BANKERS AND BROKERS.

REDMOND & CO.

INVESTMENTS
LEGAL FOR N. Y. SAVINGS BANKS

CHIC., MIL. & ST. PAUL RY. CO.
CHIC. & PAC., WEST. DIV.
1st Mort. 5's due 1921

CHIC. ST. LOUIS & NEW ORLEANS RR. CO.
Consol. Mort. 3½'s Due 1951

PARTICULARS ON APPLICATION

41 WALL STREET, NEW YORK
507 CHESTNUT STREET, PHILADELPHIA

DIVIDENDS AND INTEREST.

THE BALTIMORE & OHIO RAILROAD CO.
OFFICE OF THE SECRETARY.
Baltimore, July 12, 1905.

The Board of Directors this day declared from the net earnings of the Company for the six months ended June 30, 1905, a dividend of TWO (2) PER CENT. on the Preferred Stock of the Company, to be paid September 1, 1905, to the stockholders of record at the closing of the transfer books on August 15, 1905.

The Board also declared from the surplus earnings of the Company a dividend of TWO AND ONE-HALF (2½) PER CENT. on the Common Stock of the Company, payable on September 1, 1905, to the stockholders of record at the closing of the transfer books on August 15, 1905.

For the purpose of such dividends the transfer books of the Company will be closed at 3 o'clock P. M. on August 15, 1905, and will be reopened at 10 o'clock A. M. on September 1, 1905.

THE BALTIMORE & OHIO RAILROAD CO.
By C. M. McGHEE, Secretary.

UNITED COPPER COMPANY

Common Div. No. 1

The directors of the United Copper Company have declared a regular dividend of ½ of one per cent. and an extra dividend of ½ of one per cent., making 1 per cent. or $1.00 per share on the common stock of the United Copper Company, payable July 31, 1905.

Books close July 20, 1905, at 3 P. M., and reopen August 1, 1905, at 10 A. M.

Arthur P. Heinze
Vice-President.

31 Nassau St., New York,
July 10, 1905.

The Missouri Pacific Railway Co.
53RD DIVIDEND.

No. 195 Broadway, New York, June 8th, 1905.

A semi-annual dividend of Two Dollars and Fifty cents ($2.50) on each share of stock of this Company has been declared, payable at the office of the Treasurer, No. 195 Broadway, New York City, on July 20th, 1905, to stockholders of record at the close of business on June 28th, 1905.

The stock transfer books will be closed at three o'clock P. M. on June 28th, 1905, and reopened at ten o'clock A. M. on July 21st, 1905.

H. CALEF, Treasurer.

THE MILWAUKEE ELECTRIC RAILWAY & LIGHT COMPANY.
Johnston Building, 30 Broad Street,
NEW YORK, July 10, 1905.

TWENTY-THIRD SEMI-ANNUAL DIVIDEND.

The regular quarterly dividend of One and one-half per cent. upon this Company's Preferred Capital Stock will be paid on July 31st, 1905, to all stockholders of record at the close of business on July 20th, 1905, to whom cheques will be mailed. The stock transfer books will not be closed on Thursday, July 20th, 1905, at 3:00 P. M., and remain closed until Tuesday, August 1st, 1905, at 10:00 A. M.

SILAS W. BURT, Secretary.

HOMESTAKE MINING CO.
Mills Building, 15 Broad Street,
New York, July 12, 1905.

DIVIDEND NO. 379.

Dividend No. 379 of Fifty (50) cents per share has been declared, payable at the Transfer Agency in New York on the 25th inst.

Transfer books close on the 20th inst.

LOUNSBERY & CO., Transfer Agents.

ENGINEERS.

H. M. BYLLESBY & CO.
INCORPORATED.
ENGINEERS.
Design, construct and operate Railway, Light, Power and Hydraulic Plants.
Examinations and Reports.
New York Life Building. CHICAGO, ILLINOIS.

FINANCIAL NOTES.

The financial statement of the Virginia-Carolina Chemical Company published yesterday shows that the net earnings for the year amounted to $2,892,109, a decrease of $401,000, as compared with last year. The surplus carried to the profit and loss account amounted to $965,231, compared with $1,376,935 last year. The statement of the Southern Cotton Oil Company, which is given separately, shows a loss of $386,990, whereas last year the loss was only $53,415. It is said in explanation of this year's loss that the inventory has been taken at cost prices as of May 31, and had it been taken at conservative market values, it would have been increased more than $300,000.

The membership of Oliver C. Billings in the Cotton Exchange has been sold for $15,200 to Miller & Co. The last price paid was $14,000, on July 8.

Brown Bros. & Co. have underwritten $5,000,000, new 7 per cent. preferred stock of the American Woolen Company, which makes the total amount outstanding $25,000,000, the limit authorized. The new issue will be used for working capital.

N. W. Harris & Co. are offering to investors $1,200,000 Omaha Electric Light and Power Company first mortgage 5 per cent. bonds, due July 1, 1923, but optional at 105 and interest on or after July 1, 1908. This company owns or controls practically the entire electric light and power business in Omaha, South Omaha and Council Bluffs, the combined population of the cities being at present in excess of 170,000.

NON-MEMBER BANK STATEMENT.

The weekly statement of averages of the banks of this city, Jersey City and Hoboken which are not members of the New York Clearing House Association, but which clear through some of the members, is as follows:

	July 15.	July 8.	Changes.
Loans, disc'nts, & investm'ts	$124,251,600	$123,970,800	Inc. $320,800
Circulation	2,105,300	2,025,100	Inc. 83,200
Net deposits	112,003,100	113,387,600	Dec. 484,500
Deposits with C. H. agents	15,681,200	16,348,200	Dec. 667,000
Deps. with bank and trust cos.	9,771,800	9,411,200	Inc. 360,600
Legal tend'rs & bank notes	7,419,300	7,131,400	Inc. 287,900
Specie	5,530,400	5,340,900	Inc. 189,500
Total	$33,402,700	$33,231,700	Inc. $171,000
Reserve req'd	35,725,775	35,846,900	Dec. 121,125
Surplus	$2,670,925	$2,381,800	Inc. $292,125

DIVIDEND DECLARATIONS.

Company and Term.	Stock.	Amt. Payable.
Investment Co of Phila	——	3 Aug. 15
Boston Shovel Co	——	1½ Aug. 1

Live Stock Market.

MONDAY, July 17.

Receipts of beeves for two days were 3,115 head, including 10 cars for export alive, 122 for slaughterers, and 47 for the market. Steers, on heavy receipts, fell off 10@15c., and closed weak at the decline, with a few cars unsold. Fat bulls were also 10@15c. off; bologna bulls, steady to strong; good cows were easier, but thin cows unchanged. Medium to choice steers sold at $4.80@$5.70 per 100 lbs.; one car (extra), at $5.75; bulls at $2.40@$4.15; cows at $1.75@$3.75. Dressed beef slow and prices weak, with general sales at 7@8¾c. per lb for native sides, with choice beef selling up to 9c. Light Texas beef sold at 5½@6c. Latest Liverpool and London cables quoted live cattle slow at 11@12c. per lb., dressed weight; refrigerator beef selling at 9¼c. per lb. Exports to-day none; none to-morrow.

Receipts of calves for two days were 4,428 head, including 513 for butchers and 3,915 for the market. Opening prices were weak and lower, and the market closed 25 to 50c. off from last Friday. The pens were, however, well cleared. Common to choice veals sold at $3@$7.75 per 100 lbs.; a few tops, early, up to $7.85@$8; "throwouts" at $4@$4.50; buttermilks at $4.37½@$4.75; mixed calves at $5@$6. Dressed calves weak and slow at 8@11½c. per lb. for city dressed veals and 5@10½c. for country dressed calves.

Receipts of sheep and lambs for two days were 19,547 head, including 7 cars for slaughterers and 75½ for the market; making with the state stock, 80½ cars on sale. On heavy receipts prices declined 25c. on sheep and 50 to 75c. on lambs; and more than 20 cars were likely to be carried over. Common to prime sheep sold at $3@$4.75 per 100 lbs.; culls at $2.50; common to choice lambs at $6@$8; one car at $8.25. Dressed mutton weak at 7@10c. per lb.; dressed lambs lower at 9@13½c.

Receipts of hogs for two days were 9,978 head, including about 1,000 head for the market. Prices firm to 10c. higher. Good State and Pennsylvania hogs sold at $6.25@$6.35 per 100 lbs.; choice light peeded these figures.

FINANCIAL AND COMMERCIAL.

MONDAY, July 17.

To-day's session of the stock market was the typical midsummer affair. A list of the fifty most active stocks showed net price changes of 1 per cent. or more in only five, and in none of these five issues did the transactions amount to as much as 10,000 shares. They were Chicago and Northwestern, Ontario and Western, Reading second preferred, St. Louis Southwestern and Tennessee Coal and Iron. In weather like this people avoid aggressive opinions. The habitual Wall Street attendance is greatly attenuated. The speculative inducements offered in the market are not urgent enough to overcome the general lassitude. Brokers' offices are deserted.

On a strong Monday morning opening speculators are wont to fill up all the outside bids that have accummulated over the recess. For a high and enthusiastic opening on Monday to be followed by a reaction on Tuesday is characteristic of an advancing market. There was a strong opening this morning led by the United States Steel stocks and Union Pacific, but the activity was not long sustained. The market became very stupid in the afternoon, and stocks closed generally at moderate recessions from their opening prices. Union Pacific lost all of its gain and closed unchanged. The Steel stocks did better, the common closing at a net advance of ¼ per cent. and the preferred at a gain of ¾ per cent. The strength of high priced stocks like Northwestern, Illinois Central, New York Central, Northern Pacific and Lackwanna attracted some little attention.

A week ago to-day the market developed a somewhat pronounced reactionary tendency in the afternoon, and on the following day prices broke sharply; there was only a slight falling back of prices this afternoon, probably because a much smaller bull account had been carried over the week's end by the in and out class of traders. In a dull market, as a general thing, the complaint is heard that the seller of stocks has to make concessions in order to find his buyer. That was not the case yesterday. A broker had 1,000 shares of Illinois Central to sell to-day, and asked for a quotation. He received word that it was quoted 169 bid and 170 asked. He sent the stock in to be sold at 170, hoping to get off a few hundred shares in the course of the day, and was surprised to get a report a few minutes later that the entire lot had been taken at 170. There was a pretty constant market to-day for stocks, notwithstanding the prevailing langour. The buying of Union Pacific in the first hour was fairly aggressive but subsided after midday. There was a forenoon flurry in Amalgamated Copper on weakly supported rumors of an increase of the dividend at the meeting regularly scheduled for this week, but the speculative imagination was very backward, probably because of the weather.

Wheat and corn options declined rather sharply to-day on reports of more favorable weather, and cotton futures had another wild upturn. The stock market was apparently oblivious to these contradictory influences. The momentum of the bull speculation in cotton seems for the present to be irresistible. The extent and force of this speculation may be inferred from the fact that some of the larger Wall Street wire houses are doing two and three times as much business in cotton as they are doing in stocks. There is, where the public is trading. The bull leaders in cotton expect a revision of the Government's last monthly report, which will show a much smaller acreage than has been indicated up to this time. That, at least, is the impression which they seek to create in the minds of their followers. It is asserted that the last cotton report was colored for the bears, in which case the jugglers of the Government's cotton statistics must have been on the wrong side of the cotton market. In January of this year, when cotton was selling between 6 and 7 cents, there was a movement in the South to burn the surplus from last year's crop, and in several localities cotton was actually burned in the streets. Wall Street commentators declared this destruction to be an economic sin and wrote and spoke vigorously on the folly of it. Very little cotton was burned; the South adopted the more subtle and wholly legitimate expedient of holding its surplus back. Now, six months later, it is said that there is not going to be enough cotton this year to go around. Southern planters are said actually to be pledging their stored cotton for money with which to speculate in futures.

Advices from the steel and iron trade continue to improve. The pig iron market at last becomes more cheerful. It has been behind the improvement in finished products.

New York Stock Exchange Sales July 17.

CLOSING PRICES OF UNITED STATES BONDS.

	Bid.	Asked.		Bid.	Asked.
U S 2s r	103⅜	104⅜	4s coup	104	104¼
U S 2s c	103⅜	104⅜	4s reg	131½	132¼
4d reg	103¼	103¾	4s c new	132¼	133½
4s coup	104	104½	D C 3.65s	118¾	—
4s sm	103	—	U S P 4s	108	—
4s reg	104	104½			

RAILROAD AND OTHER BONDS.

Amer Hide & L 6s	Colo Southern 4s	Mo Pacific cpn 4s
2000 97⅞	6000 95½	5000 96
6000 97½	5000 95⅝	Nassau Elec 4s
Am Ice deb 6s	5000 95¾	28000 87⅝
1000 79	5000 95¾	N Central 3½s
Am Spirits 1st 6s	1000 95½	10000 98¾
1000 98	10000 95⅜	NY Gas Elec Lgt
Am Tobacco 4s	Distillers Securities Corp 5s	H & P 5s
10000 76	1000 79½	1000 100¾
6000 76¼	E T V & Gas 5s	N Y Gas Elec Lgt
1000 76⅛	2000 120½	H & P 4s
14000 76	Edison Elec Ill Co	10000 94
Atch Top & Sf 4s	of N Y 1st	3000 94
11000 104¼	1000 105	Norfolk & West 4s
500 103⅞	Erie cv 4s ser A	10000 103
17000 104	10000 108	1000 102½
3000 104	30000 108⅛	North Pacific 4s
10000 104¼	1000 108	3000 106⅛
A T & S F 2d 4s	Erie-Penna Coal	500 106½
4000 97	coll tr 4s	1000 106⅛
1500 97½	13000 97½	2000 106
stamped	Erie gm lien 4s	North Pacific 3s
500 94	4000 94¾	1000 77
300 94½	Green Bay & West	23000 77⅛
Atlantic C Line 4s	deb ser B	Or Rail & Nav 4s
12000 102⅜	5000 23	10000 103
25000 102½	Hav El Ry cn 5s	Or Short Line 5s
Balt & Oh gold 4s	4000 93½	1000 117½
1000 106½	5000 93¾	Or S Ldg 4s
50000 105⅝	1000 93½	2000 96¼
Balt & Oh P L E	Ill Central 4s 1953	Penna cv 3½s
& W Va 4s	1000 105½	2000 104¾
1000 97⅞	Impl Japanese 6s	500 104
10000 99¾	sterling loan	5000 104½
Balt & Ohio 3½s	1000 101⅝	Pac Ss 4s sub rel
5000 96	500 101½	3000 101¼
Bal & Oh SW 3½s	2500 101¾	Phil Balto & W 4s
1000 91¾	9000 101¾	2000 109
Bkn Rap Tran 5s	12000 101⅞	Reading gm 4s
1000 110	5000 101⅝	1000 101½
Bkn Rap Tr cv 4s	Impl Japan 6s 1st	3000 101⅝
13000 89¼	loan 2d series	1000 101½
16000 89⅜	1000 99¾	Rio Grande W 4s
25000 89½	4500 99¾	4000 99
Buffalo & Susq 4s	1000 99¾	St L & San Fr Ic 6s
3000 99⅛	500 99¾	1000 89
Bur C R & Nr con	43000 99¾	St Louis SW cn 4s
1000 121	500 99⅞	8000 81⅞
Can R & Nor 1st	1500 99¾	7000 81¾
500 100⅞	Imperial Jap 4½s	4000 81⅞
Canada South 1st	K L & Cov 1st pd	5000 81¾
8000 102¼	65000 92½	San A & A Pass 4s
Central Ga 1st in	6000 92⅝	2000 88¼
6000 96⅜	500 92¾	South Pacific 4s
5000 96½	10000 92½	5000 94
Central Ga 2d in	50000 92¾	1000 94¼
10000 84½	500 92½	So Pac ref sec 4s
5000 84	500 92½	10000 96
Cen Leather 5s	500 92½	50000 95⅞
3000 100	45000 92⅜	Southern Ry 5s
500 99½	25000 92¼	5000 118⅝
500 100	5000 92⅜	1000 118¾
25000 99⅞	2500 92⅜	South Ry M & O 4s
80000 100	4000 92¼	1000 101
Central Pacific 1st	41000 92⅜	South Ry St L 4s
1000 105⅜	5000 92½	1000 98½
500 103	73000 92⅜	Tex & Pac 1st 5s
500 103	3000 92½	2000 121⅞
500 103	2500 92⅜	Third Avenue 4s
5000 102⅜	50000 92⅜	5000 96
Ches & Ohio 1911	2000 92½	Toledo P & W 4s
5000 110	5000 92⅜	3000 92¼
Ches & Ohio 4½s	1000 92½	Tol St L & West 4s
4000 104½	20000 92⅜	7000 85
7000 108¾	10000 92½	Union Pacific 4s
Chi & Alton 3s	1500 92⅜	16000 105¾
1000 83¼	2000 92¼	2000 105⅞
Chi Bur & Q 4s	Int Paper cv 5s	4000 105¾
2000 101⅜	9000 91½	500 105¾
1000 101½	Kansas City So 3s	10000 105¾

	Bid.	Asked.		Bid.	Asked.
Cen Leather	48⅛	48	Pittsburg C'l	14	14¾
Cen L'ther pf	105	105¼	Pittsb'g C'l p	85	85⅝
Ches & Ohio	53¾	53⅞	P C C & St L	76	80
Chi & Alton	36⅛	37	PCC & StL pf	100	112
Chi & Alt'n pf	79	79½	P'd Steel Car	40	40⅜
C C C & St L	97	98¼	P'd St Car pf	94¼	94¾
C C C & St L pf	115	120	Pullman PCar	239	242
Chi Gt West	19⅞	20	Ry St Spg	35¾	36
Chi Gt W (A)	65	65	Ry St Sp'g pf	97¾	99
Chi Gt W (B)	32	32⅛	Reading	105¼	105½
Chi Gt W deb	85¼	86¼	Read 1st pf	93	94½
Chi & N W	210¾	211	Read 2d pf	92	94
Ch M & St P	181¼	181⅜	Rep'b'c Steel	20⅛	20¼
C M & St P pf	187	190	Rep Steel pf	81⅜	81¾
Chi Terminal	18	19	Rock Island	31½	31¾
Chi Term'l pf	38¼	40	Rock Isl'd pf	75¾	75⅞
Chi Un Trac	7⅛	7⅜	Rubber Gds	34	34¼
Chi Un Tr pf	81	85	Rub Gds pf	103½	104
Cle Lo & W	72	90	Sloss-Shef	81	83
Cle Lo & W pf	105	115	Sloss-Shef pf	100	125
Col Fuel & I	46	46½	St J G & I	16½	17¼
Col H C & I	13½	13⅞	St J G & I 1 pf	52	52½
Col Southern	27¼	27½	St J G & I 2 pf	24	25
Col So 1st pf	59½	60	St L & S F 1 pf	76	78
Col So 2d pf	37⅜	38¼	St L & S F 2 pf	67	68
Con Gas	190½	191	St L S W	23	23¾
Corn Prod	10	10½	St L S W pf	62	63
Corn Prod pf	48	49¼	St P & Om	187	190
Del & Hud	190	190½	So Pacific	65½	65⅝
Del L & W	385	387½	So Pacific pf	117½	118
Den R & G	32	32⅜	Southern Ry	33⅜	33¾
Den & R G pf	86½	87	So Ry pf	98½	99
Det U Ry	92⅜	92¾	Tenn C & I	86⅜	86⅞
Det So pf ct	41	43	Tex P L T	43	44
Dis Secur	41	41½	Texas Pac	33¾	34
D S S & A	14½	15	Third Av RR	126	130
D S S & A pf	28¼	29	Toledo Ry	34	35
Elec Storage	81	84	T St L & W	37¾	38¾
Erie	46⅞	47	T St L & W pf	56¾	57¼
Erie 1st pf	83¾	84	Twin City	113¼	114
Erie 2d pf	72	72¼	Un Pacific	130	130¼
Ev & T H	63	65	Un Pac pf	96¾	97½
Ev & T H pf	85	90	U S C I Pipe	31⅝	31½
Fed Min & S	150	110	U S C I pf	92½	93¼
Fed M & S pf	94	94¼	U S Express	122½	125
Ft W & D C	71	73	US R'lty & Im	90	90½
Gen Elec Co	174½	176	U S Rubber	44½	44¾
Gt North pf	265½	266	U S Rub pf	110¾	111¼
Hock Val	88	93	U S Steel	34½	34⅝
Hock Val pf	93¼	95¾	U S Steel pf	102⅜	102½
Illinois Cent	170	170½	Va-Car	33¾	34
Int Paper	19¼	19¾	Va-Car pf	105	106¼
Int Paper pf	78	79	Wabash	19	19¾
Int Power	57	85	Wabash pf	39½	40
Int Pump	27½	30	Wells-F Exp	235	250
Int Pump pf	82	83¼	West Un Tel	93	93½
Iowa Central	20¼	27¼	West'gh'se	166¼	167½
Iowa Cent pf	51½	52½	Wheel & L E	16	17
Kan & Mich	30	35	W & L E 1 pf	38½	41
Kan City S	27	27⅜	W & L E 2 pf	22½	24½
Kan City So p	57⅞	58	Wis Central	23½	24
K C S F & M p	82½	83½	Wis Cent pf	51¾	52

RAILROAD AND OTHER SHARES.

Sales.	High-est.	Low-est.	Clo-sing.	Net Ch'ge.
4400 Allis Chalm	16½	15⅞	16	+1¼
700 Allis Ch pf	58½	58	58½	+½
19300 Amal Cop	84¼	83⅜	83⅝	+¼
500 Am Car & F	36⅜	36	36¼	
100 Am C&F pf	99¼	99¼	99¼	+1¼
100 Am Gr Tw	6	6	6	+¼
400 Am Hide&L	7	7	7	+½
2100 Am H&L pf	40½	39	40½	+1½
500 Am Ice Sec	25¾	25¾	25¾	+¼
900 Am Loco	49¼	48¾	49	+¼
100 Am Loco pf	112	112	112	
1400 Am Malt	5⅜	5	5	−½
200 Am Malt pf	24¼	24¼	24¼	−¼
3000 Am Smelt	117⅛	116⅜	117⅛	−¼
800 Am Smelt pf	120¼	120¼	120¼	
100 Am Snuff	167	173	167	−3
100 Am Snuff pf	101½	103	101½	−1½
100 Am Steel Fd	9¾	10	9¾	
100 Am St Fd pf	37	39	37	
300 Am Sugar	139	139½	139	−½
100 Am Sug pf	137	138	137	−1
100 Am T & C	90	93	90	−3
100 Am T & T	139	140	139	−½
100 Am Tob pf	96¾	97	96¾	−¼
200 Am Wool	35½	36	35½	−½
100 Am Wool pf	103⅞	104¼	103⅞	−⅛
100 Ann Arbor	35	38	35	−3
100 Ann Arbor pf	78	80	78	−2
1000 Anaconda	105⅞	109	105⅞	−3⅛
100 At T & S F	86½	86¾	86½	−⅜
100 At T & S F pf	102⅝	103	102⅝	−⅜
400 Atl Coast L	159	161½	159	−4
1000 Balt & Ohio	114¼	114⅜	114¼	−⅜
100 Balt & Oh pf	97	98	97	−1
1000 B'klyn R T	69¾	69⅞	69¾	−⅛
1000 B'klyn U Gas	187	194	187	−5
100 Brunswick	15¼	16¼	15¼	−1
100 Buff R & P	145¼	158	145¼	−4¾
100 Buff R & P pf	150	175	150	−25
100 Butterick	56	58	56	−2
100 Can South'n	68½	70	68½	−1½
200 Can Pac	152	152¼	152¼	−¾
100 Cent Leather	48⅛	48	48⅛	−⅛
100 Chic Jun	45	45	45	−5
100 Chic Jun pf	105	105¼	105	−¼
1000 Ches & Ohio	53¾	53⅞	53¾	−⅛
100 Chi & Alton	36⅛	37	36⅛	−⅞
100 Chi & Alt'n pf	79	79½	79	−½
1200 C C C & St L	97	98¼	97	−1¼
100 C C C & St L pf	115	120	115	−5
100 Chi Gt West	19⅞	20	19⅞	−⅛
100 Chi Gt W (A)	65	65	65	−1
100 Chi Gt W (B)	32	32⅛	32	−⅛
100 Chi Gt W deb	85¼	86¼	85¼	−¾
1000 Chi & N W	210¾	211	210¾	−⅜
100 Ch M & St P	181¼	181⅜	181¼	−⅜
100 C M & St P pf	187	190	187	−1
1000 Chi Terminal	18	19	18	−1
100 Chi Term'l pf	38¼	40	38¼	−1¾
100 Chi Un Trac	7⅛	7⅜	7⅛	−⅜
100 Chi Un Tr pf	81	85	81	−4
100 Cle Lo & W	72	90	72	−18
100 Cle Lo & W pf	105	115	105	−10
100 Col Fuel & I	46	46½	46	−½
100 Col H C & I	13½	13⅞	13½	−⅜
100 Col Southern	27¼	27½	27¼	−¾
100 Col So 1st pf	59½	60	59½	−½
100 Col So 2d pf	37⅜	38¼	37⅜	−⅞
1000 Con Gas	190½	191	190½	−½
100 Corn Prod	10	10½	10	−½
100 Corn Prod pf	48	49¼	48	−1
100 Del & Hud	190	190½	190	−½
100 Del L & W	385	387½	385	−2½
100 Den & R G	32	32⅜	32	−⅜
100 Den & R G pf	86½	87	86½	−½
100 Det U Ry	92⅜	92⅜	92⅜	−⅜
100 Dis Secur	41	41½	41	−½
100 D S S & A	14½	15	14½	−½
100 D S S & A pf	28¼	29	28¼	−¾
100 Elec Storage	81	84	81	−3
100 Erie	46⅞	47	46⅞	−⅛
100 Erie 1st pf	83¾	84	83¾	−⅛
100 Erie 2d pf	72	72¼	72	−⅛
100 Ev & T H	63	65	63	−2
100 Ev & T H pf	85	90	85	−5
100 Fed Min & S	150	110	150	+40
100 Fed M & S pf	94	94¼	94	−¼
100 Ft W & D C	71	73	71	−2
100 Gen Elec Co	174½	176	174½	−1½
100 Gt North pf	265½	266	265½	−½
100 Hock Val	88	93	88	−5
100 Hock Val pf	93¼	95¾	93¼	−2¾
100 Illinois Cent	170	170½	170	−½
100 Int Paper	19¼	19¾	19¼	−¼
100 Int Paper pf	78	79	78	−1
100 Int Power	57	85	57	−28
100 Int Pump	27½	30	27½	−2½
100 Int Pump pf	82	83¼	82	−1
100 Iowa Central	26¼	27¼	26¼	−1
100 Iowa Cent pf	51½	52½	51½	−1
100 Kan & Mich	30	35	30	−5
100 Kan City S	27	27⅜	27	−⅜
100 Kan City So p	57⅞	58	57⅞	−⅛
100 K C S F & M p	82½	83½	82½	−1½
100 Lake Erie & W	19	19	19	−1
100 Lake Erie & W pf	78	78	78	−2
100 Lake Shore	193	193	193	−2
100 Long Island	55	56	55	−1
100 Lou & Nash	148½	148¾	148½	−⅜
100 Manhattan	165	166	165	−1
100 Met St Ry	126⅝	127	126⅝	−⅜
100 Met Sec	82¼	82½	82¼	−¼
100 Mex Cent	21⅝	22	21⅝	−⅛
100 Minn & St L	54	60	54	−6
100 M & St L pf	86	86	86	−3
100 M S P & S S M	122	123¼	122	−1
100 MSP&SSM pf	159	161	159	−2
100 M K & T	28⅛	29	28⅛	−⅜
100 M K & T pf	63¾	63⅞	63¾	−⅛
100 Mo Pacific	98⅞	99⅛	98⅞	−⅛
100 Nash & St L	145	148	145	−3
100 Nat Bis Co	60½	60½	60½	−½
100 Nat Bis Co pf	110	112½	110	−2½
100 Nat'l En & St	23	24	23	−1
100 Nat Lead	44¾	45	44¾	−⅛
100 Nat Lead pf	104½	106	104½	−1
100 NatRRMex p	37	37¾	37	−¾
100 N R R 2d pf	19¾	21½	19¾	−1½
100 N J Central	201	203½	201	−1
100 N Y A B	145	150	145	−5
100 N Y Central	147⅜	147¾	147⅜	−⅜
100 N Y C & St L	47	48	47	−1
100 NYC&S L 1 pf	110	115	110	−5
100 NYC&SL 2 pf	76	80	76	−4
100 N Y Dock	28	30	28	−1
100 N Y Dock pf	67½	69⅞	67½	−2⅜
100 N Y N H & H	200	203½	200	−½
100 Nor & West	85¾	86	85¾	−⅛
100 Nor & West pf	91½	93½	91½	−1½
100 North Am	9¾	10	9¾	−⅛
100 Nor Pacific	199½	200½	199½	−½
100 Ont & West	53¼	53½	53¼	−¼
100 Pacific Coast	91	94	91	−3
100 Pac Coast 1 pf	103	109	103	−6
100 Pac Coast 2 p	91	94	91	−3
100 Pacific Mail	42	43	42	−1
100 Penna R R	142¾	142⅞	142¾	−⅛
100 Peo G L & C	104¾	105	104¾	−¼
100 Peo & East	35	39	35	−4
100 Phila Rap T	115	118	115	−2
100 Pittsburg C'l	14	14¾	14	−¾
100 Pittsb'g C'l p	85	85⅝	85	−⅝
100 P C C & St L	76	80	76	−4
100 PCC & StL pf	100	112	100	−12
100 P'd Steel Car	40	40⅜	40	−⅜
100 P'd St Car pf	94¼	94¾	94¼	−½
100 Pullman PCar	239	242	239	−3
100 Ry St Spg	35¾	36	35¾	−⅛
100 Ry St Sp'g pf	97¾	99	97¾	−1¼
100 Reading	105¼	105½	105¼	−⅜
100 Read 1st pf	93	94½	93	−1
100 Read 2d pf	92	94	92	−2
100 Rep'b'c Steel	20⅛	20¼	20⅛	−⅛
100 Rep Steel pf	81⅜	81¾	81⅜	−⅜
100 Rock Island	31½	31¾	31½	−⅜
100 Rock Isl'd pf	75¾	75⅞	75¾	−⅛
100 Rubber Gds	34	34¼	34	−⅜
100 Rub Gds pf	103½	104	103½	−½
100 Sloss-Shef	81	83	81	−2
100 Sloss-Shef pf	100	125	100	−25
100 St J G & I	16½	17¼	16½	−⅜
100 St J G & I 1 pf	52	52½	52	−½
100 St J G & I 2 pf	24	25	24	−1
100 St L & S F 1 pf	76	78	76	−2
100 St L & S F 2 pf	67	68	67	−1
100 St L S W	23	23¾	23	−⅜
100 St L S W pf	62	63	62	−1
100 St P & Om	187	190	187	−3
100 So Pacific	65½	65⅝	65½	−