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RAILROAD EARNINGS.

Buffalo, Rochester and Pittsburg:

	1905.	1904.		Changes.
4th week June	$242,064	$206,649	Inc.	$35,415
Month	731,809	688,830	Inc.	42,979
Fiscal year	8,156,850	7,529,957	Inc.	626,893

Canadian Pacific:

4th week June	$1,390,000	$1,377,000	Inc.	$13,000
Month	4,376,000	4,365,000	Inc.	11,000
Fiscal year	50,427,854	46,417,267	Inc.	4,010,587

Colorado and Southern:

4th week June	$145,078	$100,306	Inc.	$45,672
Month	572,583	450,697	Inc.	121,886
Fiscal year	6,174,597	5,702,687	Inc.	471,910

Denver and Rio Grande:

4th week June	$482,800	$431,000	Inc.	$51,800
Month	1,517,900	1,363,500	Inc.	154,400
Fiscal year	16,710,600	16,136,100	Inc.	574,500

Minneapolis and St. Louis:

4th week June	$95,438	$79,912	Inc.	$15,526
Month	299,245	240,593	Inc.	58,652
Fiscal year	3,064,756	2,850,565	Inc.	214,191

Missouri, Kansas and Texas:

4th week June	$426,944	$525,807	Dec.	$98,862
Month	1,398,180	1,410,797	Dec.	12,616
Fiscal year	20,041,094	17,766,595	Inc.	2,274,499

Nashville, Chattanooga and St. Louis:

Month June	$837,372	$862,895	Dec.	$25,523
Fiscal year	10,076,849	10,065,266	Inc.	11,583

Iowa Central:

4th week June	$68,438	$59,069	Inc.	$9,369
Month	227,018	199,026	Inc.	27,992
Fiscal year	2,588,392	2,377,105	Inc.	211,287

Southern Railway:

4th week June	1,170,248	1,060,754	Inc.	109,486
Month	3,710,935	3,487,551	Inc.	223,384
From July 1	48,026,969	45,147,481	Inc.	2,879,488

PENNSYLVANIA.

The Pennsylvania Railroad Company reports for May and for the five months ended May 31 as follows:

Pennsylvania: lines directly operated:

	Month of May, 1905.		5 mos. ended May 31, 1905.	
Gross earnings	Inc.	$1,413,200	Inc.	$3,998,900
Expenses	Inc.	1,022,500	Inc.	2,698,200
Net earnings	Inc.	$390,700	Inc.	$1,300,600

Philadelphia, Baltimore and Washington:

Gross earnings	Inc.	$110,900	Inc.	$437,800
Expenses	Inc.	70,300	Inc.	321,500
Net earnings	Inc.	$40,500	Inc.	$116,300

Northern Central:

Gross earnings	Inc.	$54,700	Inc.	$76,900
Expenses	Inc.	105,100	Inc.	269,200
Net earnings	Dec.	$50,400	Dec.	$192,300

West Jersey and Seashore:

Gross earnings	Inc.	$8,000	Inc.	$45,900
Expenses	Dec.	2,700	Dec.	19,800
Net earnings	Inc.	$10,700	Inc.	$65,200

Lines west of Pittsburg and Erie, directly operated:

Gross earnings	Inc.	$892,500	Inc.	$2,505,700
Expenses	Inc.	683,000	Inc.	1,904,500
Net earnings	Inc.	$209,500	Inc.	$601,200

BIG FOUR.

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

	1905.	1904.		Changes.
Gross earnings	$1,758,775	$1,775,884	Dec.	$17,109
Oper expenses	1,231,442	1,200,829	Inc.	30,613
Net earnings	$527,333	$575,055	Dec.	$47,722
Other income	9,869	9,733	Inc.	136
Total income	$537,202	$584,788	Dec.	$47,586
Charges	336,407	325,271	Inc.	11,136
Surplus	$200,795	$259,517	Dec.	$58,722

DENVER AND RIO GRANDE.

The Denver and Rio Grande Railroad Company, including Rio Grande Western, reports for May:

	1905.	1904.		Changes.
Gross earnings	$1,447,360	$1,318,682	Inc.	$128,678
Oper. expenses	909,203	798,799	Inc.	110,404
Net earnings	$538,157	$519,883	Inc.	$18,274
Other income	1,477	4,727	Dec.	3,250
Total income	$539,634	$524,610	Inc.	$15,024
Charges, taxes &c.	344,894	344,451	Dec.	57
Balance	$195,240	$180,159	Inc.	$15,081

NATIONAL RAILROAD OF MEXICO.

The National Railroad Company of Mexico reports for May (Mexican currency):

	1905.	1904.		Changes.
Gross earnings	$1,073,496	$997,369	Inc.	$76,127
Oper. expenses	699,694	644,851	Inc.	55,343
Net earnings	$373,802	$353,018	Inc.	$20,784

MEXICAN INTERNATIONAL.

The Mexican International Railroad Company reports for May (Mexican currency):

	1905.	1904.		Changes.
Gross earnings	$555,886	$557,864	Dec.	$4,978
Oper. expenses	337,863	340,143	Dec.	2,280
Net earnings	$214,523	$217,221	Dec.	$2,698

INTEROCEANIC RAILWAY.

The Interoceanic Railway of Mexico reports for May (Mexican currency):

	1905.	1904.		Changes.
Gross earnings	$527,143	$593,942	Dec.	$66,799
Oper. expenses	418,887	454,562	Dec.	35,675
Net earnings	$108,256	$139,380	Dec.	$31,124

MINNE., ST. PAUL AND SAULT STE. MARIE.

The Minneapolis, St. Paul and Sault Ste. Marie Railway Company reports for the month of May:

	1905.	1904.		Changes.
Gross earnings	$672,966	$489,228	Inc.	$183,738
Oper. expenses	426,477	316,786	Inc.	109,691
Net earnings	$246,488	$172,442	Inc.	$74,046

CHICAGO GREAT WESTERN.

The Chicago Great Western Railway Company reports for May:

	1905.	1904.		Changes.
Gross earnings	$609,812	$586,530	Inc.	$23,282
Exp. and renewals	443,330	421,219	Inc.	22,111
Net earnings	$166,482	$165,311	Inc.	$1,171

PEORIA AND EASTERN.

The Peoria and Eastern Railway Company reports for May:

	1905.	1904.		Changes.
Gross earnings	$202,864	$250,120	Dec.	$47,816
Oper. expenses	173,263	189,604	Dec.	16,341
Net earnings	$29,541	$60,516	Dec.	$30,975

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	$10,742,096
Last week	11,437,923
Last year	10,746,263

From Jan. 1 to date they compare as follows with last year:

This year	$277,285,690
Last year	244,763,340

SUB-TREASURY TRANSACTIONS.

MONDAY.

Paid by Sub-Treasury to banks	$3,316,000
Paid by banks to Sub-Treasury	4,037,000
Loss to banks on day's transactions	$721,000

SINCE FRIDAY LAST.

Paid by Sub-Treasury to banks	$11,035,000
Paid by banks to Sub-Treasury	11,697,000
Loss to banks	$662,000
Loss to banks same period previous week	278,000

FINANCIAL AND COMMERCIAL.

WEDNESDAY, July 5.

The stock market broadens perceptibly. It became broad enough to-day to permit of heavy realizing on the part of speculators who had been engaging freely in operations for the advance. Transactions reached the mark of a million shares for the first time since this improvement in prices began nearly three weeks ago. It is true that general business does not expand as rapidly as brokers could wish it to do, and equally true that the market is being made largely within Wall Street, the outside support coming principally from the habitual trading element reached by the large wire houses, but progress is, nevertheless, being made in the direction of a broader and more genuine speculation. In the opinion of its conservative critics, the market has been going ahead as fast as is good for it. It is much better to have reactions from time to time, with prices going a little higher on each successive advance, than for prices to be put steadily up by sheer force of manipulation, without enough general buying power to support them. A market that has frequent reactions is a much safer one to trade in than a market that is handled on the theory that sooner of later the spectacle of rising quotations will become irresistible alike to brokers and their clients.

There is never any telling at what point or under what inspiration the outside public, so-called, will come in and buy stocks. It held aloof from the market last year until in September, when it began to come in timidly; in November it was coming with a rush, and by the middle of December the commission houses were loaded up with stocks as they had not been before for two years.

If this is the kind of market that some very shrewd Wall Street people think it is, and if the initiative of those who are responsible for the improvement so far made is going to be continued in the direction of higher prices, then such reactions as occurred this afternoon will do it good rather than harm. Disregarding London's attitude of continued indifference toward the speculative inducements offered in American securities, our market opened this morning with an exhibition of aggressive strength, and prices advanced very sharply during the forenoon. Reading, Union Pacific, Pennsylvania, St. Paul, Steel preferred and some other stocks equally prominent advanced to the highest prices so far reached on this movement. On this swell in prices, with transactions broader than on any previous day of the upward movement, some large speculative lines were thrown upon the market, and there was evidence at the same time of active manipulation of a diverting nature, presumably intended to expedite the work of realizing profits, but tactics of this sort become the accessories of a bull market. Extended operations for the advance could not succeed without them. It was the first time in all this movement that the market had been broad enough to take stocks in any volume. There was a market to-day, in other words, on which those who had been buying stocks steadily for several weeks could sell a part of their accumulations profitably.

Along with the realizing referred to there was a good deal of short selling. The engagement of $1,000,000 gold for export furnished the bear crowd with a pretext for attacking the market. Owing to the special nature of this gold transaction, however, it does not signify a resumption of last week's outward movement of precious metal. The house engaging the gold found this to be the cheapest and most convenient form of making a remittance. The terms of international exchange do not at present favor further withdrawals of gold from Wall Street.

Reading to-day again was one of the most important features of the market, advancing to 106, a new high record price. As a 4 per cent. stock Reading common is now selling 5 points higher than Missouri Pacific, paying 5 per cent., which is proof of how the relative merits of the two stocks are judged. Investors not only are willing to buy into Reading's future, but seem unwilling, with that future in view, to part with what they already have, even at prices that are for the present unwarranted by the stock's dividend yield. Persons who have made inquiries on the subject have been surprised to find how little Reading common is distributed around Wall Street after all this speculation. The stock does not appear prominently in the run of Stock Exchange loans.

The bull crowd operating in T. C. I. carried that stock up nearly 5 points to-day. It fell back with the general market in the afternoon and closed at an advance of but 1½ per cent. The stock has had a maximum advance of about 10 per cent. in two weeks. The company is not in the so-called international steel rail pool and expects to be able to derive some advantage as a large independent producer from its non-participation in that agreement. T. C. I. is another example of a stock for which an investment value has recently been created. Whereas formerly it had merely a speculative value it now yields 4 per cent. a year in dividends to the holder. It has sold much higher than this as a non-dividend paying stock.

The steel and iron stocks as a group are in line, shrewd commentators believe, for greater market activity. The United States Steel shares have been well bought on this recovery, and there has been no evidence yet of any distribution to speak of. Steel preferred sold to-day at 101⅝, the highest point of this movement. Some of the same men who were factors in the bull campaign which culminated in Steel preferred at 104⅛ and in the common stock around 37 are under the stocks again and predict confidently that they will go higher than before.

New York Stock Exchange Sales July 5.

CLOSING PRICES OF UNITED STATES BONDS.

	Bid	Asked.		Bid.	Asked.
U S 2s	103½	104½	4s coup	104	104½
U S 3s	103½	104½	4s reg	132	132½
3s reg	103½	103¾	4s new	132½	133½
3s coup	104½	104¾	4s C 2d	118¾	—
3s sm	103	—	U S P 4s	108½	—
4s reg	104	104½			

RAILROAD AND OTHER BONDS.

Amer Hide & L 6s		Cuba Sc ct full pd		NY Gas Elec Lgt			
2000	97¼	5000	105⅝	H & P 5s			
1000	97½	Den & R G imp 5s		1948	110		
Am Tobacco 6s		1000	107½	N Y Gas Elec Lgt			
26000	115	Des M & Ft D ex 4s		H & P 4s			
Am Tobacco 4s		10000	96	16000	93		
10000	75⅛	Detroit Southern		2000	93¼		
10000	75¼	Ohio So div 4s		Norf & W Pocah 4s			
2000	75⅜	3000	93½	5000	95¾		
4000	75½	16000	93⅞	North Pacific 4s			
30000	75⅜	Distillers Securi-		4000	105½		
Ann Arbor 1st 4s		ties Corp 5s		10000	105¾		
1000	99½	20000	80	1000	105½		
Atch Top & SFe 4s		Erie 4th ext		5000	105¾		
1000	107⅞	2000	114½	500	105¼		
22000	104	Erie cv 4s ser A		1000	105¾		
1000	107⅞	20000	108¾	North Pacific 5s			
1000	104	1000	108⅞	5000	77⅛		
500	104¼	Erie prior lien 4s		3000	77¼		
10000	108⅞	30000	101½	Or S L fdg 4s			
Atch Top & S Fe		1000	101⅜	32000	96¼		
cv 4s 1st rd		9000	101½	Penna cv 3½s			
5000	101¾	Erie gen lien 4s		24000	104¼		
35000	102	10000	93½	1000	104		
10000	102½	2000	93⅝	15000	104¼		
25000	103	20000	93½	2000	104⅛		
Atlantic Line 4s		Ft Worth & D 1st		72000	104¼		
15000	102⅜	10000	112	Pacific 4s subject			
20000	102½	6000	112½	10000	101⅛		
9000	102⅜	Georgia Pac 1st		Penna 3½s ser B			
Balt & Ohio cv 4s		3000	121⅞	2000	94		
1000	103¼	Green Bay & West		Peoria & East in			
Balt & Oh gold 4s		deb ser B		5000	74		
7000	105¾	5000	24⅛	Reading gen 4s			
Balt & Oh P L E		15000	24¼	2000	101½		
& W Va 4s		30000	24	2000	101¾		
5000	100	17000	24⅛	St L & Iron Mt 4s			

	5000	24		16000	116¼		
10000	23⅞			St L & Iron Mt 4s			
Hav El Ry cn 4s				5000	94		
10000	93			36000	94½		
Hocking Val 4½s				5000	94¾		
5000	109¾			5000	95		
Impl Japanese 6s				St L & Iron Mt			
sterling loan				Riv & Gulf 4s			
13000	103¾			1000	96⅛		
3000	100⅝			St L & San Fr 4s			
2300	100⅞			5000	88¾		
1000	100¾			St Louis S W 1st			
Impl Jap cst'lg				9000	98½		
loan 2d series				St Louis S W 2d			
7000	99			3000	84¼		
16000	98⅞			St Louis S W cn 4s			
500	99¼			2000	81¾		
2000	99			4000	82		
13000	98⅞			6000	81⅞		
15000	99			St Paul M & M 4½s			
Imperial Jap 4½s				1000	111½		
K L & Coc'l pd				San A & A Pass 4s			
28000	91½			10000	88		
3000	91⅝			Seaboard A L 4s			
5500	91⅝			2000	103½		
15000	91½			Seaboard A L 4s			
12500	91⅜			20000	89½		
25000	91½			10000	89⅝		
7000	91⅜			South Pacific 4s			
500	91⅝			4000	93½		
25000	91½			2000	93¾		
1500	91½			So Pac ref 4s ctfs			
44000	91½			66000	95⅞		
16000	91⅜			64000	95¾		
16000	91½			South Ry St L 4s			
12500	91½			2000	97½		
15000	91½			9000	97⅝		
1500	91½			Tennessee set 3s			
27000	91½			4000	95		
10000	91⅝			Term R R Assn			
17000	91½			of St L 4s			
250	91½			3000	99½		
4000	91⅝			Third Avenue 4s			
4500	91½			5000	95½		
6000	91½			1000	95¾		
7000	91⅜			Tol St L & West 4s			
15000	91½			11000	85		
120000	91⅜			Und'grd El Rys			
800	91½			of Lon Lim 5s			
43000	91⅜			5000	98½		
13000	91½			Union Pacific 4s			
25000	91⅜			14000	105½		
Iowa Central 1st				2000	105¾		
5000	113			10000	105⅞		
Kan C Ft S & M 4s				Union Pacific cv			
10000	89¾			2000	129¼		
15000	89⅞			6000	130		
Kansas City Sou 3s				33000	130⅛		
20000	72			Un RR San Fr dg			
2000	71⅞			6000	90		
40000	72			U S 3s reg			
50000	71⅞			2500	103½		
25000	72			U S of Mexico 5s			
12000	71⅞			1000	99½		
Kings County 4s				U S of Mex 4s			
stamped				102000	93⅝		
10000	94¾			U S Rel & Ref 6s			
9000	94½			7000	101		
L Sh & M So 4s				21000	100¾		
62000	101¼			U S Steel s f 5s			
Lou & Nash 4s				14000	94⅞		
2000	103			30000	94¾		
2000	103¼			13000	94⅞		
1000	103⅝			10000	94¾		
Lou & N col tr 4s				2000	94⅞		
4000	99⅛			1000	94¾		
3000	99			5000	94⅞		
6000	99¼			15000	94¾		
Met St Ry ref 4s				2000	94⅞		
5000	90¾			17000	94¾		
Mex Cent con 4s				4000	94⅞		
10000	77⅞			21000	94¾		
5000	77			Va Iron C & C 5s			
Mex Cent 1st in				4000	90		
2000	22¼			Wabash 2d			
10000	22			1000	109½		
Mo K & T of T 5s				2000	109¼		
8000	107½			Wab P Ter 2d 4s			
Mo Kan & Tex 2d				10000	101¼		
2000	86½			5000	40		
Mo Pacific 3d 7s				Wabash deb B			
1000	104¾			20000	72½		
Nassau Elec 4s				Wn Maryland 4s			
5000	87¼			5000	89⅛		
Nat R R Mex 4s				2000	89		
5000	82			West Shore 4s			
25000	81⅝			2000	108		
5000	82			9000	107⅞		
N Y Central 3½s				2000	107½		
2000	99			West Union 4½s			
NY Cent & H R 3½s				10000	105½		
registered				Wheel & L Erie 4s			
5000	90⅞			20000	94		
NY Cent M C 3½s				Wisconsin Cen 4s			
registered				13000	94		
20000	90						

Total sales of bonds (par value), $3,490,750.

RAILROAD AND OTHER SHARES.

Sales.		High-est.	Low-est.	Clo-sing.	Net Ch'ge.
49100	Amal Cop	83¾	82	82	— 3¼
1200	Am Car & F	36	35¼	35¼	— 1¼
200	Am C & F pf	98⅞	98	98⅞	+ 7⅞
1400	Am Cot Oil	33⅛	32⅛	33	+1
100	Am Gr Tw	6	6	6	— 1¼
100	Am Hide & L	6⅞	6⅞	6⅞	+ 5⅞
200	Am H & L pf	38	38	38	+ 1¼
1200	Am Lin Oil	18	18	18	
1400	Am L Oil pf	40½	40	40	
4500	Am Loco	49½	48½	48¾	— 1¼
100	Am Loco pf	112⅜	112⅜	112⅜	— 1⅛
300	Am Malt pf	24½	24⅜	24½	+ 1¼
14500	Am Smelt	119	*117½	117⅝	— 1⅜
400	Am Smelt pf	119½	119⅛	119¼	— 1¼
100	Am Sugar	138	138	138	+2
2200	Am Tob pf	97⅞	97½	97⅝	+ 5⅞
5300	Am Woolen	39	37	37¾	+1
300	Am Wool pf	104¾	104¼	104¾	+ 1¼
3300	Anaconda	108¾	107½	107½	
17800	A T & S F	85⅞	84½	84⅞	— 1⅛
100	A T & S F pf	102½	102½	102½	
100	At C Line	164	164	164	— 12
16000	Balt & Ohio	114⅝	113¼	113½	—1⅛
40000	Balty R T	73⅜	71⅛	71½	—1
20200	Can Pac	156⅞	151¾	152	— 1¼
9500	Ches & Ohio	54¾	53¼	53½	— 1¼
400	Chi & Alton	37	36	37	+2
500	Chi & Alt pf	79⅜	79	79⅛	+ 1¼
900	Chi & N W	212	210	212	+2
10700	Chi Gt W	21	20¼	20⅜	
100	C Gt W pf B	32⅜	32⅜	32⅜	+ 5⅞
28100	C M & St P	180⅜	178¼	178½	
100	C M & St P pf	187½	187½	187½	+1½
1300	Chi Term	19¼	18½	18½	+ 1½
3800	Chi Ter pf	42½	40½	40¾	+ 3¼
300	C C C & St L	98	97½	98	+1
19400	Col Fuel & I	47½	45¾	45¾	— 3⅞
100	Col, H C & I	14	14	14	— 1⅛
900	Col South	27⅞	27½	27½	— 1½
300	Col So 1st p	58⅝	58½	58⅝	+ 1⅛
300	Col So 2d pf	37¾	37¾	37¾	— 1¼
900	Con Gas	191¼	191	191	— 1½
300	Corn Prod	11⅛	10⅞	10⅞	— 1⅛
200	Corn Pro pf	50	49⅞	50	
200	Del & Hud	190⅞	190½	190⅞	+ 3⅞
1800	Del & H rts	1	⅞	1	+ ⅛
200	Del, L & W	380	*380	380	+21½
200	Den & R Gr	31¾	31⅝	31⅝	+ 1⅛
200	Den & RG pf	87⅛	87⅛	87⅛	+ 1⅛
100	Des M & FD	23½	23½	23½	+1½
200	Det Un Ry	93½	*93¾	93½	— 1¼
1200	Distillers' S	44⅛	44	44	+ 1⅛
1100	Dul S S & A	15⅝	15	15⅛	+ 3⅞
600	D S S & A pf	29½	29	29	+ 5⅞
48800	Erie	47¾	46¼	46⅜	—1⅛
5400	Erie 1st pf	83	82	82	— 3¼
9500	Erie 2d pf	74	72¾	72⅞	— 3⅞
1400	Fed M & S pf	96½	95¼	96½	+1½
1500	Gen Elec Co	179⅝	177	179½	+3¼
500	Great Nor pf	282⅞	282	282	—1
100	Hav Elec	15⅝	15⅝	15⅝	+ 5⅞
100	Hav Elec pf	65	65	65	— 1¼
100	Hock Val pf	93	93	93	
4300	Ill Central	168⅜	167	167¼	+ 1½
5300	Int Paper	20¼	19¼	20⅛	+ 5⅞
800	Int Paper p	79⅝	79	79⅝	+5
100	Int Pump	29	29	29	+1⅞
100	Int Pump p	80	80	80	
500	Iowa Cent	28½	27⅝	27⅝	— 3⅞
500	Iowa Cen pf	52½	52	52½	+1
600	Kan C So	27	26¾	27	
600	Kan C So pf	57⅛	56¾	56¾	— 1⅛
1500	Kniek Ice	27⅜	25⅞	26⅞	+ 7⅞
6600	Lou & Nash	150⅛	148	148¼	—1¾
100	Manhattan	166¼	166¼	166¼	+1⅛
10700	Met St Ry	131	128¼	128⅝	—1¼
6600	Met Secu	84½	82¾	83¼	—1⅜
3100	Mex Cent	22⅜	21⅞	22	— 3⅞
100	MSt PSSM pf	160	160	160	—1⅜
600	M K & Tex	29¾	29¼	29½	— 1⅛
3000	M K & T pf	65½	64⅞	65	+ 1⅛
6200	Mo Pacific	100⅞	99⅝	100	— 1½
100	Nash C & St L	150	150	150	
300	Nat Bis Co	62¼	61¾	61¾	— 3⅞
2500	Nat Lead	47⅝	47⅛	47⅛	+1¼
200	Nat P & S	24½	24½	24½	— 1⅛
300	Nat RR M pf	36¾	36½	36¾	+ 3⅞
100	N J Central	204	204	204	+1
10100	N Y Central	149¼	146½	147¼	— 1¼
600	NY C & St L	49	48	48	— 1⅛
200	N Y Dock	28	28	28	+3
100	NY NH & H	199½	199½	199½	— 1⅛
8100	Nor & Wes	86½	85½	85½	— 3⅞
100	Nor & W pf	93¾	93¾	93¾	+ 1¼
900	North Am	10	99½	99⅞	+ 1⅛
1200	Nor Pacific	189¼	188	188	—1
6000	Ont & Wes	53⅞	52	52	—1⅞
1000	Pac Coast	94	92	94	+4
900	Pacific Mail	44¾	44¼	44⅝	+ 5⅞
6200	Penn RR	143⅛	141¾	141⅞	— 5⅞
9800	Peo Gas	106½	105¼	105⅞	+ 3¼
1500	Pitts Coal	15½	15	15	
300	Pitts Coal p	63¼	63	63	
1100	Pressed S C	40⅜	39½	39½	—1
200	Press S C pf	94⅛	94	94	
1400	Ry St Sp'g	34¾	33¾	34	+ 1½
200	Ry St Sp pf	97¾	97	97¾	+ 1½
5800	Rep Steel	20¾	19¾	19⅞	— 1⅛
3500	Rep Steel pf	81½	80⅛	80⅛	+ 1⅛
168100	Reading	106	103⅛	104½	+1⅝
700	Reading 1 p	92½	92	92½	+ 1½
2400	Reading 2 p	92½	91¾	91¾	
13000	Rock Island	32⅛	31⅜	31⅜	— 1¼
1500	Rock Isl pf	77	76	76	— 1½
100	Rub Goods	33½	33½	33½	— 3⅞
2000	Sloss-Sheff	86¼	83½	85	+1½
200	St L S W	24½	24⅜	24½	+ 1⅛
100	St L S W pf	62⅞	62⅞	62⅞	+ 1⅛
23000	Sou Pacific	66	64	64½	—1¼

5400	Sou Pac pf	71½	71¼	71¼	+ 1⅛		
4800	Sou Ry Co	33¼	32⅝	32⅝	— 5⅞		
300	Sou Ry Co p	98	97⅝	98			
26300	Tenn C & I	92	88½	88¾	+1½		
1300	Tex Pacific	34⅝	34⅛	34½			
1400	Third Av R	131	130	130	—1⅞		
400	Tol Rwys	35	34⅝	35	+ 1⅛		
700	Tol St L & W	39⅛	38¾	38¾			
500	Tol SL & Wp	57⅜	57¼	57¼			
700	Twin C RT	114¼	114	114⅛	+ 5⅞		
1200	Twin Cy rts	5⅞	5⅞	5⅞			
300	Un Bag & P	113⅜	111¼	111¼	— 1⅛		
146200	Union Pac	130⅞	128¾	128⅞	— 5⅞		
400	Un Ry Inv	63½	62⅝	63½	+1		
800	Un Ry In pf	87¾	87	87¾	+ 3¼		
2300	U S Cl Pipe	31⅞	31½	31½			
100	U S Cl P pf	93¾	*93¾	93¾	+ 1⅛		
400	U S R & Im	91¾	90½	90½	— 1½		
200	US R & R Co	33½	33¼	33½	+ 1⅛		
600	U S R & R pf	68¾	68¼	68½	+ 1½		
1200	US Lea ctfs	137⅝	133¾	133¾	+ 1⅛		
1000	US L ctfs pf	112¼	111⅞	112¼	+ 3⅞		
1400	U S Rubber	41¾	41¼