac	134¼	134⅜	Pr'd St Car pf	90	96⅜
Ches & Ohio	50	50¼	PullmanPCar	233	240
Chi & Alton	40	44	Rwy Secu	90⅝	91
Chi & Alt'n pf	83	85	Ry St Sp'g	33	33
C C C & St L	87¾	88½	Ry St Sp'g pf	89½	90
Chi Gt West	25⅞	26	Reading	76½	76¾
Chi Gt W (A)	70	75	Read 1st pf	87⅞	88⅛
Chi Gt W (B)	38	38½	Read 2d pf	79¾	80⅛
Chi Gt W deb B	88	90	Rep'b'c Steel	17⅞	18
Chi & N W	200	200½	Rep Steel pf	71¼	71½
Chi M & St P	174⅛	174⅜	Rock Island	36⅞	37
Chi M&StP pf	183	184	Rock Isl'n pf	84⅜	85
Chi Terminal	15⅝	15¾	Rubber Gds	24	24½
Chi Term'l pf	27	27¼	Rub Gds pf	87½	88
Chi Un Trac.	14	14¼	Sloss-Shef	62¼	63
Cle Lo & W	70	80	Sloss-Shef pf	99	100
Cle Lo & W pf	90	120	St J & G I	16½	17½
Col Fuel & I	52⅜	52½	St J & G I pf	57	60
Col H C & I	15¼	16	St J & G I 2 pf	25	26½
Col Southern	22½	22¾	St L & SF 1 pf	77	77½
Col So 1st pf	57½	58	St L & SF 2 pf	67¾	68
Col So 2d pf	35½	36	St L S W	25⅜	25½
Com Cable	210	—	St L S W pf	52½	53¼
Con Gas	214