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FINANCIAL AND COMMERCIAL.

TUESDAY, March 21.

The course of the stock market to-day tended to confirm the opinion rather commonly expressed by experienced observers at the close of business yesterday, that yesterday's sharp rally in prices was due to a rapid buying in of short contracts at the end of a five days decline rather than to any distinct renewal of the advance in the market, which up to a fortnight ago had been so long and steadily maintained. Opening prices were little above those of yesterday afternoon, and in the fore part of the day the market was firm. Transactions largely fell off, however, and the rise in prices, save in a few stocks, ceased. The market as a whole was manifestly apathetic. Chesapeake and Ohio stock made a new high record. There was relatively large buying in the morning hours of the Atchison common shares. Retirement of contracts for the fall was especially notable in St. Paul stock, which sells ex its semi-annual dividend on Thursday. Amalgamated Copper moved upward at one time quite vigorously, and until the closing hour the Southern iron stocks and the Colorado Fuel and Iron shares continued the advance in their price begun yesterday. Some of the smaller industrial and railroad stocks were fairly active, and Consolidated Gas recovered by reason of the operation of the same causes that so smartly affected the general market at the preceding Stock Exchange session. Southern Pacific common stock was bid up quite briskly in the forenoon upon the circulation of a rumor that the declaration of a dividend upon it was impending. It can be stated upon trustworthy authority that this rumor is quite without foundation and that there is no probability that the Southern Pacific management will take up the dividend question for discussion until the fall of the year, if then. The annual statement of the Southern Pacific Company for the current year is not expected to show earnings applicable to dividends at a greater rate than 5 per cent. upon the common shares, and even these earnings may not be attained, as the road in recent months has not been doing as well, comparatively, as at an earlier period in the year. The company has still need of large sums of money for expenditures upon its property, and finally, its management is of the opinion that the stockholders should consider that a pretty fair dividend was distributed to them in the "rights" upon the stock which they received at the time of the issue of the company's preferred stock. It seems proper to say at this time, too, and upon the same authority before referred to, that while there are fair chances that before the end of the year the Union Pacific common shares will be placed on a 5 per cent. basis, there is no reasonable possibility that any larger distribution than this will be made. The crop returns of the year and the effect upon the business and railway world of Congressional freight rate legislation, real or threatened, will doubtless have much to do with determining action upon these and many other similar matters.

Just as yesterday the dullness of the market at its low point indicated that liquidation had been for the moment completed, so to-day the equally notable stagnation of the market after a period of advance attested that temporarily, at least, the buying power had petered out. In the last hour of business there was heavy selling of stocks for both accounts and from all directions, which so generally broke down prices that final quotations for the leading issues showed considerable losses for the day in almost all instances. The activity of the market greatly increased upon the decline. Exceptions to the movement were, mainly, some of the industrial stocks, although one of the weakest features of the day was the United States Steel preferred stocks and sinking fund bonds, the decline here doing as much to unsettle sentiment as any other one thing. There are not the slightest indications that the iron and steel business is less prosperous than it recently has been; on the contrary, all reports are that this prosperity is not only holding its own, but is enlarging. There has been evident, however, in Wall Street, at least in speculative circles, since the publication in full of the pamphlet report of the United States Steel Corporation for the last year, a disposition to consider the document as one emphasizing the fluctuating character of the iron and steel business. The possible damage to railroad and other interests by the floods in the Eastern and Middle Western sections of the country, the controversy now going on between our Government and that of Venezuela, rumors of further "hitches" growing out of the Equitable Life affair, fears of labor troubles in the coal regions and apprehensions that the money market might be disturbed by the issue here of part of the new Japanese loan, were all alluded to in current discussion in the afternoon as accounting for the weakness in prices. The directors of the Tennessee Coal and Iron Company announced in the afternoon the resumption of dividends on the company's stock, this time at the rate of 4 per cent., while the directors of the Corn Products Company made known their action in reducing the quarterly dividend on the company's preferred stock from 1¾ to 1 per cent. During the day the call money rate did not rise above 3½ per cent., although our local banks have lost more than $1,000,000 to the Sub-Treasury thus far this week, and the discount of 15 per cent. in Chicago exchange upon New York as compared with a premium of 10 per cent. last year points to a relatively greater movement of money from this city to the interior of the country. None of these matters, however, played any real part in the day's decline, and the fall in values was unquestionably wholly due to those so called "technical" considerations affecting the present situation which have been frequently noted in this column.

New York Stock Exchange Sales Mar. 21.

CLOSING PRICES OF UNITED STATES BONDS.

	Bid.	Asked.		Bid.	Asked
U S 2s r	104¼	104¼	4s coup	105¼	106
U S 2s c	104¼	105¾	4s reg	132½	133
3s reg	104¼	104¼	4s c new	132½	133
3s coup	104¼	108	2s Philippines	115½	—
4s reg	103¼	—	U S P 4s	108	—
4s reg	104½	105			

RAILROAD AND OTHER BONDS.

Adams Exp 4s		Impl Japanese 6s,		So Pac ref 4s ctfs	
2000	103	sterling loan		78000	97
Amer Cot Oil 4½s		2000	102½	Seaboard A L 4s	
6000	100¼	21000	102⅜	5000	90¾
Amer Hide & L 6s		10000	102¼	5000	90⅝
2000	97¾	Impl Japanese 6s		10000	90¾
5000	97½	K L & Coctfs		10000	90⅞
Am Tobacco 6s		10000	100⅛	26000	91
3000	117⅛	44000	100	20000	90⅞
53000	117⅜	9000	100⅛	10000	90¾
90000	117½	1000	100	40000	90⅞
Am Tobacco 4s		5000	100⅛	Southern Ry 5s	
8000	79½	2000	100	11000	119½
20000	74½	Int St Pump 6s		Stand Rope & Tin	
10000	74⅝	2000	104½	4000	46½
10000	74¾	Kan C Ft S&M 4s		1000	46
500	75	1000	91	Stand Rope & Tin	
7000	74⅝	15000	90¾	4000	31½
6000	74⅞	Kansas City So 3s		1000	33⅜
18000	74¾	104000	73	5000	31¼
10000	74½	Kings County 4s		4000	33⅜
Atch Top & Sfe 4s		stamped		Third Avenue 4s	
76000	104¾	2000	92⅛	2000	97
500	104⅜	Long Island fdg		Tol St L & West 4s	
A T & S F adj 4s		9000	101½	10000	86½
500	96¼	Lou & Nash 6s		5000	86⅝
Atlantic C Lines 4s		11000	103½	Trenton Gas 5s	
41000	101¼	Manhattan Ry 4s		6000	110⅜
1000	101⅜	1000	106⅝	Un El Rys Lon 5s	
Balt & Oh gold 4s		Met Street Ry 5s		20000	100
11000	104¾	1000	115¾	12000	99⅞
1000	104⅞	9000	115	10000	100
10000	104¾	Met St Ry ref 4s		Union Pacific 4s	
Balt & Oh P L E		9000	93⅝	50000	106
& W Va 4s		11000	93½	6000	105⅛
10000	100⅜	Mex Cent con 4s		2000	106
20000	100½	24000	78	1000	106¼

500	106	Union Pacific cv	
10000	124	10000	137⅞
5000	137⅞	1000	134
1000	134	5000	137⅞
5000	137⅞	2000	132½
2000	132½	UnRR San Fr fdg	
UnRR San Fr fdg		20000	90
20000	90	U S 3s cpn	
U S 3s cpn		3500	105
3500	105	U S 2s cpn	
U S 2s cpn		4000	105⅜
4000	105⅜	U S of Mexico 5s	
U S of Mexico 5s		5000	101
5000	101	5000	101⅛
5000	101⅛	U S Realty & I 5s	
U S Realty & I 5s		5000	101½
5000	101½	U S Red & Ref 6s	
U S Red & Ref 6s		12000	92
12000	92	U S Steel s f 5s	
U S Steel s f 5s		6000	95
6000	95	4000	95¼
4000	95¼	64000	95
64000	95	31000	95⅛
31000	95⅛	9000	95
9000	95	77000	95⅛
77000	95⅛	7000	95
7000	95	40000	94⅞
40000	94⅞	60000	94¾
60000	94¾	20000	94⅞
20000	94⅞	160000	94¾
160000	94¾	10000	94⅞
10000	94⅞	100000	94½
100000	94½	13000	94¾
13000	94¾	1000	94⅞
1000	94⅞	100000	94½
100000	94½	18000	94¾
18000	94¾	registered	
registered		500	95
500	95	VaCarolinaCh 5s	
VaCarolinaCh 5s		5000	101
5000	101	Va Iron C & C 5s	
Va Iron C & C 5s		1000	89¾
1000	89¾	4000	89⅞
4000	89⅞	Wabash 4s	
Wabash 4s		10000	118½
10000	118½	Wab Pitts Term	
Wab Pitts Term		Ry 1st 4s	
Ry 1st 4s		14000	94½
14000	94½	10000	94⅜
10000	94⅜	Wab Pitts Term	
Wab Pitts Term		Ry 2d 4s	
Ry 2d 4s		2000	43½
2000	43½	1000	43¼
1000	43¼	63000	43½
63000	43½	5000	43⅜
5000	43⅜	Wabash deb B	
Wabash deb B		10000	72¾
10000	72¾	20000	72⅞
20000	72⅞	32000	73
32000	73	10000	73⅛
10000	73⅛	1000	73
1000	73	15000	73¼
15000	73¼	30000	73⅛
30000	73⅛	10000	73⅜
10000	73⅜	2000	73¼
2000	73¼	30000	73¾
30000	73¾	5000	73⅝
5000	73⅝	10000	73½
10000	73½	5000	73⅝
5000	73⅝	5000	73¾
5000	73¾	10000	73½
10000	73½	10000	73⅝
10000	73⅝	13000	73½
13000	73½	10000	73⅛
10000	73⅛	10000	73
10000	73	10000	73¾
10000	73¾	25000	72½
25000	72½	10000	72⅜
10000	72⅜	5000	72½
5000	72½	35000	72¼
35000	72¼	1000	72
1000	72	25000	72¼
25000	72¼	Wn Maryland 4s	
Wn Maryland 4s		2000	93½
2000	93½	1000	93⅛
1000	93⅛	30000	93
30000	93	West Shore 4s	
West Shore 4s		2000	109¼
2000	109¼	Wheel & L Erie 4s	
Wheel & L Erie 4s		27000	92½
27000	92½	Wisconsin Cen 4s	
Wisconsin Cen 4s		13000	94
13000	94	14000	93½
14000	93½	10000	93⅞
10000	93⅞		

Total sales of bonds (par value), $3,684,000.

RAILROAD AND OTHER SHARES.

Sales.	High-est.	Low-est.	Clos-ing.	Net Ch'ge.
200 Allis Ch'ers	16¼	16¼	16¼	
100 Allis Ch pf.	60	60	60	— ⅞
600 Am Beet Su	30	29¼	29½	+1
100 Am Beet pf	84¾	84¾	84¾	+ 1¼
63000 Amal Cop.	81	79½	79½	— 1½
300 Am Ag Ch.	24½	24¼	24¼	+1¼
6400 Am Car & F	39	38¼	38½	
4100 Am C&F pf.	100½	99½	100¼	+1¼
100 Am Cot Oil.	34	34	34	—1
100 Am Cot pf.	95	95	95	—1½
1800 Am Hide&L	10½	10¼	10⅜	+ ⅛
7600 Am H&L pf	54¾	52	53	—1
200 Am Ice....	5⅜	5¼	5¼	— ¼
300 Am Ice pf.	39⅛	39	39	— ¾
16900 Am Loco..	49⅝	48½	48½	— ⅝
2300 Am Loco pf	117	116	116½	+ ½
200 Am Malt...	7¼	7	7	
300 Am Malt pf	26¼	26¼	26¼	— ½
19100 Am Smelt'g	103¼	101½	101¾	—1⅛
1300 Am Smelt pf	122¾	122¼	122¾	+ ¾
4300 Am St Fdy.	18¼	17½	17½	— ⅜
13600 Am St F pf.	66½	64½	64½	— ⅞
4600 Am Sugar.	143	141½	143¼	—1½
900 Am Tob pf.	96⅞	96¾	96¾	+ ¼
5300 Am Wool..	31	29¾	30⅜	+ ⅜
300 Am Wool pf	108½	108½	108½	+1¼
2500 Anaconda..	120½	119	120	
200 Asso M I pf	99	99	99	+ ½
43100 A T & S F..	91½	89½	89½	— ⅝
1300 A T&S F pf.	103⅞	103	103½	+ ½
1200 A T & SF rts.	⅝	⅝	⅝	
2300 At C Line..	143¾	142	142	— ⅜
7800 Balt & Ohio	109¾	108½	108½	—1
400 Balt & O pf	97	97	97	
4600 Bklyn R T.	67	66¼	66⅜	— ⅜
400 Buf & Sus p	89½	89⅜	89½	— ⅛
100 Butt'ck Co.	59	59	59	—1
31300 Can Pacific	150¼	147⅞	148	—1¾
48600 Ches & Ohio	60⅛	58¼	58½	— ½
400 Chi & Alton	42¼	41¼	42¼	+ ¼
500 Chi & Alt pf	82	81	82	+1
100 Chi & N W.	241¼	241¼	241¼	+ ½
3700 Chi Gt W..	24⅝	23⅞	23⅞	— ½
100 Chi GtWdeb	87	87	87	— ½
28800 C M & St P.	181⅞	180¼	180¼	— ⅜
100 C M & S P pl	189	189	189	—1
600 Chi Term'l.	18	18	18	+1
2100 Chi Term pf	34	33	33¾	+ ¾
4100 Chi Un Tr.	12¼	10½	10⅞	— ⅞
300 Chi U Tr pf	45⅛	44	45⅛	—3⅞
9100 C C C&St L.	111	108⅛	109	+1
31600 Col F & Ir.	55⅜	53½	53¾	— ¾
700 Col South.	25	24½	24½	+ ½
500 Col So 2d pf	36	35	36	+1
4100 Cons Gas..	207	204¼	205½	+1½
7000 Corn Prod.	17½	14⅝	15	—2
3700 Corn Pro pf	70¼	67⅜	67⅜	—4⅜
1700 Del & Hud.	192	190	190	—1⅝
100 Den & R G.	34½	34½	34½	— ½
100 Des M & FD	27½	27½	27½	— ½
100 Det Un Ry.	81	81	81	+ ½
200 Det South.	5	5	5	
300 Det Sou pf.	32	32	32	
6100 Distillers' S	42¾	41¼	42	+1
200 Dul S S & A	16½	16½	16½	
600 D S S & A p	33	32	32	—1⅜
200 Elec Storage	85½	85	85½	+ ½
12900 Erie.....	47	46	46⅛	— ¾
800 Erie 1st pf.	81⅜	80½	80½	—1
1100 Erie 2d pf..	68¾	67¼	67¼	—1⅜
3600 Fed M&S p	96½	99⅝	96⅝	— ¾
1400 Gen Elec Co	188⅞	187	187	—2
100 Hock Val..	94¾	94¾	94¾	+ ⅝
2700 Ill Central.	162½	160¾	160¾	—1½
100 Int Paper..	22½	22½	22½	— ¼
400 Int Paper p	78½	78	78	— ¼
200 Int Power.	90¼	90	90¼	+ ½
200 Iowa Cen pf	55	55	55	—1
300 Kan C So pf	66	65½	65½	
300 K C Ft S pf	83¾	83⅝	83⅝	— ⅛
700 Knick Ice..	19¾	18	19	+1¼
200 L E & West.	42¼	41½	42¼	+2
100 L E & W pf.	101	101	101	
3800 Lou & Nash	143	141¾	142	— ½
600 Manhattan.	169¾	169½	169½	+ ⅜
6200 Met St Ry.	124⅝	123⅝	123⅝	— ¾
11500 Met Secu..	88⅝	87¼	87¼	— ⅞
6200 Mex Cent..	25½	24½	24½	— ⅜
200 Minn & St L	62½	62	62½	+ ½
4000 MStP&SSM	120	118½	118½	— ½
3900 MStP&SM pf	168	165	167	+2½
1300 M & S T pf	67	66½	66½	— ⅜
5000 Mo Pacific.	108⅛	107½	107½	— ⅝
1100 Nat Bis Co.	62½	62¼	62¼	— ¼
15100 Nat Lead..	38⅞	38	38½	+⅛
100 Nat E & S..	24	24	24	
400 Nat E&S pf	93	92	93	+1
100 Nat RRM pf	41	41	41	
100 New Cen C.	42	42	42	
500 N Y Air Br.	159⅜	158¾	159¼	+ ¼
28200 N Y Central	163¾	161½	161⅝	—1⅞
2000 NY C&St L.	50½	48	49	+ ⅝
400 NYC&StL 2	81	79	81	+2
5700 Nor & Wes.	86⅝	85½	85½	—1
1800 North Am.	10½	10⅛	10⅛	—1⅝
2300 No Am rts..	½	¼	¼	—¼
13100 Ont & Wes.	62	60¼	60¼	—2
100 Pac C 2d pf	95	95	95	
200 Pacific Mail	45¾	45½	45½	
51300 Penn RR...	144	141⅞	142¼	—1⅜
5800 Peo Gas...	112¼	110¾	110⅞	—1⅛
200 Peo & East.	42	42	42	+1
2600 Phila R T..	122⅛	122	122	
300 PCC & St L.	83¼	82	83	+ ½
7100 Pressed S C	39½	38⅜	38½	
2700 PressSC pf.	94	92⅜	93¼	+1¼
800 Pullman PC	249	248	249	+2
3300 Ry St Sp'g.	36⅝	35⅞	35⅞	— ⅛
10100 Rep Steel...	21⅝	20½	20½	— ½
6400 Rep Steel pf	80	78½	78½	— ¼
28400 Reading...	96⅜	94⅞	95	—1⅛
100 Reading 1 p.	92⅜	92⅜	92⅜	+ ⅛
11000 Rock Island	34⅞	34	34	— ¾
700 Rock Isl pf.	80¾	80	80¾	+ ¾
1300 Rub Gds....	26⅛	26	26	— ¼

Sales.	High-est.	Low-est.	Clos-ing.	Net Ch'ge.
1700 Sloss-Sheff.	97	91½	93⅞	+2⅜
200 St L & S F 2 pf	71	71	71	
600 St L S W...	27	26¾	27	+ ½
4200 St L S W pf	65½	64¾	64¾	— ¼
42200 Sou Pacific.	69⅜	68⅜	68⅜	— ⅛
100 South Pac p.	118½	118½	118½	
6900 Sou Ry Co..	35¾	35¼	35¼	
1400 Sou Ry Co p	99⅞	99½	99¾	+ ⅜
100 St Nid&TCo	1	1	1	
26200 Tenn C & Ir.	94	91½	91½	— ½
200 Tex Land..	41¾	41¾	41¾	
2700 Tex Pacific.	39	38¼	38¼	— ¼
700 Tol St L & W	39¾	39¼	39½	+ ⅜
3600 Tol SL & Wp	59¼	58	59⅛	+1⅛
1600 Twin C RT.	109½	108½	109¼	+ ¾
900 Un Bag & P	141½	138¾	138¾	— ½
83400 Union Pac.	133	131	131	—1¼
1700 Un Pac pf.	100	99½	100	+ ½
200 Un Ry Inv.	42⅛	41½	42⅛	+1⅛
700 Un Ry In pf	82¾	82½	82½	+ ½
9700 U S C I Pipe	32⅞	31⅝	32⅛	
700 U S C I P pf	89¼	87½	87½	—1¼
200 U S R & Im.	94⅞	94⅞	94⅞	+ ½
100 U S R & R pf	51½	51½	51½	+1½
1200 U S Leather	13⅜	11¾	13⅜	+1½
1800 U S Leath p	104½	103⅞	104¼	+ ¼
1100 U S Rubber	41⅞	41	41⅞	+ ⅜
500 U S Rub pf.	111⅞	111	111¼	+ ½
24200 U S Steel...	36	35	35	— ⅞
29900 U S Steel pf	95¾	94⅜	94⅜	—1⅜
800 Va-Car Ch.	35⅛	34	34	— ⅞
500 Va-Car pf..	108	108	108	+1
1300 Va I C & C..	49	47⅞	48	+ ½
500 Wabash....	23⅛	22½	22½	— ½
1700 Wabash pf.	46⅞	46¼	46¼	—1
800 West'gh'se.	181½	181	181	—1
100 West Un T.	93⅛	93⅛	93⅛	— ⅜
200 W & L E 1 p	45¼	45	45	— ⅛
1300 Wis Central	24⅜	23⅞	24	+ ⅛
800 Wis Cent pf	53	52½	52½	— ¼
Total sales of stocks,	941,900 shares.			

CLOSING PRICES.

	Bid.	Asked.		Bid.	Asked.
Adams Exp	244	250	Kan City So p	65⅝	66
Allis Ch'lm'rs	16	16½	Keo & Des M	14	17
Allis Ch pf	59	60	Lac Gas pf	100	105
Amal Copper	79½	79¾	L E & W	41	42
Am C & F	38½	38⅝	L E & W pf	101	105
Am C & F pf	100	100½	Long Island	58	60
Am Cot Oil	34	35	Lou & Nash	141⅝	142
Am Cot Oil pf	95	97	Manhattan	169	169½
Am Dist Tel	32	38	Met St Ry	123⅝	123⅞
Am Express	228	235	Met Sec	87	87¼
Am Hide & L	10¼	10⅝	Mex Cent	24½	24¾
Am H & L pf	52¾	53½	Mich Cent	150	170
Am Ice	5¼	5½	Minn & St L	61	62½
Am Ice pf	39	39½	M & St L pf	89	95
Am Lin Oil	17	18	M S P & S S M	118	118½
Am Lin Oil pf	42	46	MSP&SSM pf	166¾	167¼
Am Loco	48¼	48½	M K & T	31½	31¾
Am Loco pf	116½	117	M K & T pf	65½	66
Am Malt	7	7⅛	Mo Pacific	107¼	107⅝
Am Malt pf	26	26½	Nash & St L	142	146
Am Smelt'g	101¾	102	Nat Bis Co	61¾	62½
Am Smelt pf	122¼	123	Nat Bis Co pf	116	120
Am Snuff	150	175	Nat'l En & St	24¼	24½
Am Snuff pf	98½	100	Nat Lead	38⅜	38½
Am Steel Fy	17	17¼	Nat Lead pf	104	106¾
Am St Fy pf	64¼	64½	Nat RR Mex p	40	41
Am Sugar	141¾	146⅞	N R R 2d pf	21	22
Am Sug pf	138	140	N J Central	196	201
Am T & C	90	93	N Y A B	158¾	159½
Am T & T	144	146	N Y Central	161⅝	161¾
Am Tob pf	96¾	97	N Y C & St L	48	49
Am Wool	30¼	30½	NYC&SL 1 p	110	117
Am Wool pf	107½	108½	NYC&SL 2 p	79½	81½
Ann Arbor	36	40	N Y Dock	20	24
Ann Arbor pf	72	76	N Y Dock pf	60½	62
Anaconda	119½	120	N Y N H & H	201	203½
At T & S F	89⅝	89½	Nor & West	85⅝	85⅝
At T & S F pf	103	103½	Nor & West pf	92	94
Atl Coast L	141½	142	North Am	100⅝	101
Balt & Ohio	108½	108¾	Ont & West	60	60½
Balt & Oh pf	97	98	Pacific Coast	93	95
B'klyn R T	66¼	66⅝	Pac Coast 1 p	106	108
Bkyn U Gas	205	212	Pac Coast 2 p	93	95
Brunswick	13½	14¼	Pacific Mail	43¼	46
Buff R & P	152	155	Penna R R	142¼	142⅝
Buff R & P pf	155	180	Peo G L & C	110⅞	111
Buff & Sus pf	86	—	Peo & East	42	43½
Butterick	58	60	P C C & St L	81½	83
Can South'n	70½	71½	PCC & StL pf	105	112
Can Pac	147¾	148	P'd St Car	38½	39
Ches & Ohio	58½	58¾	P'd St Car pf	93¼	93¾
Chi & Alton	41⅝	42¼	PullmanPCar	248	250
Chi & Alt'n pf	80¾	81	Rwy Secu	94½	96
C C C & St L	108½	109¼	Ry St Sp'g	35¾	35⅞
C C C & St L p	121	122	Ry St S'pg pf	93¾	95
Chi Gt West	23¾	23⅞	Reading	94⅞	95
Chi Gt W (A)	63½	65	Read 1st pf	92¼	92½
Chi Gt W (B)	34½	36	Read 2d pf	90	91¼
Chi Gt W deb	86½	88	Rep'b'c Steel	20⅝	20⅞
Chi & N W	240¼	241½	Rep Steel pf	78¼	78½
Chi M & St P	180⅝	180½	Rock Island	33⅞	34
Chi M&StP pf	188	190	Rock Isl'n pf	80	80½
Chi Terminal	17½	18	Rubber Gds	26	26½
Chi Term'l pf	33½	34	Rub Gds pf	93	96½
Chi Un Trac	11	11¼	Sloss-Shef	91½	93¾
Chi Un Tr pf	45	46	Sloss-Shef pf	110	125
Cle Lo & W	80	93	St J G & I	13	16½
Cle Lo & W pf	103	112	St J & G I pf	51	57
Col Fuel & I	53½	53⅞	St J & G I 2pf	24½	26½
Col H C & I	16¾	17	St L & S F 1pf	—	79½
Col Southern	24½	25	St L & S F 2pf	70½	71½
Col So 1st pf	60½	61½	St L S W	26½	27
Col So 2d pf	35	36	St L S W pf	64¼	64⅞
Con Gas	205	206	St P & Om	190	200
Corn Prod	14¾	15¼	So Pacific	68⅝	68½
Corn Prod pf	67¼	67½	So Pacific pf	118½	118½
Del & Hud	190	190½	Southern Ry	35⅛	35¼
Del L & W	376	390	So Ry pf	99½	99½
Den & R G	34	34½	Tenn C & I	91½	91¾
Den & R G pf	89½	90	Tex P L T	41½	42
Det U Ry	80¾	82	Texas Pac	35	36¼
Det South'n	5	5¼	Third Av RR	129	132
Det South pf	32	33	T St L & W	38¾	39
Dis Secur	41½	42¼	T St L & W pf	56¼	58½
D S S & A	15¾	16¼	Twin City	109¼	109½
D S S & A pf	31½	32½	Un Pacific	131	131½
Electric Stor	84½	85½	Un Pac pf	99½	100
Erie	46	46⅛	U S C I Pipe	32⅛	32¾
Erie 1st pf	80¼	80½	U S C I P pf	88	88¼
Erie 2d pf	67¾	67⅞	U S Express	128	132
Ev & T H	65	70	US R'lty & Im	94	94½
Ev & T H pf	85	90	U S Leather	13¼	13½
Fed Min & S	109	110	J S Leath pf	103¾	104¼
Fed M & S pf	95¾	96	U S Rubber	41½	41½
Ft W & D C	54	—	U S Rub pf	111¼	112
Gen Elec Co	187	187¼	U S Steel	35	35¼
Gt North pf	285	300	U S Steel pf	94⅝	94½
Hock Val