BANKERS AND BROKERS.

FISK & ROBINSON
BANKERS
Government Bonds
City of New York Bonds
and other
Investment Securities
MEMBERS NEW YORK STOCK EXCHANGE
35 CEDAR STREET NEW YORK ▲ 28 STATE STREET BOSTON

Chas. D. Barney & Co.
BANKERS AND BROKERS
Members of New York and Philadelphia Stock Exchanges
25 Broad Street
NEW YORK
122 South Fourth Street
PHILADELPHIA

BERTRON, STORRS and GRISCOM
BANKERS
40 Wall Street, NEW YORK. Land Title Building, PHILADELPHIA.
Investment Securities.

DEWING, RUGGLES & CO.,
Members New York Stock Exchange.
36 WALL ST., NEW YORK.
INVESTMENT SECURITIES.

Plympton, Gardiner & Co.
BANKERS,
27 WILLIAM STREET.
Members New York Stock Exchange.
Conservative Investments.

Wm. A. Read & Co.
25 Nassau Street,
NEW YORK.
BOSTON. CHICAGO. BALTIMORE.

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

MACKAY & CO.
Investment Securities
Nassau and Pine Streets NEW YORK. 13 Congress Street BOSTON

Lackawanna Steel Co. Notes.
Price & particulars upon application.
Farson, Leach & Co.,
35 NASSAU STREET, NEW YORK.

FINANCIAL NOTES.

The New York City Railway Company has recently been experimenting with steel cars of a type somewhat similar to those used on the subway. Several officials of the company took a trip a few days ago over the lines of the company in a steel car.

A statement was issued from the temporary offices of the New Jersey Stock Exchange at 44 Broadway yesterday, saying that the exchange has obtained practically an option on land in Jersey City and is considering plans for the building. Two hundred memberships are offered for sale, at the rate of $500 to members of other exchanges and $1,000 to those not affiliated with any exchange. Soon after the New Jersey Stock Exchange was incorporated a few months ago by James R. Dill it was announced that a building had been leased in Jersey City and that the exchange would open for business on June 1 provided the membership list was filled. But the exchange didn't open on June 1 and no date has been set.

President Gotshall of the New York and Port Chester Railroad said yesterday that his company purchased last Saturday terminal property to the value of $85,000, at the point of its connection with the Interborough Rapid Transit system and has also recently purchased large stretches of right of way and property for stations in Westchester county, and is steadily acquiring more so that it may begin work at once should the Board of Estimate and Apportionment grant the application now before it for a franchise to construct its tracks over the streets of this city, in The Bronx. Mr. Gotshall also asserts that his company is not the least concerned by the statements that the New York, Boston and Westchester has begun work.

The Trenton plant of the American Bridge Company will prepare 25,000 tons of steel for the terminal station of the Pennsylvania Railroad in New York, and preparations to operate the plant at full time day and night are going on

L. B. Wilson & Co., formerly of 50 Broadway, are now located on the twenty-fifth floor of 60 Wall Street.

RAILROAD EARNINGS.

Chicago and Great Western:

	1905.	1904.	Changes.
4th week May	$181,145	$171,315	Inc. $9,830
Month	579,485	543,630	Inc. 35,855
From July 1	5,940,964	7,524,364	Dec. 583,866
Duluth South Shore and Atlantic:			
4th week May	$82,189	$56,047	Inc. $26,142
Month	254,551	183,852	Inc. 70,699
From July 1	2,451,530	2,305,230	Inc. 146,300
Rio Grande Southern:			
4th week May	$13,780	$12,107	Inc. $1,673
Month	40,732	37,831	Inc. 2,901
From July 1	439,564	423,461	Inc. 16,103
St. Louis Southwestern:			
4th week May	$204,526	$179,965	Inc. $24,561
Month	672,964	558,461	Inc. 114,503
From July 1	8,160,772	7,091,587	Inc. 1,069,185
Texas and Pacific:			
4th week May	$307,716	$293,258	Inc. $14,458
Month	851,552	793,891	Inc. 57,661
From Jan. 1	4,701,637	4,607,368	Inc. 94,269
Toledo, St. Louis and Western:			
4th week May	$99,450	$84,645	Inc. $14,805
Month	284,402	271,080	Inc. 13,322
From July 1	340,876	3,026,564	Inc. 314,312

EXPORTS OF MERCHANDISE.

Exports of merchandise from the port of New York, as reported to the Custom House, compare as follows with those of last week and of the corresponding week a year ago:

This week	$8,613,737
Last week	11,693,500
Last year	7,143,432
From Jan. 1 to date they compare as follows with last year:	
This year	$232,467,819
Last year	208,759,154

DIVIDEND DECLARATIONS.

Company and Term.	Stock.	Amt.	Payable.
American Beet Sugar, quarterly	pfd.	1½	July 1
Chicago and Eastern Illinois, quarterly	pfd.	1½	July 1
International Silver, quarterly	pfd.	1	July 1
Union Traction	—	$1	July 1

FINANCIAL AND COMMERCIAL.

TUESDAY, June 6.

As has come to be customary now, apparently, strength was exhibited to-day in the morning stock market that petered out in the afternoon. The market was, if anything, duller than it was yesterday, the volume of transaction being sensibly diminished; prices displayed, however, a definitely weaker undertone and the active stocks sustained considerable losses. The foreign markets were all more or less depressed by several adverse occurrences. One of these was the resignation of M. Delcassé, the French Minister of Foreign Affairs, in consequence of the failure of the French policy in regard to Morocco. As the rebuff which France has experienced here is supposed to have been wholly caused by the interference of the German Emperor, and M. Delcassé seems to have resigned because his colleagues favored more vigorous action in the matter than he was willing to take, the event is naturally somewhat disturbing from a financial point of view. The rumor spread to-day that the Czar of Russia had been assassinated, and although this was promptly denied and was probably believed by but few people, it no doubt contributed toward the hesitancy exhibited on all the foreign stock exchanges. All genuine news from Russia indicated that the reactionary advisers of the Czar were in more complete control of his mind than ever, the most signal instance of this being the investment of the notorious Governor of St. Petersburg with a general police dictatorship of almost unlimited powers. Skepticism was therefore common in all financial markets today whether the efforts now making for peace, not only by the wisest men in Russia but apparently by the Governments of all the great nations, would be successful. There was evident in the fore part of our own Stock Exchange session a continuation of the professional effort to advance the market that was so strongly visible yesterday. The local traction stocks again exhibited peculiar strength and the Union Pacific and United States Steel shares were distinctly well bought; but it was speedily found that outside buying power in the market was even less than it was yesterday and that there was heavy pressure, even if only of speculative character, to sell the Amalgamated Copper shares. This selling movement in Amalgamated persisted throughout the day, causing the stock to close at a large net decline. A break in the inactive American Steel Foundry shares, following upon a decline in these stocks of some moment in the last few days and accompanied by a rumor that the company had abandoned all plans of resuming dividends upon its preferred shares in July, also depressed sentiment. The weakness of the market rather increased as the day lengthened, so that final prices were about the lowest. Very little attention was paid to the Government's favorable weekly crop report, which attested that adverse weather conditions over the greater portion of the agricultural district had disappeared and that all crops were now doing well.

Beyond any question the one matter that is now productive of pessimism in the financial community, or at least is keeping people out of the stock market more than anything else, is the Equitable Life scandal. It is indubitable that the report of the Frick investigating committee upon the affairs of the society has made a strong impression upon the public mind, and that the results of this impression as they are slowly deepening and maturing are beginning to make themselves felt in Wall Street. The fact is that what is generally described as the "Equitable Life affair" stands now, from a financial point of view, in a decided *impasse*, and the most farseeing men in the financial community are confessing themselves as unable to feel any confidence as to the form that any possible resolution of the difficulty will assume. The control of the society appears to be firmly fixed in the hands of those that are utterly incompetent to wield it and whose continued administration of the society must only serve to be a source of general financial uneasiness and trouble. Meetings of directors to hear such reports as those of the Frick committee seem ludicrous when it is realized that the officers of the company who are assailed control the voting power in the board of directors whose action is invoked. It is not at all clear that any action by the State insurance officials, save of a drastic character whose unpleasant effect would be felt in many other quarters besides that of the Equitable company, would be of sufficiently remedial sort. The powers of the Legislature, even, to deal with the question are but vaguely defined, and a Justice of the Supreme Court has already held in substance that the control of the Equitable as at present vested rests upon a property right that cannot be impugned by anybody, and that the charter of the society is not subject to legislative amendment. Meanwhile, one famous financial name after the other drops from the Equitable's board of directors, leaving the outcome of the entire situation more and more a matter of doubt and concern.

New York Stock Exchange Sales, June 6.

CLOSING PRICES OF UNITED STATES BONDS.

	Bid.	Asked.		Bid.	Asked.
U S 2s r	104	104½	4s coup	105	105½
U S 2s c	104½	105	4s reg	132	132½
3s reg	103¾	104½	4s c new	132	132¾
3s coup	104	104¾	D C 3.65s	118½	—
3s sm	103½	—	U S Pi 4s	108	—
4s reg	104	104½			

RAILROAD AND OTHER BONDS.

Am Tobacco 6s		Erie gen lien 4s		NY Cent L S 3½s	
1000	94	1000	94¼	10000	91¾
1000	113⅜	4000	94½	NY Gas Elec Lgt	
15000	113½	Impl Japanese 6s		H & P 5s	
10000	113¾	Sterling loan		2000	108½
4000	114	10000	101⅜	N Y Gas Elec Lgt	
3000	113¾	1000	101	H & P 4s	
22000	114	1000	101½	1000	92¾
Am Tobacco 4s		3000	101⅜	5000	92
165000	74	10000	101	N Y Ont & West 4s	
1000	74⅛	500	100¾	14000	103½
20000	74¼	1000	101	Norf & W Pocah 4s	
2000	74½	1000	101⅜	2000	95⅛
5000	74¼	20000	101	North Pacific 4s	
Atch Top & SFe 4s		2000	101¼	9000	105½
10000	103	Impl Japanese 6s		10000	105⅝
5000	103⅛	K L & Co ctfs		8000	105½
A T & S F adj 4s		1000	98⅞	North Pacific 3s	
stamped		2000	98⅝	16000	77
3000	94½	1000	98⅞	Or S L fdg 4s	
4000	94¾	500	98⅝	5000	96⅛
Atlantic Coast Line 4s		15000	98⅞	Penna cov 3½s	
4000	101⅞	500	98⅞	3000	102
25000	102	500	98⅞	3000	101⅞
Balt & Oh gold 4s		7000	98⅞	Reading gen 4s	
6000	101½	8000	98¾	1000	103¼
Balt & Oh P L E		15000	98½	12000	103⅜
& W Va 4s		1000	98⅝	Read J C coll tr 4s	
6000	98¾	Imperial Jap 4½s		10000	99⅞
Bal & Oh SW 3½s		K L & Coal Pt 1st		Rio Grande W 4s	
25000	92⅝	5000	90⅛	2000	99⅞
Bkn Rap Tr cv 4s		27000	90	St L & Iron Mt 4s	
7000	88¾	1000	90⅛	2000	95⅞
48000	88½	500	90¼	St L & Iron Mt	
10000	88¾	7000	90⅛	Riv & Gulf 4s	
5000	88½	500	89⅞	15000	94⅞
2000	88⅝	65000	90	St L & San Fran	
33000	88	1000	90⅛	class B	
52000	87½	23000	90	15000	103
Canada Southern 1st		7000	90⅛	St L & San Fr fdg	
2000	104½	7500	90	15000	90⅝
20000	104½	10000	90	27000	89¾
Central Ga cn 5s		40000	90⅛	St Louis S W 1st	
6000	113⅞	58000	90	1000	98⅝
Central Ga 1st in		3000	89⅞	St Louis S W cn 4s	
16000	95	35000	89	10000	81
Central Ga 2d in		4000	89⅞	San A & A Pass 4s	
20000	82	6000	90	11000	89¾
1000	82⅛	25000	89⅞	2000	90
5000	82	5000	89⅞	Scioto V & N E 1st	
4000	81¾	Internat Paper 6s		4000	101¼
4000	82	1000	109½	Seaboard A L 4s	
Central Ga 2d in		Kanawha & M 4s		6000	86⅜
15000	81	2000	95½	South Pacific 4s	
10000	71½	Kan C Ft S & M 4s		1000	93
Central Pacific 1st		2000	88⅜	2000	92¾
1000	112⅞	7000	88½	So Pac ref cv 4s ctfs	
Ches & Ohio 5s		10000	88¾	56000	97
5000	117¾	2000	88⅝	3000	97⅛
1000	117⅝	14000	88¾	10000	97
Ches & Ohio 4½s		Kansas City So 3s		100000	96⅞
10000	107¾	3000	71⅛	Southern Ry 5s	
Chi Bur & Q 4s		3000	71	1000	120¼
4000	105	Kings County 4s		Tenn C I & RR 5s	
50000	102⅞	stamped		13000	99
2000	102⅝	6000	93⅜	Term R R Assn	
Chi B & Q Ill 3½s		Knox & Ohio 1st		of St L cn 5s	
6000	97⅞	1000	126¾	7000	122
Chi Mil & St Paul		L Sh & M Sc 4s		Third Avenue 4s	
C & P W 5s		74000	101⅛	1000	95⅞
		1000	101		
		L & N E H & N 1st			
		4000	114¼		
		Lou & Nash 4s			
		2000	104⅞		
		Lou & N col tr 4s			
		20000	98½		
		Met St Ry 5s			
		1000	116		
		Met St Ry ref 4s			
		50000	90¼		
		25000	90		
		10000	90⅜		
		7000	90½		
		50000	90¾		
		100000	90⅞		
		10000	90¾		
		55000	90½		
		11000	90⅝		
		5000	90⅜		
		25000	90		
		10000	90¼		
		Mex Cent con 4s			
		2000	76		
		6000	76⅛		
		Mex Cent 1st in			
		1000	20½		
		Mich Cent 5s			
		registered			
		1000	119		
		Mo Kan & Tex 5s			
		7000	105½		
		Mo Kan & Tex 4s			
		1000	101¾		
		1000	101¼		
		Mo Kan & Texas			
		St L div 4s			
		5000	90½		
		Mo Kan & Tex 2d			
		1000	85¼		
		Mo Pacific con			
		6000	122⅝		
		Mob & Ohio ex 6s			
		10000	124¾		
		N Y Cen deb 4s			
		9000	100⅝		
		1000	100⅞		
		2000	95¾		
		Und'grd El Rys			
		of Lon Lim 5s			
		6000	97⅞		
		6000	97⅝		
		Union Pacific 4s			
		2000	101⅛		
		5000	101⅜		
		Union Pacific cv			
		4s 1911			
		5000	121⅞		
		U S of Mex 4s			
		15000	93		
		U S Steel s f 5s			
		13000	92¾		
		28000	92⅞		
		8000	93		
		19000	92⅞		
		12000	92¾		
		1000	92⅞		
		31000	92¾		
		2000	92⅝		
		1000	92⅞		
		registered			
		500	92⅞		
		Va Ry deb			
		15000	97⅜		
		Wabash 1st			
		5000	117½		
		Wabash 2d			
		1000	109		
		Wab P Ter 1st 4s			
		2000	91		
		Wab P Ter 2d 4s			
		1000	70		
		Wisconsin Cen 4s			
		20000	94½		

Total sales of bonds (par value), $2,732,500.

RAILROAD AND OTHER SHARES.

Sales.		High-est.	Low-est.	Clos-ing.	Net Ch'ge.
100	Allis Chalm	14	14	14	—1⅛
118500	Amal Cop	81⅞	78	78	—3⅝
900	Am Car & F	33⅝	33	33¼	—1¼
800	Am C&F pf	99	98½	98½	—1½
200	Am Cot Oil	30⅝	30½	30⅝	—⅝
200	Am Hide&L	7	6¾	6¾	—1¼
2000	Am H&L pf	41¼	40	40	—1
1600	Am Loco	47¾	46½	46½	—⅞
300	Am Loco pf	111	111	111	—1½
13700	Am Smelt	110½	108⅝	109¼	—⅞
100	Am Smelt pf	118	118	118	—⅞
2100	Am Steel F	11½	11	11	—1½
11700	Am St F pf	49¾	43	44½	—5½
800	Am Sugar	132¾	132¼	132¾	—⅝
200	Am T & T	139½	139½	139½	+1¼
1000	Am Tob pf	96¾	96¼	96⅝	+½
200	Am Woolen	32⅞	32½	32½	—½
100	Am Wool pf	101¾	101¾	101¾	+¼
200	Anaconda	105	105	105	—½
100	Ann Arb pf	76	76	76	+1
900	A T & S F	79⅞	79⅛	79⅛	—¾
100	A T&S F pf	101¾	101¾	101¾	—¼
200	At C Line	150½	150½	150½	—½
3300	Balt & Ohio	108½	107¼	107½	—¾
15700	Bklyn R T	64⅝	62⅝	62⅞	—½
3600	Can Pac	147½	146⅛	146¾	—¾
2400	Ches & Ohio	49½	48½	48½	—⅝
200	Chi & Alton	35	35	35	
200	Chi & Alt pf	79½	79½	79½	—1¼
1100	Chi & T W	19⅞	19⅛	19⅛	—⅝
8900	C & N W	141⅝	131¼	131¼	—⅝
1400	Chi Gt W	19	18⅝	18⅝	—⅛
9200	C M & St P	173¼	171½	171½	—1¼
100	Clev L & W	85	85	85	
3300	Col Fuel & I	41⅝	39⅞	40	—1⅛
300	Col South	26¾	26¾	26¾	—⅞
100	Col So 2d pf	34¾	34¾	34¾	—⅝
1300	Cons Gas	188	186	186	—1
100	Corn Prod	10¼	10¼	10¼	
500	Corn Pro pf	49¼	48½	48½	—1
100	Del & Hud	181	181	181	—¼
100	Del Un Ry	90	90	90	—⅛
100	Distillers' S	42	42	42	—¼
100	Dul S S & A	12	12	12	—½
200	D S S & A pf	24	24	24	—½
9500	Erie	40⅜	39⅝	39½	—⅝
1400	Erie 1st pf	79¼	78½	78½	—½
700	Erie 2d pf	66¾	65½	65½	—1½
200	Gen Elec Co	173½	173½	173½	+¼
400	Great Nor p	282½	282½	282½	+2½
100	Ill Central	159	159	159	—¼
200	Int Paper	18¾	18¾	18¾	—¾
100	Int Paper p	79	79	79	—⅞
200	Iowa Cent	24¾	24¾	24¾	—¾
200	Kan & Mich	30½	30½	30½	—½
100	Kan C So	25	25	25	
200	Kan C So pf	56	56	56	—½
100	Knick Ice	19½	19½	19½	+¼
200	Long Isl'd	52	52	52	—¼
800	Lou & Nash	143¾	142¾	143	—1
400	Manhattan	164⅝	163	163	—½
17400	Met St Ry	120½	118¾	119⅛	+⅜
4900	Met Secu	78½	77½	77½	
100	Mex Cent	19½	19½	19½	—½
100	M St P & S S M	115½	115½	115½	—½
900	M K & Tex	26¼	25⅞	26¼	+¼
2300	M K & T pf	60¼	59	59½	+1
1500	Mo Pacific	97¼	96	96	—1
400	Nat Lead	45	44	44	—1
100	Nat Lead p	104⅝	104⅝	104⅝	+⅛
400	Nat E & S	25	25	25	—1½
400	N J Central	202	201	201½	—1¾
2400	N Y Central	140¾	138⅝	138⅞	—1⅝
7000	Nor & Wes	80½	79¾	79¾	+⅜
400	North Am	98	98	98	—½
3400	Nor Pacific	186	182	183	
4400	Ont & Wes	51¼	50¼	50⅝	—⅛
5700	Penn RR	134⅝	133⅝	133¾	—¾
100	Peo Gas	100⅜	100¾	100¾	—¼
200	Pitts Coal	18	17¾	18	—1
100	Pitts Coal p	75½	75½	75½	—1¼
100	Pressed S C	37¼	37¼	37¼	
300	Press S C pf	91	91	91	
100	Ry St Sp pf	98⅛	98⅛	98⅛	+2⅜
600	Rep Steel	17	16¾	16¾	—¼
65200	Reading	95⅝	93½	93⅝	—1½
2400	Rock Island	26½	26	26⅛	
1100	Rub Goods	34	34	34	
300	Rub Gds pf	101¼	101	101	
200	St L S W	22¾	22½	22½	
100	St L S W pf	60½	60½	60½	+½
5800	Sou Pacific	62¼	61	61⅛	—1
10200	Sou Ry Co	30⅜	30	30¼	—¼
500	Sou Ry Co p	96½	96¼	96½	+⅜
200	Tenn C & I	75	74½	74½	—1¾
200	Tex Pacific	32⅛	32	32	
200	Tol St L & W	38	37¾	37¾	—½
200	Tol St L & Wp	57	57	57	
600	Twin C RT	112	111	111	—1
100	Un Bag & P	8⅝	8⅝	8⅝	—⅝
100	Un B & P pf	72	72	72	—1
66700	Union Pac	123	120⅞	121	—1½
200	Un Ry Inv	42	41¾	42	+½
200	Un Ry In pf	81½	81	81	—¾
100	Un Ry St L p	81¼	81¼	81¼	+½
300	US R&R Co	28	27	27	—1½
2800	US Leather	12⅝	11¾	12	+⅛
900	US Leather pf	109½	108¾	109	—¼
100	U S Rubber	38	38	38	
200	U S Rub pf	104⅞	104⅞	104⅞	
21900	U S Steel	26⅞	25⅝	25¾	—⅞
25800	U S Steel pf	93⅞	92⅛	92⅜	—⅞
100	Va-Car pf	107	107	107	
100	Va I C & C	36	36	36	
100	Wabash	18¼	18¼	18¼	
100	Wabash pf	37½	37½	37½	—1½
100	West Un T	93	93	93	—⅛
100	W & L E p	36½	36½	36½	—2½
100	W & L E 2	22⅞	22⅞	22⅞	—⅛

Total sales of stocks, 481,700 shares.

CLOSING PRICES.

	Bid.	Asked.		Bid.	Asked.
Adams Exp	243	351	Knick Ice	18	20
Allis Ch'lm'rs	14	15½	Knick Ice pf	60	75
Allis Ch pf	51	53	L E & W	31	35
Amal Copper	78	78⅛	L E & W pf	95	98
Am C & F	32¾	33½	Long Island	50	56
Am C & F pf	96	99	Lou & Nash	142½	143
Am Cot Oil	30½	31½	Manhattan	163	165
Am Cot Oil pf	93	99	Met St Ry	118⅞	119¼
Am Dis Tel	28	31	Met Sec	77⅝	78
Am Express	225	240	Mex Cent	19¼	19⅝
Am Hide & L	6½	6¾	Minn & St L	56	60
Am H & L pf	39¾	40¾	M & St L pf	83	93
Am Ice ctfs	4⅝	5¼	M S P & S S M	115½	116
Am Ice pf ctfs	35	37½	MSP&SSM pf	157½	158¼
Am Lin Oil	17	18	M K & T	26¼	26½
Am Lin Oil pf	37	40	M K & T pf	59¾	60
Am Loco	46¼	46¼	Mo Pacific	95½	96
Am Loco pf	110½	112	Nash & St L	142	150
Am Malt	5½	6⅝	Nat Bis Co	61	62
Am Malt pf	21	22	Nat Bis Co pf	112	117
Am Smelt'g	109	110¼	Nat'l En & St.	25	26½
Am Smelt pf	117	118	Nat Lead	44	44¼
Am Snuff	164	180	Nat Lead pf	104	105
Am Snuff pf	103	—	Nat RR Mex p	34½	35
Am Steel Fd	11	11½	N R R 2d pf	17½	—
Am St Fd pf	44	44½	N J Central	199	200
Am Sugar	132⅝	133¾	N Y A B	145	150
Am Sug pf	135	136	N Y Central	138½	139
Am T & C	90	93	N Y C & St L	44	47
Am T & T	139	140	NYC&SL 1 pf	110	115
Am Tob pf	96½	96¾	NYC&SL 2 pf	76	80
Am Wool	32	32½	N Y Dock	21	24
Am Wool pf	101	102	N Y Dock pf	62⅝	68
Ann Arbor	35	40	N Y N H & H	197	200
Ann Arbor pf	75	79	Nor & West	79½	79¾
Anaconda	102	103	Nor & West pf	92	93½
At T & S F	79	79⅛	North Am	98	98½
At T & S F pf	101½	102	Nor Pacific	182½	183½
Atl Coast L	148	149	Ont & West	50⅛	50¼
Balt & Ohio	107½	107¾	Pacific Coast	56	57
Balt & Ohio pf	97	97½	Pac Coast 1 p	100	105
B'klyn RT	62¾	62⅞	Pac Coast 2 p	85	92
B'klyn U Gas	183	192	Pacific Mail	30	37
Brunswick	14½	15½	Penna R R	153¾	153⅞
Buff R & P	140	155	Peo G L & C	100	100½
Buff R & P pf	150	175	Peo & East	33	39
Buff & Sus pf	59½	91	Phila Rap T	114	130
Butterick	57¾	60	Pittsburg C'l	17½	19
Can South'n	69	70	Pittsb'g C'l p	75½	76
Can Pac	146½	146¾	P C C & St L	75	77
Ches & Ohio	48¾	49	P C C & St L pf	97	107
Chi & Alton	33	36	P'd Steel Car	36½	37½
Chi & Alt'n pf	78	80	P'd St Car pf	90½	91½
C C C & St L	94¾	95½	Pullman P Car	230	235
C C C & St L p	120	121	Ry St Spg	31½	32
Chi Gt West	18½	18⅝	Ry St Sp'g pf	96¾	98½
Chi Gt W (A)	62¾	65	Reading	93⅝	93¾
Chi Gt W (B)	30½	31½	Read 1st pf	90½	91½
Chi Gt W deb	86½	87	Read 2d pf	87½	89
Chi & N W	191	193	Rep'b'c Steel	16⅝	16¾
Chi M & St P	171½	171¾	Rep Steel pf	71½	72
C M & St P pf	183	184	Rock Island	26	26½
Chi Terminal	17	18	Rock Isl'd pf	72	73
Chi Term'l pf	30	33	Rubber Gds	33¾	34
Chi Un Trac	6	6½	Rub Gds pf	101	102
Chi Un Tr pf	30	40	Sloss-Shef	71	74
Cle Lo & W	72	92½	Sloss-Shef pf	105	125
Cle Lo & W pf	105	110	St J G & I	10	15
Col Fuel & I	40	40½	St J G & I 1 pf	45	55
Col H C & I	12	12½	St J G & I 2 pf	20	22
Col Southern	26¾	27¼	St L & S F 1 pf	74	76
Col So 1st pf	57½	58½	St L & S F 2 pf	63	64
Col So 2d pf	34½	35	St L S W	20½	22½
Con Gas	186	187	St L S W pf	59½	60
Corn Prod	9¾	10¼	St P & Om	170	175
Corn Prod pf	43	49	So Pacific	61	61½
Del & Hud	180	181	So Pacific pf	119¾	120
Del L & W	375	384	Southern Ry	30½	30¾
Den R & G	27½	28½	So Ry pf	96½	96¾
Den & R G pf	86	86½	Tenn C & I	74½	75
Det U Ry	89½	90½	Tex P L T	40	44½
Det South'n	4¾	5	Texas Pac	32	32½
Det South pf	34½	37	Third Av RR	126	129
Dis Secur	42	42½	Toledo Ry	33	34
D S S & A	11¾	12½	T St L & W	37¾	38½
D S S & A pf	24½	25	T St L & W pf	56½	57
Elec Storage	—	60	Twin City	110¾	111
Erie	39⅝	39½	Un Pacific	120½	121
Erie 1st pf	78	78⅝	Un Pac pf	96	98
Erie 2d pf	65½	66	U S C I Pipe	28⅝	28¾
Ev & T H	62	70	U S C I pf	90	91
Ev & T H pf	82	90	U S Express	122	125
Fed Min & S	—	110	U S Rlty & Im	86	91
Fed M & S pf	89	93	U S Lther cts	11⅛	12½
Ft W & D C	68	70	U S L pf cts	108⅝	109
Gen Elec Co	172	174	U S Rubber	37½	38½
Gt North pf	278	282	U S Rub pf	104	105
Hock Val	90	94	U S Steel	25⅝	25¾
Hock Val pf	92½	93	U S Steel pf	92¼	92⅝
Illinois Cent	157½	158¼	Va-Car	33	34
Int Paper	18½	18¾	Va-Car pf	106¾	107
Int Paper pf	78¼	79	Wabash	18	18¼
Int Power	50	94	Wabash pf	37½	37⅝
Int Pump	27	31	Wells-F Exp	240	250
Int Pump pf