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BANKERS
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4½%
We will submit upon request a list of railroad bonds that we can recommend to pay above rate.
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FINANCIAL AND COMMERCIAL.

TUESDAY, June 20.

There can be no doubt that at heart a great majority of the stock market's following is still bullish. This is shown by the satisfaction with which any pronounced improvement in prices is regarded in the offices of Wall Street and by the rank and file of habitual speculators.

Professional sentiment, which is supposed to be impartial, leans naturally to the bear side of a dull market. From a traders' point of view the selling side of a market becalmed is more attractive than the buying side; it is cheaper to sell stocks than to buy them. Thus when a market becomes very dull the Stock Exchange element will be on top of it by preference and habit and the weight of professional activity will be against it until prices have reached a level below which in the absence of any further liquidation they cannot be depressed by bear selling alone. That point of resistance evidently was reached last week. For two days a large division of traders, influenced by the strength of technical conditions, has been working on the bull side. Monday's improvement in prices continued to-day on a volume of trading almost doubled. The advance was accelerated in the late trading by active short covering in certain stocks and the market closed with an exhibition of genuine strength. Transactions in the main were of a highly professional origin.

Although influential commission houses are somewhat more optimistic in the views which they place before their clients, there survives on all sides a lingering distrust of the market which cannot be at once overcome. The attitude of the arbitrage people is fairly typical. They did precious little either way in this market to-day. They were not tempted by the strength manifested in the last half hour to take on stocks freely in anticipation of a strong opening to-morrow. Several times of late the speculation has flattened out very abruptly after such recoveries as this one, leaving a very narrow market for those who were long of stocks to sell out on. What people seem to want is some guarantee of sustained leadership on the bull side. It is believed, for example, that the extent of this improvement will depend upon the attitude of important banking interests who may or may not want it to continue at the present time and who would be likely to supply stocks on further advances if they desired to discourage aggressive speculative operations for the rise.

One of the most encouraging features of the market to-day was the strength of the Steel stocks. The buying was of a more aggressive character than any that has been seen before for many weeks. Some of it, no doubt, represented the retirement of short contracts. A good deal of it, however, was original and was said by competent observers to come from very good quarters. In the last fifteen minutes of trading all the preferred stock offered at 96 was taken in three or four large lots, and the price then advanced to 96¼, which was the final quotation. The short interest in the Steel stocks, both common and preferred, is probably larger than anybody imagines. The strength of an aggressive bear speculation has centered upon them, and there has been no evidence recently of short covering commensurate in volume with the selling that was done by the bear crowd on the decline. About ten days ago this selling exhausted itself. The bear contingent is believed to have overstayed the decline. The liquidation from followers of the bull campaign has apparently ceased. The Steel stocks might be turned to the bull side of the market under the proper auspices with a very pronounced effect upon outside sentiment. It will be recalled that the turn came in the general market simultaneously with the culmination of the bull campaign in the Steel stocks and the subsidence of the demand for investment securities. Now the Steel stocks are recovering ground and there is some promise of a better bond market before the end of the month.

Reading common to-day reflected profit taking in anticipation of an increase to-morrow in the dividend rate. Conservative followers of the stock evidently had come to the conclusion that an increase of the dividend to 4 per cent. had been largely discounted, whereas if by any accident the dividend should not be increased the disappointment might spoil their market. Compared with other things Reading seems to be high enough as a 4 per cent. stock, and it is certainly too high for a 3 per cent. stock if the dividend is not raised at this time. To-day's selling naturally led to some faint uncertainty as to the probability of its being increased, but it was the realizing in the stock that caused the uncertainty rather than the uncertainty that caused the selling. Wall Street is confident enough that the dividend will be increased. That is also the information of the Philadelphia contingent that has been bulling the stock. To offset the relative weakness of Reading there was a show of further strength in Pennsylvania.

Among the so-called specialties Metropolitan Street Railway held its place today, advancing again, while Brooklyn Rapid Transit fell somewhat out of line. Amalgamated Copper was made more prominent. It advanced 1 per cent. and closed at its best. It is thought probable that stocks answering to the description of specialties are likely for a while to have greater prominence in the market.

A further sharp advance to-day in Illinois Central was an incident in the railroad list. A prominent board room operator, who might be acting either for himself or outside principals, has been mainly responsible for the recent strength and activity of this stock. It does not appear, however, that any serious effort is being made to create a general speculation in it. Other high priced railroad stocks that advanced to-day were Delaware and Hudson, Chicago and Northwestern and Rock Island—the old Rock Island stock, 400 shares of which sold at 175. It went out of the market as a speculative security several years ago at a tape valuation of about 200. The granger railroad stocks as a group were strong to-day without any special advertising of their merits or distinctions.

Our own market compared very favorably with those of Europe. Dulness prevailed at London, Paris and Berlin.

New York Stock Exchange Sales June 20.

CLOSING PRICES OF UNITED STATES BONDS.

	Bid.	Asked.		Bid.	Asked.
U S ser.	104	104½	4s coup.	105	105½
U S 2s	104½	105	4s reg.	132	132½
3s reg.	104	104¼	4s c new	133½	133½
3s coup.	104	104¾	D C 3.65s	118½	—
3s sm.	103½	—	U S P 4s	108	—
4s reg.	104	104½			

RAILROAD AND OTHER BONDS.

Adams Exp 4s	10000...103⅝	Gn Bay & W db B	6000....24	Mo Kan & Tex 2d	15000x20..85
Alabama Cent 6s	1000...118	Alabama Cent 6s	10000....23⅞	10000....86	
Amer Thread 4s	1000 c..89½	Amer Thread 4s	10000....23¾	15000x20..85	
Ar Tobacco 6s	5000..115	Ar Tobacco 6s	1000....23⅝	10000....86¼	
Ar Tobacco 4s	9000....23	Ch Term 4s	25000....23	Mo Pacific 5s 1917	
Ch Term 4s	1000....23	Ch Term 4s	1000....23	4000..107	
Imp Japanese 6s	sterling loan	Imp Japanese 6s	12000..101	1000..107⅞	
Imp Japanese 6s	2000..101⅞	Imp Japanese 6s	2000..100¾	N Y Central 3½s	45000....92
N Y Central 3½s	1000..100⅞	N Y Central 3½s	2000..100⅞	10000..91⅞	
Ch Ter 1st 4s	1000..101	Ch Ter 1st 4s	2000..100⅞	registered	
Ch Ter 1st 4s	2000..100⅞				

Total sales of bonds (par value), $2,669,000.

RAILROAD AND OTHER SHARES.

Sales.		High-est.	Low-est.	Clos-ing.	Net Ch'ge
17600	Amal Cop	80⅜	79⅝	80⅜	+1
500	Am Car & F	34	33½	33¾	+½
200	Am C& F pf	97	97	97	
200	Am H&L pf	40⅞	40⅞	40⅞	+⅜
100	Am Ice Sec	26¾	26¾	26¾	
2000	Am Loco	48⅛	47½	48	+⅝
300	Am Loco pf	112½	112	112½	+½
100	Am Malt pf	23	23	23	−1
12300	Am Smelt	113½	112⅞	113⅜	+⅞
2500	Am Smelt pf	120	119	120	+⅞
100	Am Steel F	91¼	91¼	91¼	
400	Am St F pf	39¼	39	39¼	+½
5000	Am Sugar	135¾	134½	135½	+1⅛
400	Am Tob pf	96½	96½	96½	−½
2700	Am Woolen	33⅝	32⅞	33⅝	+⅞
1700	Anaconda	104	103¼	104	+¾
100	Ann Arbor	34	34	34	+1¾
100	Ann Arb pf	77½	77½	77½	+1½
4300	A T & S F	82⅞	81¾	82¼	+⅜
200	A T&S F pf	103	103	103	+¾
2800	At C Line	161½	159⅞	161¼	+2¼
2400	Balt & Ohio	109¼	108⅞	109¼	+¼
18000	Bklyn R T	66¼	65⅝	65⅞	+¼
400	Bruns'k Co.	16	15¾	16	+¼
4090	Can Pac	151	150⅝	150⅞	+¼
1000	Ches & Ohio	50⅜	50	50⅜	+½
100	Chi & Alton	35¼	35¼	35¼	−¾
300	Chi & Alt pf	78¾	78¼	78¾	+¾
1600	Chi & N W	194	193	194	+3⅜
600	Chi Gt W	19⅛	19	19	
100	C Gt W pf B	31	31	31	
400	C Gt W deb	86½	86	86	+2
7300	C M & St P	175¼	174¼	175¼	+⅞
100	Chi Un Tr.	61½	61½	61½	+½
100	C C C&St L	95⅞	95⅞	95⅞	+⅞
2300	Col Fuel & I	43	42¼	42⅞	+⅞
700	Cons Gas	186	186	186	
300	Corn Prod	10⅛	10	10⅛	+⅛
400	Corn Pro pf	50	48½	49¾	+1¾
600	Del & Hud	183¼	183	183¼	+1¼
100	Den&RG pf	88½	88½	88½	
1100	Det Un Ry	93⅛	92⅝	92¾	−¼
100	Det So pf	8	8	8	
400	Distillers' S	42½	42¼	42½	+¼
200	Dul S S & A	13½	13	13½	+½
100	D S S & A pf	27¾	27¾	27¾	+¾
7300	Erie	41⅛	40⅝	41	+½
1700	Erie 1st pf	70½	70	70½	+½
200	Erie 2d pf	66¼	66¼	66¼	+¾
400	Fed M&S pf	92⅛	92	92⅛	−⅞
200	Gen Elec Co	174	174	174	+1½
200	Great Nor p	283	282½	283	+2
6600	Ill Central	163½	161¼	163¼	+2¼
200	Int Paper	19	18¾	19	+⅞
100	Kan C So	24	24	24	
500	Kan C So pf	54½	54	54	−1
2100	Knick Ice	22¼	22	22¼	+¼
200	L Erie & W	30½	30	30½	+2¼
6100	Lou & Nash	147⅜	145⅞	147¼	+1½
200	Manhattan	164¼	164¼	164¼	
28700	Met St Ry	125⅜	124	125⅜	+1¾
8700	Met Secu	81⅜	80¾	81¼	+¾
1000	Mex Cent	21¼	21	21	+⅛
1500	M St P&SSM	119⅝	118¼	119	+¼
100	M St P SSM pf	159¾	159¾	159¾	+1¾
100	M K & Tex	28¼	28¼	28¼	+½
200	M K & T pf	63	63	63	+1
3600	Mo Pacific	99¾	98⅞	99⅝	+⅜
100	Nat Bis Co.	61½	61½	61½	+1¼
700	Nat Lead	45	44⅞	45	+1
100	Nat RRM 2d	34⅛	34⅛	34⅛	−⅜
100	Nat RRM 2p	173¼	173¼	173¼	−¾
700	N Y Air Br	150½	146	150½	+2⅛
3100	N Y Central	142½	142	142¼	+1
2500	Nor & Wes	80	79½	79½	
400	North Am	99½	99	99¼	+1¼
500	Nor Pacific	186	186	186	
2700	Ont & Wes	51	50½	50¾	−¼
59900	Penn RR	136⅜	136⅛	136½	+⅝
200	Peo Gas	101½	101½	101½	
800	Pitts Coal	17⅛	16½	16½	−1
500	Pitts Coal p	73½	73	73	−½
500	Pressed S C	37½	37	37½	+1
200	Press S C pf	92	92	92	+½
100	Rep Steel	18	18	18	+½
400	Rep Steel pf	74	74	74	
69300	Reading	96⅜	95¼	95⅞	
1500	Reading 1 p	91½	91½	91½	+¼
2700	Rock Island	28⅛	27⅝	28	+¼
500	Rock Isl pf	74	74	74	
100	Rub Goods	32	32	32	
350	Rub Gds pf	101	101	101	
400	Sloss Sheff	74¼	73½	74¼	+¾
300	St L&SF 2 pf	65	65	65	+¾
500	St L S W	23⅛	22¾	23	+⅜
300	St L S W pf	61	60½	61	+1
400	St P & Om	175	175	175	+1½
2700	Sou Pacific	62¾	62	62½	+½
100	Sou Pac pf	121	121	121	+⅝
2600	Sou Ry Co	32	31⅝	31⅞	+⅜
4900	Tenn C & Ir	79½	77¾	79¼	+1¾
200	Tex Pacific	33⅝	33¼	33¼	
100	Tol St L&W	37¾	37¾	37¾	
100	Tol SL&Wp	55¾	55¾	55¾	−1¼
1600	Twin Cy rts	½	½	½	
100	Un Bag & P	107⅝	107⅝	107⅝	
200	Un B & P pf	72	72	72	
21100	Union Pac	123¾	122⅞	123¾	+⅞
200	Un Pac pf	98¼	97¼	98¼	+¼
200	Un Ry Inv	49⅜	49⅜	49¾	+1⅜
700	Un Ry Inv pf	85	84	85	+1
1200	U S C I Pipe	29	28⅜	29	
600	U S C I P pf	92⅜	91¾	92⅜	+⅝
100	US R&R Co	27	27	27	+½
5400	US Leather	13⅞	13½	13⅜	−⅛
520	US Leather pf	110¼	110⅛	110⅛	+⅛
700	U S Rubber	37	36½	36½	−¼
300	U S Rub pf	102½	102¼	102½	+¼
20000	U S Steel	28¾	28⅛	28¾	+⅝
33100	U S Steel pf	96⅛	94⅞	96⅛	+1⅜
100	Va-Car pf	109	109	109	+½
100	Va I C & C	38	38	38	
200	Vulcan Det	12¾	12	12	−⅞
100	Wabash	19	19	19	+¼
200	Wabash pf	39	38½	39	+¼
400	West Un T	94	*93⅞	94	−⅛
500	Wheel & LE	16⅞	16½	16⅞	+⅜
500	W & L E 1 p	39¾	39	39¾	+1
900	W & L E 2 p	23½	23	23	
5400	Wis Central	24¾	24⅛	24½	+½
1100	Wis Cent pf	53	52½	52¾	+⅜

Total sales of stocks, 399,400 shares.

*Ex dividend.

CLOSING PRICES.

	Bid.	Asked.		Bid.	Asked.
Adams Exp	243	251	Knick Ice	22¼	22½
Allis Ch'lm'rs	13⅝	14½	Knick Ice pf	65	75
Allis Ch pf	52	55	L E & W	29	32
Amal Copper	80¼	80⅜	L E & W pf	88	94
Am C & F	33⅝	34	Long Island	50	55
Am C & F pf	95	18¼	Lou & Nash	147⅛	147⅜
Am Cot Oil	30⅝	31	Manhattan	164	166
Am Cot Oil pf	92¼	95	Met St Ry	125¼	125⅜
Am Dis Tel	28	32	Met Sec	81⅛	81¼
Am Express	230	240	Mex Cent	20⅞	21
Am Hide & L	6⅛	6⅜	Minn & St L	54	60
Am H & L pf	40½	40⅜	M & St L pf	85	95
Am Ice Secs	26	27	M S P & S S M	119⅛	119½
Am Lin Oil	17½	19	MSP&SSM pf	158½	160½
Am Lin Oil pf	40	45	M K & T	28⅛	28¼
Am Loco	48	48⅛	M K & T pf	62⅜	63
Am Loco pf	112⅛	112½	Mo Pacific	99½	99¾
Am Malt	5½	6	Nash & St L	144	150
Am Malt pf	23	24	Nat Bis Co	61	62
Am Smelt'g	113⅜	113½	Nat Bis Co pf	115	117
Am Smelt pf	119¾	120	Nat'l En & St	20¼	21½
Am Snuff	167	175	Nat Lead	44⅞	45
Am Snuff pf	101½	106	Nat Lead pf	104	108
Am Steel Fd	9⅛	9¼	Nat RR Mex p	34½	35
Am St Fd pf	39¼	39½	N R R 2d pf	17¾	—
Am Sugar	135½	135¾	N J Central	198	201
Am Sug pf	135	136	N Y A B	140½	153
Am T & C	90	93	N Y Central	142¼	142½
Am T & T	140¼	142	N Y C & St L	46	47
Am Tob pf	96¼	96½	NYC&SL 1 pf	110	115
Am Wool	33⅜	33⅝	NYC&SL 2 pf	79	81
Am Wool pf	103½	103⅝	N Y Dock	24	28
Ann Arbor	33½	35	N Y Dock pf	66½	67½
Ann Arbor pf	75	79	N Y N H & H	197	199
Anaconda	103¾	104	Nor & West	79½	79¾
At T & S F	82⅛	82¼	Nor & West pf	92	94
At T & S F pf	103	103½	North Am	99	99½
Atl Coast L	161	161½	Nor Pacific	185¼	186
Balt & Ohio	109⅛	109¼	Ont & West	50⅝	50⅞
Balt & Oh pf	96¼	97½	Pacific Coast	85	92
B'klyn RT	65⅞	66	Pac Coast 1 p	100	105
B'klyn U Gas	180	195	Pac Coast 2 p	85	93
Brunswick	15⅝	16½	Pacific Mail	38½	39
Buff R & P	146	158	Penna R R	136⅜	136½
Buff R & P pf	150	175	Peo G L & C	101½	101¾
Buff & Sus pf	89	91	Peo & East	33	37
Butterick	58	59	Phila Rap T	110	116
Can South'n	69	70	P C C & St L	74	76
Can Pac	150⅞	151	PCC & StL pf	100	107
Ches & Ohio	50⅜	50½	Pittsburg C'l	16½	18
Chi & Alton	34½	37	Pittsb'g C'l p	72	74
Chi & Alt'n pf	78	79	P'd Steel Car	37¼	37½
C C C & St L	95⅛	95⅝	P'd St Car pf	92	92¼
C C C & St L p	118	120	Pullman P Car	236	239
Chi Gt West	18⅞	19⅛	Ry St Spg	31½	32½
Chi Gt W (A)	63	65	Ry St Sp'g pf	96¼	96⅞
Chi Gt W (B)	31	32	Reading	95¾	95⅞
Chi Gt W deb	86	87	Read 1st pf	91¼	91½
Chi & N W	194	194¼	Read 2d pf	88½	89
Chi M & St P	175¼	175½	Rep'b'c Steel	17¾	18
C M & St P pf	184	187	Rep Steel pf	73¾	74
Chi Terminal	17½	18	Rock Island	28	28¼
Chi Term'l pf	40½	42	Rock Isl'd pf	74	74½
Chi Un Trac	61⅛	61½	Rubber Gds	31⅞	32
Chi Un Tr pf	82	86	Rub Gds pf	100	101½
Cle Lo & W	72	90	Sloss-Shef	74½	75
Cle Lo & W pf	105	112	Sloss-Shef pf	100	*108
Col Fuel & I	42¼	42⅞	St J G & I	12	15
Col H C & I	13	13½	St J G & I 1 pf	46	54
Col Southern	27	27½	St J G & I 2 pf	20	24
Col So 1st pf	57	58½	St L & S F 1 pf	74	76
Col So 2d pf	36	37	St L & S F 2 pf	64¾	65½
Con Gas	186	187	St L S W	22¼	23
Corn Prod	9¾	10½	St L S W pf	60¾	61¼
Corn Prod pf	46½	49	St P & Om	175	180
Del & Hud	183	183½	So Pacific	62⅜	62¾
Del L & W	370	384	So Pacific pf	120½	121
Den R & G	28¼	29	Southern Ry	31⅞	32
Den & R G pf	88½	89	So Ry pf	96½	97¼
Det U Ry	92½	93¾	Tenn C & I	79¾	79½
Det South et	8	12	Tex P L T	41½	44
Det So pf et	41	43	Texas Pac	33⅛	33¼
Dis Secur	42⅝	43	Third Av RR	128	130
D S S & A	13¼	14	Toledo Ry	34	34¾
D S S & A pf	27¼	28	T St L & W	37¾	38
Elec Storage	—	50	T St L & W pf	55¾	56
Erie	40⅞	41⅛	Twin City	110½	111¼
Erie 1st pf	70½	70⅞	Un Pacific	123¾	123⅞
Erie 2d pf	66	66½	Un Pac pf	97¾	98¼
Ev & T H	62	70	U S C I Pipe	28⅝	28¾
Ev & T H pf	85	90	U S C I pf	91⅝	92½
Fed Min & S	100	111	U S Express	122	125
Fed M & S pf	92¼	92½	US R'lty & Im	85	89
Ft W & D C	69	71	U S Lther cts	13½	13⅝
Gen Elec Co	173½	174½	U S L pf cts	110¼	110½
Gt North pf	281	284	U S Rubber	36	37
Hock Val	91	95	U S Rub pf	101½	102
Hock Val pf	94¼	95	U S Steel	28⅝	28¾
Illinois Cent	163¼	163¾	U S Steel pf	96	96½
Int Paper	18½	19	Va Car	34¼	35
Int Paper pf	77¼	78½	Va Car pf	108¾	109
Int Power	55	58	Wabash	18¾	19
Int Pump	27	30	Wabash pf	38	39
Int Pump pf	80	83	Wells-F Exp	235	245
Iowa Central	25	26	West Un Tel	94	*94¼
Iowa Cent pf	48	51	West'gh'se	167	167¾
Kan & Mich	50	53	Wheel & L E	16½	17
Kan City S	24	25	W & L E 1 pf	39	40
Kan City So p	53½	54	W & L E 2 pf	22¾	23
K C S E & M p	81½	83	Wis Central	24¾	24¾
Keo & Des M	19	18	Wis Cent pf	52¾	53

*Ex dividend.

THE OUTSIDE MARKET.

Although the volume of business transacted in the outside market to-day showed a slight improvement, its tone reflected only a small degree the sustained strength and higher prices that prevailed on the Stock Exchange. The opening was firm, and during the morning hours a number of advances were scored, but after middle day the market appeared to lose further its own weight, and although stocks betrayed no evidences of being pressed for sale they certainly did not receive much support and closed in most instances at trifling net declines. The greatest activity took place in the mining issues, among which the Cobalts continued to play the most prominent part. Price movements in this group followed the general course of the market, as described, exhibiting strength in the early dealings and weakening in the afternoon. Northern Securities, which has not been dealt in for a week past, has evidently quite disappeared as a factor in the trading. If the Central Leather issues are listed on the Exchange, as it is said they soon will be, curb brokers will lose another of their most remunerative sources of income.

The transactions in the market to-day are as follows:

Sales.		Open-ing.	High-est.	Low-est.	Clos-ing.
1100	Am Can	11¼	11⅜	11⅛	11⅜
500	Am Can pf	68¾	69	68¾	69
100	Am Nickel	1	1	1	1
113	Am Light & Trac	92¼	95	92¼	94
500	Arizona Con M	29¾	29¾	29¾	29¾
100	Am Ice Sec w i	26¾	26¾	26¾	26¾
100	Am Asbestos	7	7	7	7
100	Beth Steel	29½	29½	29½	29½
900	British Col Cop	10⅛	10⅛	10⅛	10⅛
525	Central Leather w i	29½	29½	29½	29½
650	Cen Leather pf w i	101⅛	101⅛	101⅛	101⅛
1150	Chicago Subway	70	70⅛	69½	70
100	Con Beef	5¾	5¾	5¾	5¾
100	Electric Boat pf	20	20	20	20
9000	Greene Con Gold	4¼	4½	3⅞	4⅛
5050	Greene Con Cop	21¾	22¼	21¾	22⅛
700	Guanajuato M	4¾	4⅞	4¾	4¾
1350	Granby Cop	5⅞	5⅞	5¾	5¾
100	Havana Tobacco	25	25	25	25
270	Inter Rapid Transit	20¼	20⅛	20¼	20½
100	Inter Mer Mar pf	26¾	26¾	26⅝	26⅝
800	Mackay Cos	40	40¾	40	40¼
200	Mackay Cos pf	72⅞	73	72⅞	73
1400	Mitchell Mining	7⅛	7⅛	6	6
16	Nor Sec stubs	225	23½	225	23½
100	Old Tiew M	2	2	2	2
400	Seaboard A L 1st pf	83½	83½	83½	83½
100	Union Ferry	27	27	27	27
1200	United Cop	24¾	24¾	23⅞	24⅝
150	United Cop pf	67	68	67	68
200	White Knob Cop	1 3-16	1 3-16	1	1
500	White Knob Cop pf	3	3	2⅞	2⅞
	BONDS.				
$30000	Am Writing P 5s	88½	88½	88½	88½
21000	Cen Leather 5s w i	98⅞	99	98⅞	98⅞
10000	Mo Pac 4s	95	95½	95	95½

LATEST QUOTATIONS OF INACTIVE OUTSIDE STOCKS.

	Bid.	Asked.
American Can, common	11¼	11½
*American Can, preferred	68¼	69¼
American Chicle, common	126	129
American Chicle, preferred	96	98
American Tobacco	270	285
American Writing Paper, com	4⅜	5
American Writing Paper, pfd	27½	28
Arizona Con Mining	29½	29¾
Bethlehem Steel	29	30
Bethlehem Steel, pfd	75¼	78
Borden's Condensed Milk	149	152
Borden's Condensed Milk, pfd	112	113
British Columbia Copper	6⅜	6⅞
Central Foundry, common	3	3½
Central Foundry, preferred	17½	19
Central Leather, w i	45½	46
Central Leather, pfd, w i	101	101½
Chicago Subway	69½	70
Compressed Air	¼	⅜
Consolidated Refrigerator Co	5¾	5¾
Dominion Securities	—	10
Electric Boat, common	30	35
Electric Boat, preferred	75	80
Electric Vehicle, common	15½	17
Electric Vehicle, preferred	80	81
Empire Steel, common	5	7
Empire Steel, preferred	38	45
Gold Hill Copper	⅜	½
Granby Copper	5⅝	5⅞
Greene Consolidated Copper	22	22½
Greene Consolidated Gold	4	4½
Greene Gold-Silver	7½	9
Guanajuato Mining	4⅜	4⅞
Hackensack Meadows Company	20	22
Hall Signal	90	91
Havana Tobacco, common	24¼	25½
Havana Tobacco, preferred	33	39
International Mercantile Marine	10	10¼
International Mercantile Mar, pf	26	26⅝
Interborough Rapid Transit	201¼	202
International Salt	23	26
Mackay Companies	40¼	40½
Mackay Companies, pfd	72¾	73½
Manhattan Transit	2⅛	2⅜
Mitchell Mining	5⅝	6⅛
Montreal and Boston Consols	⅝	⅞
New Orleans Railway, w i	38	38½
New Orleans Railway, pfd, w i	80¼	81
New York Transportation	7¾	8½
Northern Securities	163¾	164¾
Northern Securities "stubs"	225	250
Otis Elevator Company, com	49	52
Otis Elevator Company, pfd	105	108
Pope Manufacturing	6	7
Pope Manufacturing, 1st pfd	75	78
Pope Manufacturing, 2d pfd	21	22
Royal Baking Powder, com	142	145
Royal Baking Powder, pfd	109	110½
Safety Car Light and Heat Co	257	270
Seaboard Air Line, new, w i	25	25½
Seaboard Air Line, 1st pfd, w i	83	85
Seaboard Air Line, 2d pfd, w i	51	53
Standard Oil Company of N J	615	618
Standard Milling	7¼	8½
Standard Milling, pfd	30	33
Tennessee Copper	25	27
Tonopah Mining of Nevada	13⅜	14
Union Copper	½	⅝
United Copper	2⅜	2⅝
United Copper, pfd	67	72
Union Typewriter	84	86
Union Typewriter, 1st pfd	115	118
Union Typewriter, 2d pfd	115	118
Worthington Pump, pfd	118	122
White Knob Copper, w i	1	1½
BONDS.		
American Ice deb 6s, w i	75	77
American Writing Paper 5s	87½	88½
Central Foundry 6s	75	78
Central Leather, 5s, w i	98¾	98⅞
International Mer Marine 4½s	77½	79
International Salt 5s	62	70
New Orleans Railway 4½s, w i	90½	91
Seaboard Air Line 5s	100½	101
Standard Milling 5s	77	79

*Ex dividend.

BOSTON CLOSING QUOTATIONS.

RAILROAD STOCKS.	Bid.	Asked.
Bost & Alb	355	—
Bost El	156	157
Bost & Me	176	178
Bost & Wor	28¼	29¼
Bost & W pf	75¾	77¾
C J R & S Y