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PROGRESS IN IRON MERGER.

Alabama, Sloss-Sheffield, T. C. & I. and Some Republic Plants to Be Taken In.

Negotiations for the merger of the Southern iron and steel companies made further progress yesterday. At the office of Blair & Co. a conference was held at which President Maben of the Sloss-Sheffield Company and representatives of the banking interests discussed terms. Besides Blair & Co. it is understood that other banking houses, including Ladenburg, Thalman & Co., are interested. Although the bankers would not discuss the progress made so far, it was practically admitted that some final arrangement would probably be reached through their efforts.

Many rumors have connected the Moore interests with the merger, but a definite denial of this was made in their behalf yesterday. The merger will probably include the Tennessee Coal and Iron, the Sloss-Sheffield and Alabama Consolidated companies and certain plants of the Republic Iron and Steel Company. In the market yesterday Tennessee Coal and Iron and Sloss-Sheffield stocks were both strong.

RUSH TO LEND TO JAPAN.

Subscriptions to the New Loan Will Reach $500,000,000.

Kuhn, Loeb & Co. announced yesterday that they will have to reject all further applications for shares in the new Japanese loan. Many more came in yesterday and it is estimated that applications will reach $500,000,000. It will take some time to make final allotments.

FINANCIAL NOTES.

Speyer & Co. announce that they are prepared to exchange their temporary certificates for Chicago, Rock Island and Pacific Railway Company first and refunding mortgage 4 per cent. gold bonds for the definitive bonds, upon surrender of their offer.

The monthly bulletin of investments published by Fisk & Robinson declares that the bond market during March has shown lessened activity, but that prices will advance before the summer months.

RAILROAD EARNINGS.

Inter Oceanic Railway of Mexico:

	1905.	1904.	Changes.
3d week March	$132,248	$123,427	Inc. $8,821
From July 1	4,189,419	4,173,793	Inc. 15,626

National Railroad of Mexico:

3d week March	$239,498	$232,692	Inc. $6,806
From July 1	8,244,300	8,188,747	Inc. 55,553

SOUTHERN RAILWAY SYSTEM.

The Southern Railway System reports for February and for the eight months ended Feb. 28:

Southern Railway:

	1905.	1904.	Changes.
Gross earnings	$3,411,850	$2,779,894	Dec. $368,044
Op. ex. & taxes	2,639,631	2,758,559	Dec. 118,628
Net earnings	$771,919	$1,021,335	Dec. $249,416

From July 1 to Feb. 28:

Gross earnings	$32,072,768	$30,551,029	Inc. $1,521,769
Op. ex. & taxes	22,091,981	21,779,622	Inc. 1,122,359
Net earnings	$9,170,817	$8,771,407	Inc. $399,410

Mobile and Ohio:

February.	1905.	1904.	Changes.
Gross earnings	$554,521	$683,641	Dec. $129,110
Exp. and taxes	417,544	425,513	Dec. 7,969
Net earnings	$136,977	$258,128	Dec. $121,141

Cincinnati, New Orleans and Texas Pacific:

February.	1905.	1904.	Changes.
Gross earnings	$541,067	$522,263	Inc. $18,774
Exp. and taxes	468,421	392,443	Inc. 15,978
Net earnings	$132,646	$129,850	Inc. $2,796

Alabama Great Southern:

February.	1905.	1904.	Changes.
Gross earnings	$215,273	$258,882	Dec. $43,609
Exp. and taxes	184,767	215,073	Dec. 30,306
Net earnings	$30,506	$43,809	Dec. $13,303

Georgia Southern and Florida:

February.	1905.	1904.	Changes.
Gross earnings	$140,310	$149,964	Dec. $9,654
Exp. and taxes	110,491	110,758	Dec. 267
Net earnings	$29,819	$39,206	Dec. $9,387

ST. PAUL.

The Chicago, Milwaukee and St. Paul Railway Company reports for February:

	1905.	1904.	Changes.
Gross earnings	$3,311,370	$3,411,192	Dec. $99,822
Oper. ex. & tax	2,590,307	2,657,677	Dec. 67,280
Net earnings	$721,178	$753,515	Dec. $32,242

From July 1 to Feb. 28:

Gross earnings	$38,568,984	$33,267,288	Inc. $321,696
Oper. exp. & tax	21,158,932	21,102,740	Inc. 156,192
Net earnings	$12,330,022	$12,164,548	Inc. $165,474

"BIG FOUR."

The Cleveland, Cincinnati, Chicago and St. Louis Railway Company reports for February:

	1905.	1904.	Changes.
Gross earnings	$1,405,774	$1,464,807	Dec. $60,067
Oper. expenses	1,331,832	1,341,823	Inc. 10,009
Net earnings	$173,942	$222,984	Dec. $49,042
Fixed charges	319,979	313,493	Inc. 6,486
Deficit	$146,037	$90,509	Inc. $55,528

MINNEAPOLIS, ST. PAUL AND SAULT STE. MARIE.

The Minneapolis, St. Paul and Sault Ste. Marie Railway Company reports for February:

	1905.	1904.	Changes.
Gross earnings	$535,872	$386,207	Inc. $149,665
Oper. expenses	344,808	296,150	Inc. 58,658
Net earnings	$179,064	$103,057	Inc. $76,007

PEORIA AND EASTERN.

The Peoria and Eastern Railway Company reports for February:

	1905.	1904.	Changes.
Gross earnings	$308,520	$223,320	Dec. $24,799
Oper. expenses	148,349	175,181	Dec. 26,832
Net earnings	$60,181	$88,078	Inc. $2,103

DULUTH, SOUTH SHORE AND ATLANTIC.

The Duluth, South Shore and Atlantic Railway Company reports for February:

	1905.	1904.	Changes.
Gross earnings	$188,422	$171,758	Inc. $16,664
Oper. expenses	142,787	141,730	Inc. 1,057
Net earnings	$45,635	$30,008	Inc. $15,627

NEW YORK CENTRAL.

The New York Central and Hudson River Railroad Company reports for the six months ended Dec. 31:

	1904.	1903.	Changes.
Mileage	2,515	2,482	Inc. 33
Gross earn	$47,100,499	$41,209,418	Inc. $590,987
Expenses	27,928,272	26,080,811	Dec. 752,539
Net earn	$14,272,184	$13,128,608	Inc. $1,343,526
Con. add'l bet	1,215,623	600,790	Inc. 614,863
Balance	$13,056,811	$12,527,848	Inc. $528,963
Other inc	2,161,229	2,698,473	Inc. 462,756
Total inc	$15,217,740	$15,226,321	Inc. $991,419
Ch'ges, tax, &c	10,995,733	10,148,190	Inc. 847,543
Balance	$4,222,007	$5,063,131	Inc. $138,876
Reserve	150,000	150,000	.....
Surplus	$4,072,007	$4,883,131	Inc. $138,876
Dividends	3,206,250	3,206,250	.....
Surplus	$1,765,757	$1,676,881	Inc. $138,876

FINANCIAL AND COMMERCIAL.

FRIDAY, March 31.

The improvement in financial sentiment which began to be noticeable two days ago continued to-day and the market exhibited a better tone than it has done at any time since the declining movement in prices started three weeks ago. The fundamental reason for this appeared to be the indications that liquidation in the market has been pretty thoroughly completed. Buying power of pretty sturdy sort has absorbed a great volume of realizing sales and the market now becomes dull instead of active when it declines. Many large professional speculators are still hostile to current valuations, urging in support of their position the same justifications that they have so long brought forward; but these arguments, or many of them, seem to be growing stale in view of the evidences on every hand of business prosperity and of the unwillingness of people who own stocks outright to dispose of them. Many stocks that have risen greatly have had a large decline and what Wall Street knows as the speculative atmosphere has been greatly cleared thereby. The foreign markets were much more cheerful to-day than they were yesterday, the impression prevailing abroad that in spite of all denials peace negotiations between Russia and Japan of a tentative nature are proceeding. The story printed this morning in a leading English newspaper that the President of the United States had been asked to act as a mediator by the two warring nations was not confirmed and is apparently untrue. There is just as little doubt, however, that Russia has in fact made known the terms on which she will make peace, and there is every probability that these will bring forth an informal proposition in return from Japan. Two things are certain, one that Russia's external money supply is exhausted and the other that she has already been substantially whipped in the contest. Peace as the result of these circumstances may not come hastily, but its coming cannot, on the other hand, be indefinitely delayed.

Dealings for foreign account in our market to-day were small and the day's market as a whole was relatively dull, although more active than it was yesterday. There was no great discussion of the stock transfer tax bill, while a rehearsal of old and vague stories regarding the supposed rivalries of the New York, New Haven and Hartford and New York Central Railroad companies excited no attention whatever. Another batch of moderately unfavorable railway earnings statements for February was received, but the temporary nature of the causes operating against profitable railway management in the month is now so generally understood that the poor comparisons made by returns covering the period are no longer market factors. A much more potent influence than any of these matters was the report to-day of a private crop expert of no small authority in the agricultural world, placing the present condition of winter wheat at a very high average as compared with that of last year and preceding seasons. The one matter, however, that was naturally talked about more than anything else was the failure of call money rates to show any perturbation worth speaking of in view of the fact that to-morrow is the first day of April. To-morrow, of course, the April disbursements will be made and whatever final calling in by the banks of funds was necessary occurred to-day. In spite of this, nobody on the Stock Exchange to-day paid any more than 4½ per cent. for call money, and money was freely obtainable at lower figures in the morning hours. Experience has proved that the lock-up of funds incident to the season will not immediately cease, and there is little doubt that the money market will be fairly active during the next fortnight. But our bankers are as one man in expressing their conviction that after that time money will again be extremely easy. Estimates regarding to-morrow's bank statement were that the banks have sustained a cash loss of between $3,000,000 and $4,000,000 during the week. Practically all the active stocks to-day closed at considerable advances and at nearly the highest figures of the session. Peculiar significance, no doubt, attached to the heavy buying of the Union Pacific and Pennsylvania Railroad shares, in the one case because of the great importance, for general and well known reasons, which attaches to movements in the price of the security, and in the other to the realization by the financial community that the Pennsylvania company's financing for the year has been concluded on very favorable terms. The plethora of money available for high grade investments, as attested by the extraordinary oversubscription of the Japanese loans, insures beyond peradventure the success of the new Pennsylvania bond issue.

New York Stock Exchange Sales Mar. 31.

CLOSING PRICES OF UNLISTED STATE BONDS.

	Bid.	Asked.		Bid.	Asked.
U S 2s r	104¾	105	4s coup	105¾	106¼
U S 2s c	105¼	105¾	4s reg	133	133¼
3s reg	104¾	105	4s c new	133	133¼
3s coup	105	105¾	DCS 5s	118¼	—
3s sm	103¼	—	USPI 4s	108½	—
4s reg	104¾	105¼			

RAILROAD AND OTHER BONDS.

Amer Ride & L 6s		Det City Gas 5s		St Paul M&M 4½s	
5000	97⅞	10000	101½	1000	111⅝
Amer Thread 4s		Erie prior lien 4s		5000	111½
1000	88	2000	101½	2000	101½
Am Tobacco 6s		Erie-Penna Coal		Seaboard A L 4s	
1000	117¾	col tr 4s		10000	91½
10000	117⅞	2000	94¾	10000	91
65000	118	Erie gen lien 4s		South Pacific 4s	
5000	118⅛	5000	93¼	10000	90½
5000	118	Ev & T H con 6s		1000	95¼
10000	118⅛	6000	123½	So Pac ref 4s ctfs	
20000	118¼	Fla Cent & Peninsular		45000	96⅞
Am Tobacco 4s		5000	113½	25000	97
43000	74	Ft Worth & D 1st		15000	97⅛
1000	74⅛	2000	102	Stand Rope & Tie	
Atch Top & Sf'e 4s		10000	112¼	5000	53¾
5000	104⅝	10000	112¾	5000	53½
A T & S F adj 4s		5000	113	1000	53
2000	96¼	Green Bay & West		Stand Rope & Tie	
Atlantic Coast Line		deb ctf B		5000	53¼
1000	97	20000	22¼	20000	57⅝
Atlantic Coast Line		16000	22½	10000	53¾
5000	101⅛	20000	22¾	20000	57⅝
Balt & Oh gold 4s		6000	23	15000	53
5000	105	7000	23¼	10000	57⅝
500	105½	12000	23½	30000	6
5000	104⅞	2000	23¾	26000	6
Balt & Oh P L E		1000	23⅝	5000	53¾
& W Va 4s		11000	23⅝	10000	6
1000	100¾	1000	23¾	5000	6
Balt & Ohio 3½s		12000	23½	26000	53¾
21000	95½	5000	23⅛	20000	53¾
Bal & Oh SW 3½s		18000	23	10000	53¾
1000	92⅝	16000	22½	20000	53⅝
500	93	1000	22¼	1000	51¼
Bkn Rap Tr ov 4s		5000	22⅝	40000	51½
12000	86	Imp'l Japanese 6s		5000	5
25000	86⅛	sterling loan		5000	41½
150000	86¼	68000	103	Tex & Pac 1st 5s	
10000	86½	500	103	5000	123¼
1000	86¾	4000	103	Third Avenue 4s	
1000	87	Imp'l Japanese 6s		5000	96¼
5000	86⅞	K I & C ctfs		Union Pacific 4s	
1000	86¾	5000	100⅞	1000	106⅞
3000	86⅞	1000	101	500	106½
71000	86¾	26000	100⅞	2000	106¾
9000	86⅞	1000	101	30000	107
30000	86¾	10000	100¾	1000	107
10000	86⅞	12000	100⅞	1000	107⅛
15000	87	500	101⅜	9000	107⅛
13000	86⅞	500	101⅜	Union Pacific cv	
40000	87	24000	100⅞	1000	130¾
4000	86⅞	20000	100¾	1000	131
Bkn Un El 1st		2000	100⅞	3000	130½
1000	110⅝	Int & Gt Nor 2d		60000	130⅝
Buffalo Gas 5s		6000	101¼	50000	131
16000	72	19000	101	5000	131½
Canada South 1st		Int & Gt North 2d		20000	132½
6000	103⅝	4000	78	Un RR San Fr 4s	
Central Ga 2d in		East Ct St S&M 4s		4000	91
10000	74½	3000	90½	U S Realty & Im	
15000	74⅝	2000	90¾	5000	102½
Central Ga 5s in		1000	90½	5000	102⅞
50000	59	1000	90¾	2000	103
10000	59½	Kansas City So 5s		5000	102¾
5000	60	7000	72⅞	U S Red & Ref 6s	
13000	59⅞	Laclede Gas 5s		6000	91
Central Pacific 1st		8000	109¼	U S Steel s f 5s	
1000	100⅞	L Sh & M So 4s		18000	94⅞
1000	100¾	1000	101	1000	94½
3000	100⅞	9000	100⅞	33000	94⅞
43000	101	25000	100¾	147000	95
5000	101⅛	Long Island 5s		3000	101⅛

RAILROAD AND OTHER SHARES.

Sales.	High-est.	Low-est.	Clos-ing.	Net Ch'ge.
300 Allis Ch'ers	17½	17	17	
100 Allis Ch pf.	62	62	62	
70900 Amal Cop	80¼	79¼	80⅛	+1⅛
2250 Am Car & F	39⅛	38⅞	39⅛	
200 Am C&F pf.	100	99¾	99¾	+¼
100 Am Cot Oil	34⅝	34⅝	34⅝	—⅛
2400 Am Grass T	91½	88¼	87⅞	—⅛
200 Am H&L pf	51½	51½	51½	
200 Am Ice	5½	5⅜	5⅜	—⅛
200 Am Ice pf.	39	39	39	+⅝
1600 Am Lin Oil	20¼	19	20¼	+1½
400 Am Lin pf.	45¾	44½	45¾	+1¾
2700 Am Loco	50⅝	50	50⅝	+½
190 Am Loco pf	115	*115	115	+¼
600 Am Malt pf	26¼	25⅝	26¼	+¼
25200 Am Smelt'g	103¾	101¾	102¾	+1⅛
1800 Am Smelt pf	122⅜	121¾	122	+⅜
300 Am St Fdy.	16¾	16⅝	16⅝	—⅜
1500 Am St P pf.	65	64¾	65	
4000 Am Sugar	142½	141	142⅜	+1⅛
1800 Am Tob pf.	97¼	96¾	97	
1200 Am Wool	30	29¾	29¾	—½
200 Am Wool pf	107¾	*107½	107¾	+1
1000 Anaconda	117½	117½	117½	+1½
8600 A T & S F	88¼	87½	88	+⅝
5800 A T & S F rts.	½	½	½	
3000 At C Line	142½	142	142	+½
11100 Balt & Ohio	108⅝	107⅞	108¼	+⅝
33800 Bklyn R T.	68¼	67¼	67⅞	+1
100 Bruns'k Co	13⅞	13⅞	13⅞	+⅜
800 Buf & Susq	90½	90	90½	+½
3600 Can Pacific	148½	148	148¼	+¼
200 Ca P sub cf	147¾	147¾	147¾	+¼
3900 Ches & Ohio	57⅞	57⅜	57¾	+½
100 Chi & Alton	41⅝	41⅝	41⅝	+1
400 Chi & N W	243¾	242	243¾	—½
700 Chi Gt W	23½	23¼	23½	
200 C Gt W pf B	35⅝	35⅝	35⅝	+⅞
7100 C M & St P	175⅞	175	175½	+½
300 Chi Term'l	18⅛	17⅞	18⅛	+⅛
400 Chi Term pf	35	34¼	35	+½
2000 Chi Un Tr.	10¾	9⅝	10½	+½
100 Chi U Tr pf	45	45	45	+3¾
500 C C C & St. L	108½	107¼	108½	+½
18600 Col F & Ir.	58	57⅛	57⅛	—⅜
700 Col H C & I	16⅞	16¼	16⅞	+⅞
9000 Col South.	27	25½	26¾	+1⅜
1800 Con So 1st p	61⅜	60	61⅜	+1⅞
3000 Col So 2d pf	37	36¾	37	+1⅝
1800 Cons Gas	208½	207⅛	207⅞	—⅞
800 Corn Prod.	14	13⅞	14	—⅛
100 Corn Pro pf	65⅛	*65⅛	65⅛	+⅛
800 Del & Hud	191⅜	190½	190¾	+¼
300 Del L & W	394⅜	394⅜	394⅜	—¼
100 Den & R G.	34¼	34¼	34¼	+¾
1100 Den & R G pf	89½	89	89½	+¾
100 Des M & F D	25	25	25	—2¾
1000 Det Un Ry.	84¼	83⅛	83¾	+1
12800 Distillers' S	47	45	46¾	+1¾
100 Dul S S & A	16	16	16	
4300 Elec Storage	88½	85	88	+3
6700 Erie	45⅞	45¼	45¾	+¼
300 Erie 1st pf.	80⅝	80¼	80⅝	+⅜
100 Erie 2d pf.	67½	67½	67½	
300 Fed M & S p	95½	95⅜	95⅜	—⅝
100 Ft W & D C	61	61	61	+1
100 Gen Ch Co p	102	102	102	
420 Ill Central	160	159½	160	
5300 Int Paper	23⅜	22½	23⅛	+¼
500 Int Paper p	78	77¾	78	+½
300 Int Power	92¾	92	92¾	+1¼
300 Iowa Cent	28½	28	28	—½
1200 Kan C So	31⅞	31½	31⅞	+⅛
400 Kan C So pf.	65⅞	64⅞	65⅞	+⅜
730 K C Ft S pf	84	68¾	84	+¼
700 Knick Ice	18	18	18¼	—1¾
100 L E & West.	40	40	40	—⅜
100 Long Island	59	59	59	+2¾
5000 Lou & Nash	142⅛	141¼	141½	
700 Manhattan	167½	166¾	167	—¾
5300 Met St Ry	123¼	122¾	122⅞	+¼
16200 Met Secu	88¾	87¾	88	+⅛
2000 Mex Cent	24¾	24½	24½	
1000 M St P & SSM	119½	*118	118	—1¼
600 M St P SS M pf	165	*165	165	+½
300 M K & Tex	31⅛	31	31⅛	—⅛
100 M K & T pf	65¼	65¼	65¼	+¼
2600 Mo Pacific	107¼	106¼	107¼	+1
1400 Nat Bis Co.	61¼	60¼	61	+1⅛
100 Nat Bis pf.	120	120	120	—⅜
35100 Nat Lead	47⅛	44½	47⅛	+3⅛
900 Nat Lead pf	109	108¾	109	
100 N J Central	200	200	200	
100 N Y Air Br.	157¼	157¼	157¼	+¼
12030 N Y Central	161⅜	*160⅜	161	+⅝
1300 N Y C & St L.	48¾	47¼	48½	+1⅛
400 N Y C & St L 2	80¼	79½	80¼	+1¼
1200 Nor & Wes.	86½	86⅛	86½	+⅛
6900 North Am.	103	101	102¾	+2⅜
17800 Ont & Wes.	63¾	62¾	63	
300 Pac Coast	93	92¾	93	+¼
100 Pac C 2d pf	95	95	95	
300 Pacific Mail	45⅛	44¾	45	+½
49800 Penn RR	143½	142	143½	+1⅛
4200 Peo Gas	112	111	111⅞	+⅞
400 Peo & East.	47	46½	46½	—½
400 Pressed S C	40½	40¼	40⅜	—¼
300 Press S C pf.	93½	93	93½	+½
1600 Ry St Sp'g.	36	35¾	35¾	—¼
400 Ry St Sp pf	96	95	95	—1
33800 Rep Steel	23¾	22⅞	23½	+⅜
6200 Rep Steel pf	82¾	82⅛	82½	+½
31800 Reading	95	94	94⅝	+¾
14700 Rock Island	34¼	33¼	34½	+⅝
200 Rock Isl pf.	80¼	80	80¼	+1¼
20300 Rub Gds	34½	32½	34½	+1¾
2600 Rub Gds pf.	106¾	102	104¼	+3¼
6400 Sloss-Sheff	96	92½	94½	+½
200 St L & S F 2d pf	70½	70½	70½	+½
100 St L S W	26	26	26	—½
1600 St L S W pf	64⅝	64⅝	64⅝	+¼
3500 San Pacific	67¾	66⅞	67¾	+½
600 South Pac p	118½	118	118	
3200 Sou Ry Co	34½	34⅛	34½	+⅜
2600 Stan R & T Co	13¾	11¼	11¼	—⅜
33500 Tenn C & Ir.	90¼	87½	87¾	—⅝
100 Tex Land	46	46	46	
1300 Tex Pacific	38½	38¼	38¼	+¼
500 Third Av R	131½	130	131	—¾
2600 Tol Rwys	36	35	35	+⅝
200 Tol St L & W	39	39	39	
1230 Tol SL & Wp	57½	57	57¼	—⅛
1900 Twin C Rt.	115½	114⅞	115¼	+¼
5600 Un Bag & P	14½	14	14¼	+⅜
400 Un B & P pf	79½	79	79½	+½
96100 Union Pac	130⅝	129	130½	+1⅝
900 Un Ry Inv.	50¼	49	49	—1
1400 Un Ry In pf	69	67	67	—1¼
4700 U S Cl Pipe	33¾	33⅛	33¾	+½
1006 U S Cl P pf	91	90¼	90¾	—¼
800 U S R & Im.	96	95	95	
100 U S Leather.	13¼	13¼	13¼	—⅛
500 U S L'ther p	105	107½	107½	
6500 U S Lt & H	14	13¾	13¾	
2620 U S L pf	107⅝	106⅝	107⅜	+⅞
3000 U S Rubber	43¾	43	43	
900 U S Rub pf.	115	114¾	114¾	
21700 U S Steel	36	35⅝	35⅞	+⅛
25700 U S Steel pf	96⅝	95½	96	+⅛
600 Va-Car Ch.	34½	34½	34½	
400 Va-Car pf.	107	*106½	107	+1
200 Va I C & C.	48⅛	48⅛	48⅛	—⅜
3400 Wabash	23⅜	23⅛	23⅜	+¼
1200 Wabash pf.	47¼	47	47¼	+¾
100 West Un T.	93¼	93¼	93¼	
200 Wheel & LE	18⅝	18¾	18⅝	+⅛
500 Wis Central	23⅛	22⅞	23⅛	
100 Wis Cent pf	51¼	51¼	51¼	+⅛

Total sales of stocks, 800,500 shares.

*Ex dividend.

CLOSING PRICES.

	Bid.	Asked.		Bid.	Asked.
Adams Exp	214	250	Keo & Des M	14	18
Allis Ch'm'rs	17	17¼	Knick Ice	16⅝	18
Allis Ch pf	62	62½	Knick Ice pf.	70	74
Amal Copper	80	80⅛	Lac Gas pf	95	105
Am C & F	39⅛	39¼	L E & W	39	41
Am C & F pf	100	100⅝	L E & W pf	95	103
Am Cot Oil	34	34½	Long Island	58	60
Am Cot Oil pf	92	93	Lou & Nash	142¼	142¾
Am Dist Tel	32	35	Manhattan	167	167¼
Am Express	220	230	Met St Ry	122⅝	122¾
Am Hide & L.	10	11¼	Met Sec	87¾	88¼
Am H & L pf.	51⅝	52	Mex Cent	24⅛	24⅝
Am Ice	5⅝	—	Mich Cent	150	170
Am Ice pf	34⅝	39	Minn & St L.	61	64
Am Lin Oil	20	20¼	M & St L pf.	89	95
Am Lin Oil pf	45½	46	M S P & S S M	117½	*116¼
Am Loco	50¼	50¾	M S P & S S M pf	164	*165½
Am Loco pf	114	*115	M K & T	31	31⅜
Am Malt	7⅛	7¾	M K & T pf.	65¼	65⅝
Am Malt pf	26	26¼	Mo Pacific	107	107¼
Am Smelt'g	102⅜	102⅝	Nash & St L.	140	145
Am Smelt pf.	122	122½	Nat Bis Co	60¼	61
Am Snuff	165	175	Nat Bis Co pf.	116	120
Am Snuff pf.	100	100¼	Nat'l En & St.	23½	24
Am Steel Fy	16⅛	16⅝	Nat Lead	47	47¾
Am St Fy pf.	64¾	65	Nat Lead pf.	108¾	109
Am Sugar	142¾	142¾	Nat R R Mex p	40¼	41½
Am Sug pf	138	139	N R R 2d pf.	21½	22
Am T & C	90	93	N J Central	199	200
Am T & T	143	145	N Y A B	157	158
Am Tob pf	96⅞	97	N Y Central	161	*161¼
Am Wool	29¼	30	N Y C & St L.	48¼	48½
Am Wool pf	107	*107¼	N Y C & S L 1 p.	110	117
Ann Arbor	35	40	N Y C & S L 2 p.	80	81
Ann Arbor pf	74	80	N Y Dock	20	24
Anaconda	118	118½	N Y Dock pf.	57	* 61
At T & S F	88	88¼	N Y N H & H.	201	203
At T & S F pf.	102¾	102⅝	Nor & West	85¼	85½
Atl Coast L	142	147¼	Nor & West pf	93	94
Balt & Ohio	108⅛	108⅝	North Am	102⅝	102¾
Balt & Oh pf.	95	96	Ont & West	62¾	63
B'klyn R T	66¾	66⅞	Pacific Coast.	93	94
Bkyn U Gas	207	210	Pac Coast 1 p	105	108
Brunswick	13⅜	13⅞	Pac Coast 2 p	97	95
Buff R & P	150	157	Pacific Mail	44¾	45
Buff R & P pf.	155	160	Penna R R	143⅜	143½
Buff & Sus pf.	90¼	90½	Peo G L & C	111¾	111¾
Butterick	57¾	60	Peo & East	46	46½
Can South'n.	70½	71	P C C & St L.	80	84
Can Pac	148¼	148¼	P C C & St L pf	105	112
Ches & Ohio	57⅝	57⅞	P'd St Car	40⅜	40½
Chi & Alton	41	41¾	P'd St Car pf.	93¼	93¾
Chi & Alt'n pf	80	82	Pullman P Car	246	249
C C C & St L	108½	109	Rwy Secu	95	96
C C C & St L pf	119	*121	Ry St Sp'g	35¼	35⅞
Chi Gt West	23¼	23½	Ry St S'pg pf	96½	96
Chi Gt W (A).	65	66	Reading	94¾	94⅞
Chi Gt W (B).	31¼	31½	Read 1st pf.	91½	92
Chi Gt W deb.	86	88½	Read 2d pf.	89	90¼
Chi & N W	243¾	244½	Rep'b'n Steel	23⅝	23⅞
Chi M & St P	176⅝	175¼	Rep Steel pf.	82⅝	82⅞
Chi M & St P pf	184	184½	Rock Island	34¼	34¼
Chi Terminal	18	18⅛	Rock Isl'd pf.	79⅞	80¼
Chi Term'l pf	34¾	35	Rubber Gds	34	34¼
Chi Un Trac	10⅝