BANKERS AND BROKERS.

Chas. D. Barney — Jay Cooke, 3d
J. Horace Harding — Chas. S. Phillips

**Chas. D. Barney & Co.**
BANKERS AND BROKERS
25 Broad Street
NEW YORK

122 South Fourth Street
PHILADELPHIA

**Plympton, Gardiner & Co.**
BANKERS.
17 William St., New York. 232 LaSalle St. Chicago.
Members New York Stock Exchange.
INVESTMENT SECURITIES.
LIST SENT ON APPLICATION.

**Bertron, Storrs & Griscom**
BANKERS,
40 Wall Street, NEW YORK. Land Title Building, PHILADELPHIA.
INVESTMENT SECURITIES.

**N. W. HALSEY & CO.**
BANKERS
BONDS FOR INVESTMENT.
49 Wall St., New York.
PHILADELPHIA CHICAGO SAN FRANCISCO

**BONDS.**
ILLINOIS CENTRAL RY.
**4s**
First Mortgage.
Farson, Leach & Co.,
35 NASSAU STREET, NEW YORK.

Bankers Investment Corporation
8% STOCK.
40,000 Shares for Sale at Par, $5 a Share, in Lots to Suit. Buy NOW, Before Price Advances. Dividend Monthly.
This Company has no bonded indebtedness, and has paid dividends at the rate of 8% per annum uninterruptedly for two years. At above price yields 8% on investment.
Write for Prospectus.
**E. A. CORBETT,**
BANKER,
86 Weybosset St., Providence, R. I.

Dominick & Williams,
49 WALL STREET.
OFFER
New York City 3½s
OF NOV., 1954.
at 103 and Interest.


## MONEY AND EXCHANGE.

Money on call, 1¾@2¼ per cent.; last loan, 1¾ per cent.; ruling price, 2¼ per cent. Time money quoted at 3@3¼ per cent. for sixty days to six months and 3½ per cent. for eight and nine months. Commercial paper is quoted at 3½@4½ per cent. for prime single names and bills receivable, other names, 5 per cent.

The foreign exchange market opened strong, and for a time exchange sold at slightly higher rates, but as the day progressed the demand fell off, and the market closed somewhat easier. Sterling declined from 5 to 10 points and Continentals were about 1-32 lower. Posted rates were quoted at $4.86½ for long bills and $4.89 for short. Actual rates: Long bills, $4.8585@$4.8575; sight drafts, $4.8795@$4.88, and cable transfers, $4.8840. Francs were quoted at 5.17½ less 1-16 for long and 5.15 less 1-16 for short. Reichsmarks were quoted at 95 for long and 95 5-16 for short. Guilders were quoted at 40 3-16 for long and 40⅞ plus 1-16 for short.

Domestic exchange on New York: Boston—Par. Chicago—30c. premium. Charleston—Banks, buying, 50c. discount; selling, $1 premium. Cincinnati—30c. premium. Montreal—15¾c. discount. New Orleans—Commercial, 25c. premium; banks, 50c. premium. St. Louis—75c. premium. Minneapolis—$1 premium. Louisville—25 to 50c. premium. San Francisco—90c. premium. St. Louis—55c. premium.

Money in London, 2¼@2½ per cent. Rate of discount in open market for short and three months bills, 2 15/32@2 9-16 per cent. Consols for money closed at 88⅞ and for the account at 88 11-16. The Bank of England's minimum rate of discount remains unchanged at 3 per cent. The weekly statement of the Bank shows the following changes: Total reserve increased £929,000; circulation increased £179,000; bullion increased £1,108,427; other securities increased £337,000; other deposits increased £1,246,000; public deposits decreased £1,544,000; notes in reserve increased £901,000; Government securities decreased £2,100,000. The proportion of the Bank's reserve to liabilities is now 52.65, per cent, against 50.43 per cent. last week, and compares with a decline from 49¼ per cent to 48 per cent in this week's report a year ago.

Paris advices quote 3 per cents at 98 francs 92½ centimes. The private rate of discount is 2¾ per cent. Exchange on London, 25 francs 15 centimes. The weekly statement of the Bank of France shows the following changes: Notes in circulation increased 88,125,000 francs; treasury accounts current decreased 2,520,000 francs; gold increased 2,000 francs; silver increased 8,000,000 francs; bills discounted increased 151,875,000 francs; silver on hand decreased 875,000 francs.

Berlin advices quote exchange on London 20 marks 48¾ pfgs. The private rate of discount is 2 per cent. The weekly statement of the Imperial Bank of Germany shows the following changes: Cash on hand increased 11,560,000 marks; treasury notes decreased 360,000 marks; other securities increased 10,120,000 marks; notes in circulation increased 14,380,000 marks.

New York Clearing House statement: Exchanges, $405,000,000; balances, $12,841,441; Sub-Treasury balances, $6,127,219.

Commercial price of bar silver in New York, 61¼c. Bar silver in London closed at 28¾d. Mexican silver dollars were quoted at 47½c.

## FINANCIAL NOTES.

The firm of Morris & Freeman has been dissolved by mutual consent and has been succeeded by a new firm under the title of Morris, Freeman & Co. The members of the new firm are Stuyvesant Fish Morris, jr., of the Stock Exchange, S. Herrold Freeman, St. John Smith and J. Butler Wright. The firm will make a specialty of collateral, time and demand loans and will also transact a general brokerage and investment business in high grade investment securities.

Grenville M. Dodge, Frederic P. Olcott, H. Walters, Henry Budge and J. Kennedy Tod, voting trustees of the Colorado and Southern Railway Company, notify holders of their trust certificates for the first preferred, second preferred and common stock of the company that, exercising the discretion vested in them, they have decided to terminate the voting trust agreement on April 1, 1905. On and after that date holders of the certificates can exchange them for capital stock certificates of the railway company at the office of Hallgarten & Co., 5 Nassau street, agents for the voting trustees.

Edwin Hawley refused yesterday to discuss a report which credited him with having secured control of the Kansas City Southern Railway. A large amount of the road's stock is believed to be held in Amsterdam.

According to the report filed yesterday in the Supreme Court by Harold Nathan as referee, the Eastern Trust Company should be allowed to credited on its affairs and dissolve itself without any receivership proceedings.

## FINANCIAL AND COMMERCIAL.

THURSDAY, Feb. 2.

To the great disgust, no doubt, of speculators for the fall, Wall Street not only declined to-day to indulge in worriment over the current exports of gold, but looked at the matter calmly and in its proper light as a signal proof of the ease of financial conditions here. The truth is only that we have so much money on hand that we cannot for the moment employ all of it profitably in the ordinary trade channels, and so are sending part of it abroad where it will make larger interest for its owners than can here be secured. The position of a money lender has never been considered as a particularly embarrassing one for a nation to occupy, and yet this is exactly the position that our country does occupy at the present in its relations with other lands. Yesterday's gold shipment, in fact, directly represented the remittance abroad of the proceeds of various national bond issues recently sold to American investors. There are reasons existing with which everybody is familiar why the bankers of Paris just now are very anxious to have a large amount of ready cash on hand, and there are also reasons with which everybody is not familiar, and which have reference to what is thought to be at least the near probability of a declaration of peace between Russia and Japan, that also encourage this desire of French capitalists to make themselves ready for the financial demands of Russia arising from the necessity of repairing losses caused by the war. The time has hardly yet arrived, however, when the cessation of a great war can be regarded as a "bear" argument by this or any other financial community. Another matter productive of a distinctly more cheerful feeling in business circles to-day was the marked expression of disapprobation in conservative quarters all over the country regarding the proposal before Congress to grant the power to make railway freight rates to the Interstate Commerce Commission, and the visible increase of the feeling in the lower house of Congress, where this proposal now rests, that the measure is one wholly uncalled for. Our own Chamber of Commerce to-day by a unanimous vote indorsed the report of its committee on internal trade and improvements, headed by President Hepburn of the Chase bank, taking the strongest ground against the bills of the sort described. The report, which was one of the ablest ever read before the Chamber, voiced the opposition of the merchants of New York to unjust discrimination in favor of individuals, corporations or localities, and to secret railway rebates or drawbacks or anything of the kind, but pointed out the manifest fact that the cure for these evils, in so far as they exist, lies in the enforcement of the ample laws on the subject already in being, and that none of these harmful and criminal practices will be in the least abated by an act of Congress giving to any Government authority power to fix railway freight tariffs. The committee recalled the frequent statements of the Interstate Commerce Commission in their annual reports that few of our railway rates were unreasonable, and that railroad charges which in and of themselves are extortionate are practically obsolete. Yet it is on the presumption that present railway charges are extortionate and unreasonable that the bills now before Congress have been designed. There is certainly at the moment abundant hope that utterances like these, which express the common sense of the business interests of our country on this question, will have due influence at Washington.

It was therefore another strong day in the stock market. The most prominent feature of the trading was the strength of the hard and soft coal stocks, led by a large rise in the Reading issues. All the stocks of the group named made notable advances. The Pennsylvania Railroad shares, which have been more or less hesitant of late, were affected by this movement, as well they might be when the advantage to the Pennsylvania Railroad Company is considered of the rise in the value of the subordinate properties owned by it and of the gain to its treasury from the enlarged dividend distributions which these properties must soon be making. In addition to this, sentiment was naturally favorably impressed by the extremely good earnings statement of the Pennsylvania for December, the lines of the company east and west of Pittsburg showing a net increase for the month of $1,039,800. Other notably strong stocks were Union Pacific, Minneapolis, St. Paul and Sault St. Marie, St. Paul, Colorado Southern, Kansas City Southern preferred, Chicago Union Traction and the Pacific Coast stocks. Reference has been made in this column in the past to the relatively low price at which the Union Pacific Coast common and second preferred stocks were selling in view of their position as 5 per cent. dividend payers and upon which earnings of 12 per cent. were accruing. Attention has also been drawn to the small capitalization of this company and to the fact that with the last five years over $4,000,000 of the company's net earnings have been expended for purchases of new properties and for other purposes rightly chargeable only to capital account. The large transactions in the stocks of the companies in the last two days, however, suggest that certain other forces besides those that have been named are affecting the market price of the stocks. Quite contrary to the general understanding the control of the Pacific Coast Company does not rest even remotely with any one of the great railway systems terminating on the Pacific seaboard, and this control is only yielded by the present management by means of proxies granted to it from many thousand stockholders, few of whom own more than a hundred shares of any one of the three classes of the company's stocks. The supposition is therefore not at all unreasonable that a movement on the part of more than one capitalist or railway interest for the actual control of the company is under way.

### New York Stock Exchange Sales Feb. 2.

CLOSING PRICES OF UNITED STATES BONDS.

| | Bid. | Asked. | | Bid. | Asked. |
|---|---|---|---|---|---|
| U S 2s r | 104½ | 105 | 4s coup | 105½ | 106 |
| U S 2s c | 104½ | 105 | 4s reg | 130½ | 131½ |
| 3s reg | 103¾ | 104½ | 4s c new | 130½ | 131½ |
| 3s coup | 103¾ | 104½ | D C 3.65s | 118 | 119½ |
| 2s reg | 103½ | — | U S P 4s | 108½ | — |
| 4s reg | 105½ | 106 | | | |

## RAILROAD AND OTHER BONDS.

| | | | | | |
|---|---|---|---|---|---|
| Am Tobacco 6s | | Gt Nor & W de B | | Penna 3½s 1916 | |
| 20000 | 114¾ | 14000 | 21 | 4000 | 97⅞ |
| 31000 | 114⅞ | 15000 | 21½ | Peoria & East 4s | |
| 1000 | 115 | 2000 | 21¾ | 20000 | 72½ |
| 10000 | 114⅞ | 3000 | 21½ | 10000 | 73 |
| 60000 | 115 | 1000 | 21¾ | Pitts Cin Chi & St L 4s 68 | |
| 45000 | 114⅞ | 10000 | 21⅞ | 10000 | 93⅝ |
| 20000 | 114¾ | 20000 | 22¼ | Reading gen 4s | |
| 22000 | 114⅞ | 10000 | 22⅛ | 11000 | 102½ |
| 119000 | 115 | 4000 | 22¼ | 5000 | 102⅝ |
| 35000 | 115⅛ | 20000 | 22 | 8000 | 102½ |
| 50000 | 115¼ | 5000 | 22¼ | 8000 | 102⅝ |
| Am Tobacco 4s | | 15000 | 22½ | 32000 | 102⅝ |
| 18000 | 74 | 25000 | 22 | Rome W & Orgn | |
| 10000 | 74⅛ | 10000 | 22¾ | 3000 | 111½ |
| 68000 | 74¼ | 14000 | 23 | St L & Iron Mt 5s | |
| 20000 | 74 | 20000 | 23⅛ | 3000 | 111¾ |
| 46000 | 74¼ | 1000 | 23 | St L & Iron Mt 1st | |
| 6000 | 74½ | 10000 | 23⅛ | 3000 | 111¾ |
| 12000 | 74¼ | 15000 | 23 | St L & Iron Mt 4s | |
| 38000 | 74⅜ | 10000 | 23⅛ | 3000 | 95½ |
| 78000 | 74½ | 10000 | 23¼ | St L & Iron Mt | |
| 3000 | 74¼ | 2000 | 23½ | Riv & Gulf 4s | |
| 2000 | 74⅜ | 5000 | 23⅛ | 14000 | 97½ |
| 4000 | 74½ | 10000 | 23½ | St L & San Fr 6s | |
| 1000 | 74⅜ | 5000 | 24 | 68000 | 91⅜ |
| 101000 | 74¼ | 38000 | 23½ | 2000 | 91½ |
| Atch Top & SFe 4s | | 20000 | 23¾ | 10000 | 91½ |
| 10000 | 104½ | 5000 | 23½ | 33000 | 91½ |
| 100000 | 104⅛ | Golf & Ship Isl 5s | | 28000 | 91⅝ |
| 9000 | 104¼ | 1000 | 104½ | 15000 | 91¾ |
| 4000 | 104⅛ | Ill Central 4s 1953 | | St Louis S W 1st | |
| 14000 | 104¼ | 1000 | 105½ | 4000 | 99⅝ |
| 500 | 104½ | Impl Japanese 6s | | 4000 | 99½ |
| 1000 | 104⅛ | sterling loan | | St Louis S W cn 4s | |
| 1000 | 104¼ | 5000 | 98¾ | 4000 | 82⅝ |
| 1000 | 104⅜ | 200 | 99½ | San A & A Pass 4s | |

| | | | | | |
|---|---|---|---|---|---|
| 10000 | 104¼ | 20000 | 98¾ | 1000 | 90½ |
| A T & S F adj 4s | | 500 | 98½ | Seaboard A L 4s | |
| 10000 | 96¼ | 500 | 98½ | 16000 | 88½ |
| 4000 | 96 | 7000 | 98¾ | South Pacific 4½s | |
| Stamped | | 2000 | 98⅝ | 2000 | 101¼ |
| 35000 | 96½ | 500 | 98⅞ | 2000 | 101⅜ |
| 500 | 96 | 1000 | 98⅝ | South Pacific 4s | |
| 4000 | 96½ | 60000 | 98½ | 5000 | 96¼ |
| 3000 | 96⅜ | 25000 | 98⅜ | Southern Ry 5s | |
| Atlantic C Line 4s | | 50000 | 98½ | 4000 | 112¾ |
| 20000 | 102⅛ | 50000 | 98⅜ | 1000 | 111½ |
| 25000 | 102½ | 5000 | 98½ | Stand Rope & Tin | |
| 100000 | 103 | 20000 | 98⅜ | 2000 | 44 |
| Balt & Oh gold 4s | | 500 | 98⅞ | 7000 | 43½ |
| 2000 | 104⅞ | 15000 | 98⅜ | 10000 | 44 |
| 4000 | 105 | 28000 | 98¼ | 3000 | 43½ |
| Balt & Oh P L P | | 10000 | 98⅜ | 8000 | 44 |
| & W Va 4s | | 12000 | 98½ | Stand Rope & Tin | |
| 10000 | 100¼ | Imp Japanese 4s | | 24000 | 2 |
| Balt & Ohio Pitts | | K L & Co ctfs | | Term R R Assn | |
| June & M D 3½s | | 3000 | 95¼ | of St L 4s | |
| 2000 | 92 | 500 | 95½ | 3000 | 100¼ |
| Bal & Oh S W 3½s | | 500 | 95½ | Tex & Pac 1st 5s | |
| 3000 | 92¾ | 15000 | 95⅛ | 5000 | 121¼ |
| Beech Creek 1st 4s | | 5000 | 95¼ | 2000 | 121½ |
| 5000 | 107½ | 10000 | 95⅛ | Texas & Pac 2d | |
| Bkn Rap Tran 5s | | 100000 | 95 | 10000 | 97 |
| 2000 | 110½ | 10300 | 95⅛ | 5000 | 98½ |
| Bkn Rap Tr cv 4s | | 1500 | 95¼ | 1000 | 97¾ |
| 10000 | 83¾ | 5000 | 95⅛ | 4000 | 99 |
| 3000 | 84 | 56000 | 95 | Third Avenue 4s | |
| Canada South 1st | | 10000 | 95⅛ | 11000 | 95¼ |
| 1000 | 103½ | 1000 | 95¼ | Tol St L & West 4s | |
| 9000 | 103⅜ | 25000 | 95⅛ | 10000 | 83½ |
| Central Ga cn 5s | | 100000 | 95 | 3000 | 84 |
| 4000 | 113½ | 40000 | 95⅛ | Tol St L & W 3½s | |
| Central Ga 1st in | | 10000 | 95¼ | 19000 | 90 |
| 5000 | 91¼ | 10000 | 95⅛ | 25000 | 90¼ |
| 1000 | 91⅞ | 2000 | 95¼ | 2000 | 90¾ |
| 1000 | 92 | 45000 | 95⅛ | Und grad Pl Rys | |
| Central Ga 2d in | | 106000 | 95 | of Lon Lim 5s | |
| 20000 | 70 | 3000 | 95⅛ | 25000 | 99¼ |
| 10000 | 69½ | Kan C Ft S & M 4s | | 10000 | 99⅛ |
| Central Ga 5s in | | 1000 | 89⅞ | 10000 | 99¼ |
| 16000 | 59 | 33000 | 90 | Union Pacific 4s | |
| Cent Pacific 1st | | Kansas City So 3s | | 3000 | 105⅝ |
| 3000 | 110¾ | 2000 | 74⅞ | 10000 | 105¾ |
| 1000 | 110¼ | 1000 | 75 | 4000 | 105⅝ |
| 4000 | 110¾ | Kings County 4s | | 5000 | 105¾ |
| Ches & Ohio 4½s | | stamped | | Union Pacific cv | |
| 3000 | 109 | 15000 | 94⅜ | 125000 | 121 |
| Chi & Alton 3½s | | 3000 | 94 | 20000 | 121¼ |
| 10000 | 82¼ | 10000 | 94⅜ | 2000 | 120⅞ |
| 10000 | 82 | 2000 | 94½ | 15000 | 121⅛ |
| 18000 | 82¼ | Lack Steel 5s | | 20000 | 121¼ |
| Chi Bur & Q 4s | | 10000 | 107½ | 1000 | 121⅜ |
| 1000 | 100⅝ | 20000 | 107¾ | 5000 | 121¼ |
| 4000 | 100¾ | 64000 | 108 | 35000 | 121⅛ |
| 5000 | 100⅝ | 4000 | 107½ | 10000 | 121 |
| 1000 | 100¾ | 7000 | 107¾ | 20000 | 121¼ |
| Chi R I & Pac R R | | Laclede Gas 5s | | 30000 | 121⅜ |
| gold 5s | | 2000 | 108½ | 5000 | 121⅛ |
| 65000 | 96¾ | 16000 | 109 | 25000 | 121⅝ |
| C R I & P R R 4s | | L Sh & M So 4s | | 10000 | 121⅞ |
| 1000 | 100⅝ | 10000 | 103 | 30000 | 122 |
| 2000 | 82½ | Long Island 7dg | | 15000 | 122⅛ |
| 4000 | 82½ | 7000 | 103¾ | 2000 | 122¼ |
| 100000 | 82¾ | Lou & Nash 4s | | 50000 | 122½ |
| 5000 | 82⅝ | 2000 | 103 | 10000 | 122¼ |
| Chi R I & P ref 4s | | Lou & N col tr 4s | | 2000 | 122⅛ |
| 25000 | 98¾ | 6000 | 99¼ | 2000 | 122¼ |
| Chi R I & P Ry 6s | | 6000 | 99⅛ | 2000 | 122⅝ |
| 2000 | 126 | 7000 | 99¼ | 1000 | 122⅛ |
| Chi R I & P Ry 4s | | L & N-Southern | | 10000 | 122¼ |
| 25000 | 106 | Mono col 4s | | 7000 | 122⅛ |
| 25000 | 106¼ | 3000 | 96½ | 2000 | 122¼ |
| 2000 | 106½ | Manhattan Ry 4s | | 50000 | 122½ |
| 10000 | 106⅛ | 8000 | 108¾ | 17000 | 122¼ |
| Chi St L & N 5s | | 10000 | 106⅞ | 35000 | 122½ |
| 10000 | 125 | Met Elevated 1st | | 10000 | 122¼ |
| Chicago Term 4s | | 1000 | 107¼ | 10000 | 122¼ |
| 1000 | 97 | Mex Cent con 4s | | registered | |
| coupon off | | 10000 | 74½ | 25000 | 121 |
| 1000 | 95 | 5000 | 74 | 5000 | 122½ |
| 30000 | 95 | Mex Cent 1st in | | United Ry St L 4s | |
| 35000 | 95 | 21000 | 23½ | 5000 | 86 |
| Cin Ind & W 4s | | Mo Kan & Okla R R | | 5000 | 86 |
| 2000 | 99⅛ | 1st 5s 1942 | | US of Mex 4s ctfs | |
| 2000 | 99 | 10000 | 107 | 31000 | 94½ |
| 3000 | 99¼ | Mo Kan & Tex 4s | | U S Steel s f 5s | |
| CCC & St L gen 4s | | 10000 | 100¾ | 20000 | 93⅝ |
| 1000 | 104 | 5000 | 101½ | 3000 | 93¾ |
| Col F & I cv ctfs | | Mo Kan & Tex 2d | | 1000 | 93⅝ |
| 10000 | 86½ | 5000 | 85 | 237000 | 93¾ |
| 5000 | 86¾ | Mo Pacific 3d 7s | | 1000 | 93½ |
| 15000 | 86⅞ | 35000 | 106⅝ | 25000 | 93¾ |
| Colo Midland 4s | | Mo Pacific 5s 1917 | | 2000 | 93⅞ |
| 2000 | 74¾ | 13000 | 109 | 80000 | 93¾ |
| 11000 | 74½ | Nassau Elec 4s | | 35000 | 93⅞ |
| 3000 | 75 | 1000 | 90½ | 45000 | 93¾ |
| Colo Southern 4s | | Nat R R Mex 4s | | 10000 | 93⅞ |
| 2000 | 90½ | 10000 | 87⅞ | 15000 | 94 |
| 4000 | 90¼ | N Y Central 3½s | | 105000 | 93⅞ |
| Cons Gas cv 6s | | 2000 | 101⅜ | 1000 | 93¾ |
| 1000 | 178 | N Y Cent L S 3½s | | 9000 | 93⅞ |
| 20000 | 178½ | 2000 | 91 | Va Iron C & C 5s | |
| 20000 | 179½ | 2000 | 91¼ | 10000 | 92½ |
| 1000 | 179 | registered | | Wabash deb B | |
| 1000 | 180 | 5000 | 90 | 20000 | 69¾ |
| Cons Tobacco 4s | | N Y Cent M C 3½s | | 10000 | 69½ |
| 1000 | 80 | 6000 | 89¾ | 10000 | 69⅞ |
| 2000 | 80¼ | N Y Gas Elec Lgt | | 48000 | 70 |
| 3000 | 80½ | H & P 4s | | 25000 | 69¾ |
| 2000 | 80¼ | 15000 | 95½ | 15000 | 70¼ |
| 5000 | 80½ | N Y Ont & West 4s | | 50000 | 70⅜ |
| 26000 | 80 | 5000 | 106 | 20000 | 70½ |
| Cuba 5s ct full pd | | Norf & W Pocah 4s | | 10000 | 70⅜ |
| 11000 | 106¾ | 5000 | 96½ | 9000 | 70⅛ |
| 16000 | 106⅝ | Norf & W div 4s | | 20000 | 70 |
| Den & Rio Gr 4s | | 2000 | 98¼ | Wm Maryland 4s | |
| 1000 | 101⅝ | North Pacific 4s | | 55000 | 93⅛ |
| E T V & Ga 5s | | 50000 | 105¾ | 33000 | 93¼ |
| 4000 | 122 | 500 | 105½ | 35000 | 93 |
| Erie 1st con | | 1000 | 106 | 10000 | 93¼ |
| 5000 | 137 | 1000 | 105⅞ | 10000 | 93 |
| Erie cv 4s | | North Pacific 3s | | 2000 | 92⅞ |
| 70000 | 103½ | 26000 | 77 | 13000 | 92¾ |
| 5000 | 103¾ | Ohio River 1st | | 8000 | 93 |
| Erie-Penna Coal | | 5000 | 118¼ | 5000 | 93⅛ |
| col tr 4s | | Or Short Line 6s | | 12000 | 93 |
| 10000 | 95¼ | 5000 | 124½ | West Shore 4s | |
| 2000 | 95 | Or Short Line 5s | | 1000 | 108⅝ |
| 15000 | 95⅛ | 1000 | 118½ | registered | |
| 4000 | 95¼ | 1000 | 118½ | 9000 | 108½ |
| Erie gen lien 4s | | Or Sh Rdg 4s ctfs | | 22000 | 108¾ |
| 5000 | 92 | 58000 | 97¾ | West Union 5s | |
| 15000 | 92¼ | 200000 | 97⅝ | 1000 | 111½ |
| Flor Cent & Pen | | 225000 | 97¾ | West Union 4½s | |
| 181 5s | | 21000 | 97⅞ | 60000 | 105⅞ |
| 1000 | 109 | 3000 | 98 | Wheel & L E cn 4s | |
| Ft Worth & D 1st | | 50000 | 97⅞ | 1000 | 95 |
| 1000 | 111 | Pacific of Mo 4s | | Wisconsin Cen 4s | |
| Ft Worth & R 1st | | 2000 | 104 | 5000 | 94 |
| 2000 | 86½ | Penna cv 3½s | | 8000 | 93¾ |
| Gen Electric 3½s | | 50000 | 103¾ | 5000 | 94 |
| 13000 | 90⅛ | 17000 | 104 | | |

Total sales of bonds (par value), $6,879,000.

## RAILROAD AND OTHER SHARES.

| Sales. | | High-est. | Low-est. | Clos-ing. | Net Ch'ge. |
|---|---|---|---|---|---|
| 100 | Allis Ch'mers. | 15¾ | 15¼ | 15¼ | — ½ |
| 400 | Allis Ch pf. | 62 | 62 | 62 | —3⅝ |
| 200 | Am Beet Su. | 24 | 24 | 24 | |
| 25800 | Amal Cop. | 74¾ | 73⅜ | 74¼ | +⅜ |
| 1200 | Am Car & F. | 33¾ | 33¼ | 33⅝ | +⅜ |
| 100 | Am C&F pf. | 93 | 93 | 93 | |
| 300 | Am Cot Oil. | 34⅛ | 34⅛ | 34⅛ | +⅜ |
| 100 | Am Exp. | 234¾ | 234¾ | 234¾ | |
| 500 | Am Hide&L | 10⅛ | 10⅛ | 10¼ | |
| 700 | Am H&L pf. | 47⅞ | 47½ | 47¾ | —¾ |
| 900 | Am Ice. | 6⅞ | 6⅝ | 6¾ | |
| 2600 | Am Ice pf. | 41 | 40¼ | 40¼ | +1¼ |
| 1800 | Am Loco. | 36⅞ | 36½ | 36½ | |
| 200 | Am Loco pf. | 110 | 110 | 110 | —¾ |
| 2000 | Am Smelt'g. | 86 | 85⅝ | 85¾ | |
| 800 | Am Smelt p. | 119 | 118¾ | 118¾ | —¼ |
| 100 | Am St Fds. | 15⅛ | 15⅛ | 15⅛ | —⅜ |
| 700 | Am St Fds p | 61¾ | 60½ | 61¾ | +⅜ |
| 2500 | Am Sugar. | 142⅝ | 142 | 142⅝ | +⅝ |
| 200 | Am Sug pf. | 139⅞ | 139⅞ | 139⅞ | +⅞ |
| 100 | Am T & T. | 145 | 145 | 145 | +½ |
| 16000 | Am T pf new | 95⅜ | 94½ | 95 | +½ |
| 100 | Am T pf ct. | 96 | 96 | 96 | +¾ |
| 200 | Am Wool. | 23⅛ | 23 | 23⅛ | |
| 200 | Am Wool pf | 99 | 98 | 98 | |
| 300 | Anaconda. | 108 | 107 | 108 | |
| 8000 | A T & S F. | 89 | 88½ | 88½ | |
| 4400 | A T & S F pf. | 103¼ | 102½ | 102¾ | |
| 100 | At C Line. | 122 | 122 | 122 | — ½ |
| 27500 | Balt & Ohio. | 104⅛ | 102¾ | 104 | +1¼ |
| 200 | Balt & O pf. | 97¼ | 97 | 97¼ | +¼ |
| 4500 | Bklyn R T. | 61½ | 61 | 61¼ | |
| 200 | Brunsk Co. | 11½ | 11½ | 11½ | |
| 200 | B R & Pts. | 55⅝ | 55⅝ | 55⅝ | +½ |
| 100 | Buf & Susp. | 89¼ | 89¼ | 89¼ | —⅛ |
| 36900 | Can Pacific. | 134¾ | 133¼ | 134½ | +1¼ |
| 100 | Ca Pacific. | 130¼ | 130¼ | 130¼ | —¼ |
| 10900 | Ches & Ohio | 50 | 49½ | 50 | +¼ |
| 2100 | Chi & N W. | 243¾ | 241 | 241⅞ | +⅞ |
| 15700 | Chi Gt W. | 24⅛ | 23½ | 23¾ | +⅛ |
| 100 | C Gt W pf A. | 67½ | 67½ | 67½ | +½ |
| 1600 | C Gt W pf B. | 36⅜ | 35¼ | 35⅝ | +⅛ |
| 100 | Chi Gt W deb. | 85½ | 85½ | 85½ | —½ |
| 24100 | C M & St P. | 177½ | 176⅛ | 176⅝ | +⅜ |
| 600 | Chi Term'l. | 17⅛ | 17¼ | 17¼ | —¼ |
| 600 | Chi Term pf. | 31 | 30 | 30½ | |
| 11900 | Chi Un Tr. | 13⅞ | 12½ | 13½ | +¾ |
| 9600 | Chi U Tr pf. | 59½ | 47½ | 52 | +4½ |
| 1800 | C C C & St L. | 99⅝ | 98¾ | 99¼ | |
| 4100 | Col F & Ir. | 47⅜ | 46¾ | 47 | +¼ |
| 200 | Col H C & I | 16⅜ | 16⅜ | 16⅜ | —⅞ |
| 14700 | Col South. | 26⅜ | 25 | 26 | +1⅛ |
| 700 | Col So 1st p | 63¼ | 63 | 63¼ | +¼ |
| 2300 | Col So 2d pf | 38 | 37½ | 38 | +½ |
| 800 | Cons Gas. | 202 | 201⅞ | 201⅞ | —1¼ |
| 600 | Corn Prod. | 20 | 19½ | 20 | —¼ |
| 10000 | Del & Hud. | 189 | 187½ | 187¾ | —1⅜ |
| 1500 | Del L & W. | 358 | 350 | 358 | +8 |
| 300 | Den & R G. | 32⅞ | 32½ | 32⅞ | +⅝ |
| 1000 | Den&R G pf | 87⅝ | 86½ | 87½ | +⅞ |
| 900 | Det South. | 8⅝ | 8¼ | 8½ | —¼ |
| 500 | Distillers' S | 37 | 36⅛ | 36¾ | +¾ |
| 600 | Dul S S & A | 15⅞ | 15¾ | 15⅞ | —⅝ |
| 400 | D S S & A p | 35¾ | 35 | 35½ | +½ |
| 48800 | Erie. | 44 | 43 | 43⅞ | +⅞ |
| 4500 | Erie 1st pf. | 80¾ | 79¼ | 80½ | +1¼ |
| 4300 | Erie 2d pf. | 66¼ | 65½ | 65⅞ | —⅜ |
| 100 | Fed M&S p | 79 | 79 | 79 | +1 |
| 200 | Ft W & D C | 45 | 44½ | 45 | +1 |
| 100 | Gen Elec Co | 186½ | 186½ | 186½ | —½ |
| 300 | Hock Val. | 90 | 90 | 90 | |
| 800 | Hock Val pf | 91½ | 91 | 91½ | +½ |
| 7200 | Ill Central. | 157⅜ | 156¼ | 156½ | +1 |
| 500 | Int Paper. | 20¾ | 20¼ | 20¾ | +⅛ |
| 2700 | Int Power. | 72 | 70½ | 72 | +2½ |
| 600 | Iowa Cent. | 30¾ | 30¼ | 30¾ | |
| 100 | Kan & Mich | 36¼ | 36¼ | 36¼ | +¼ |
| 700 | Kan City So | 30⅞ | 30½ | 30½ | +½ |
| 13500 | Kan C So pf | 66¾ | 64¾ | 66 | +1⅛ |
| 100 | L E & West | 39½ | 39½ | 39½ | —½ |
| 2500 | Lou & Nash | 137⅞ | 137¼ | 137¾ | +¼ |
| 300 | Manhattan. | 170¼ | 170 | 170¼ | —¼ |
| 5800 | Met St Ry. | 118⅜ | 116¾ | 117 | —⅞ |
| 2500 | Met Secu. | 79¼ | 78⅛ | 78⅜ | —⅝ |
| 1200 | Mex Cent. | 22½ | 22¼ | 22½ | —⅜ |
| 7400 | M St P & SSM | 101 | 98⅛ | 100⅝ | +2⅜ |
| 1000 | M St P SSM p | 161½ | 160¾ | 160¾ | +1 |
| 2600 | M K & Tex | 32½ | 31⅞ | 31⅞ | |
| 5000 | M K & T pf | 67⅛ | 65½ | 66¼ | +½ |
| 10000 | Mo Pacific. | 107⅞ | 106⅞ | 107 | |
| 200 | Nat Bis Co. | 54⅞ | 54¾ | 54⅞ | +⅛ |
| 280 | Nat Bis pf. | 116⅛ | 116⅛ | 116⅛ | —⅛ |
| 9500 | Nat Lead. | 28 | 27 | 27⅞ | +⅞ |
| 200 | Nat Lead pf. | 101 | 101 | 101 | —¼ |
| 300 | Nat E & S. | 19 | 19 | 19 | |
| 800 | Nat RR M pf | 42⅜ | 41½ | 42⅜ | —⅝ |
| 500 | Nat RR M 2p | 23 | 22½ | 23 | +½ |
| 5600 | N J Central | 200 | 196¼ | 200 | +4 |
| 22900 | N Y Central | 149½ | 147¾ | 148⅞ | +1⅛ |
| 300 | N Y C & St L. | 46 | 45½ | 46 | +¼ |
| 100 | N Y C & St L 2 | 77½ | 77½ | 77½ | —½ |
| 100 | N Y Dock p | 60½ | 60½ | 60½ | |
| 8200 | Nor & Wes. | 79⅞ | 79¼ | 79¾ | +½ |
| 1500 | North Am. | 104½ | 103. | 104 | +1 |
| 5500 | Ont & Wes. | 44¼ | 43¾ | 44 | +¼ |
| 11000 | Pac Coast. | 96¾ | 91 | 96½ | +6¼ |
| 100 | Pac C 1st pf | 108½ | 108½ | 108½ | +1½ |
| 1900 | Pac C 2d pf | 95½ | 93½ | 95½ | +3½ |
| 1500 | Pacific Mail | 44½ | 43½ | 44½ | +⅛ |
| 85300 | Penn RR. | 139⅜ | 137¾ | 139¼ | +1⅜ |
| 1600 | Peo Gas. | 107⅞ | 107¼ | 107⅜ | +⅜ |
| 300 | Pere Mar. | 101 | 99 | 101 | +2 |
| 200 | Pere Mar pf | 85 | 85 | 85 | —2 |
| 2100 | PCC & St L. | 82 | 79½ | 81⅛ | +1⅝ |
| 100 | PCC & St L p | 108 | 108 | 108 | |
| 300 | Pressed S C | 36 | 35½ | 36 | —½ |
| 100 | Pressed S C pf. | 89¾ | 89¾ | 89¾ | |
| 100 | Pullman PC | 242 | 242 | 242 | —1 |
| 100 | Quicksilver | 1⅜ | 1⅜ | 1⅜ | +⅛ |
| 600 | Ry St Sp'g. | 34⅛ | 33¾ | 34 | —⅛ |
| 200 | Ry St Sp pf | 93¾ | 93½ | 93¾ | —¼ |
| 1400 | Rep Steel. | 16¼ | 16 | 16⅛ | —¼ |
| 100 | Rep Steel pf | 68½ | 68½ | 68½ | —½ |
| 27900 | Reading. | 92¾ | 89¼ | 92¾ | +3⅜ |
| 1900 | Reading 1 p | 94 | 92½ | 94 | +1¼ |
| 3000 | Reading 2 p | 91⅜ | 89 | 91⅜ | +2⅝ |
| 24600 | Rock Island | 35⅛ | 34½ | 34¾ | —¼ |
| 800 | Rock Isl pf. | 81 | 80¾ | 80¾ | |
| 200 | Rub Goods. | 26⅞ | 26¾ | 26⅞ | |
| 200 | Sloss Sheff. | 61 | 61 | 61 | |
| 100 | St Jo & G I | 17¼ | 17¼ | 17¼ | +¼ |
| 1110 | St J & G I 1 pf | 58⅜ | 57 | 58⅜ | +⅜ |
| 824 | St J & G I 2 pf | 28¾ | 28 | 28⅜ | —⅛ |
| 100 | St L & S F 1 pf | 78¾ | 78¾ | 78¾ | +⅜ |
| 1900 | St L & S F 2 pf | 72⅝ | 71¾ | 72½ | +¾ |
| 1400 | St L S W. | 26¼ | 25¾ | 26 | +⅛ |
| 1600 | St L S W pf | 62 | 61¼ | 61¾ | +1⅜ |
| 1400 | St P & Om. | 211 | 207 | 208 | +4 