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INCORPORATED
ENGINEERS
Design, Construct and Operate Railway, Light, Power, Hydraulic and Gas Plants.
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ELECTIONS AND MEETINGS.

POUGHKEEPSIE BRIDGE RAILROAD COMPANY.

NOTICE.

The annual meeting of the stockholders of the Poughkeepsie Bridge Railroad Company will be held at No. 255 Main Street, Poughkeepsie, New York, on Wednesday, November 1, 1905, at 11:30 o'clock A. M., for the election of a Board of Directors for the ensuing year, and for the transaction of such other business as may properly come before said meeting.

Dated at New Haven, Connecticut, this 16th day of October, 1905.

JOHN G. PARKER, Secretary.

CENTRAL NEW ENGLAND RAILWAY COMPANY.

NOTICE.

The annual meeting of the stockholders of the Central New England Railway Company will be held at No. 255 Main Street, Poughkeepsie, New York, on Wednesday, November 1, 1905, at 11:30 o'clock A. M., for the election of a Board of Directors for the ensuing year, and for the transaction of such other business as may properly come before said meeting.

Dated at New Haven, Connecticut, this 16th day of October, 1905.

JOHN G. PARKER, Secretary.

DIVIDENDS AND INTEREST.

AMALGAMATED COPPER COMPANY.

42 Broadway, New York, October 19th, 1905.

At a meeting of the Directors of the Amalgamated Copper Company, a dividend of One and One-Quarter Per Cent. (1¼%) was declared, payable November 27th, 1905, to stockholders of record at 3 o'clock P. M. Thursday, October 26th, 1905. Transfer Books close at 3 o'clock P. M. Thursday, October 26th, 1905, and reopen at 10 o'clock A. M. Monday, November 13th, 1905.

A. H. MELIN Secretary & Treasurer.

MONEY AND EXCHANGE.

Money on call, 4@4½ per cent.; last loan, 4¼ per cent.; ruling price, 4½ per cent. Time money quoted at 4¾@5 per cent. for sixty to ninety days, 4¾@5 per cent. for four months and 4½@4¾ per cent. for five and six months. Commercial paper quoted at 5@5½ per cent. for prime single names and bills receivable; other names, 6 per cent.

The foreign exchange market continued firm to-day with a further advance in the demand sterling rate of about 15 points. Posted rates were advanced to $4.84 for long and $4.87½ for short. Actual rates: Long bills, $4.83 15@$4.8325; sight drafts, $4.8680@$4.8685, and cable transfers, $4.8740@$4.8745. Francs were quoted at 5.19¾ less 1-16 for long and 5.16¾ plus 1-32 for short. Reichsmarks were quoted at 94¾@94 7-16 for long and 95¼ plus 1-32 for short. Guilders were quoted at 39⅞@39 15-16 for long and 40⅛ for short.

Domestic exchange on New York: Boston—Par. Chicago—5c. premium. Charleston—Banks, buying, par; selling, 1-16c. premium. Cincinnati—15c. discount. Montreal—Par. New Orleans—Commercial, 50c. discount; banks, $1 premium. St. Paul—25c. discount. Minneapolis—Par. Louisville—25c. premium. San Francisco—50c. premium. St. Louis—10c. premium.

Money in London, 3½@4 per cent. Rate of discount in open market for short and three months bills, 4 per cent. Consols for for money closed at 88⅞ and for the account at 88¾. Paris advices quote 3 per cents at 99 francs 55 centimes. The private rate of discount is 2⅞ per cent. Exchange on London, 25 francs 15½ centimes. Berlin advices quote exchange on London 20 marks 46 pfennigs. The private rate of discount is 4⅛ per cent.

New York Clearing House statement: Exchanges, $160,506,242; balances, $8,746,881; Sub-Treasury debit balance, $508,314. Commercial price of bar silver in New York, 62½c. Bar silver in London closed at 28 13-16d. Mexican silver dollars were quoted at 47¼c.

RAILROAD EARNINGS.

Alabama Great Southern:

	1905.	1904.	Changes.	
2d week October	$60,436	$60,166	Inc.	270
From July 1	1,000,721	890,777	Inc.	109,944

Cincinnati, New Orleans and Texas Pacific:

2d week October	$154,993	$139,140	Inc.	$15,853
From July 1	2,279,342	2,102,392	Inc.	176,950

Chicago and Northwestern:

Month Sept.	$5,766,336	$5,386,624	Inc.	$379,712
From July 1	16,055,934	14,940,714	Inc.	1,115,225

Chicago, St. Paul, Minneapolis and Omaha:

Month Sept.	$1,278,848	$1,220,995	Inc.	$57,853
From July 1	3,226,963	3,046,518	Inc.	180,445

Twin City Rapid Transit:

2d week October	$96,258	$79,198	Inc.	$17,060
From Jan. 1	3,655,268	3,357,285	Inc.	317,983

Texas Central:

2d week October	$24,339	$19,561	Inc.	$4,778
July 1—Oct. 14	253,607	220,742	Inc.	32,865

MISSOURI PACIFIC.

The Missouri Pacific Railway Company reports for August:

	1905.	1904.	Changes.	
Gross earnings	$3,800,031	$4,091,945	Dec.	$292,914
Op. expenses	2,480,005	2,556,015	Dec.	67,850
Net earnings	$1,319,966	$1,535,030	Dec.	$215,064
From July 1:				
Gross earnings	$7,471,122	$7,436,610	Inc.	$34,512
Op. expenses	4,925,859	5,026,265	Dec.	100,396
Net earnings	$2,545,253	$2,410,345	Inc.	$134,908

Live Stock Market.

MONDAY, Oct. 23.

Receipts of beeves for two days were 5,560 head, including 70 cars for export alive, 157 for slaughterers, and 89 for the market, making, with the stale cattle, 1,105 cars on sale. Steers were in heavy supply and prices dropped 10c. on top grades and 10@25c. on others; there was a fair demand at the reduction, but about 20 cars were likely to be held over. Bulls ruled steady to strong; medium and good cows 10 to 25c. lower; thin cows were about steady. Common to prime native steers sold at $3.50@$5.25 per 100 lbs.; Westerns at $3.35@$4.20; bulls at $2.60@$5.25; cows at $1.40@$3.25; fat heifers at $3.70. Dressed beef in fair demand at 6@9c. per lb. for native sides, and 5@7c. for Westerns and half-breeds. Liverpool and London cables quoted live cattle steady at 9½@12c. per lb., dressed weight; sheep at 12@12½c. dressed weight. Exports to-day none; to-morrow, 1,120 beeves and 3,500 quarters of beef.

Receipts of calves for two days were 2,201 head, including 641 for butchers and 1,560 for the market. Veals were steady and 25@50c. higher; grassers slow and generally 25@50c. lower; Westerns not wanted; about 200 Westerns and grassers unsold. Common to choice veals sold at $6@$9.50 per 100 lbs.; grassers mainly at $2.50@$3; mixed and fed calves at $3.25@$4. Dressed veals higher at 9@13½c. per lb. for city dressed and 7½@12c. for country dressed.

Receipts of sheep and lambs for two days were 10,509 head, including 15 cars for slaughterers and 85 for the market, making, with the car held over Saturday, 36 cars on sale. Sheep ruled firm and good sheep 10@15c. higher; lambs were active at an average advance of 25c., and the pens were cleared. Common to prime sheep sold at $3.50@$5.50 per 100 lbs., and one deck at $5.62½; culls at $2.50@$3; medium to prime lambs at $7.25@$8.25, a few choice and extra Canada and State lambs at $8.50; culls at $5@$6; Canada lambs at the range of $7.62½@$8.50. Dressed mutton firm at 7½@10c. per lb.; dressed lambs at 10@13½c.

Receipts of hogs for two days were 13,223 head, including about 1,400 for the market. Prices easier. Good heavy to light State and Pennsylvania hogs were quotable at $5.50@$5.80 per 100 lbs. Country dressed hogs steady.

FINANCIAL AND COMMERCIAL.

MONDAY, Oct. 23.

Prices of securities were again aggressively strong during most of the day's Stock Exchange session. There were no developments over Sunday calculated to mitigate the optimism regarding the stock market which had at the close of last week become entrenched among the great majority of professional traders and speculators, and to-day's move was on the whole of a sort to foster this more cheerful feeling. Discount rates displayed an easier tendency in London, even if they rose slightly in Berlin, and while sterling receded somewhat in Paris the general tenor of sentiment in all of the leading foreign markets was manifestly more hopeful. Here the trend of the money market continued towards a lower level, time money being offered with greater freedom and call money lending during the greater portion of the day at 4½ per cent. If sterling exchange here was still firm, moving in fact a little above Saturday's final quotations for it, it was not as robustly strong as it was throughout last week, and the question of whether it was likely in the near future to rise to a point which would compel gold exports appeared to excite little interest. Summarized reports of the last week's business of the leading Western railway lines told of a practical congestion of freight there, the problem of the moment confronting railway managers being not simply a scarcity of cars but of an inability, owing to the immense volume of business pressing, to move cars with any rapidity after they were once loaded. On certain lines earnings were unusually swelled at this time last year by the passenger travel to and from the St. Louis exposition, and weekly and monthly reports of earnings from these quarters are now not making flattering comparisons, a case in point being Missouri Pacific's decrease in gross for August of $282,000, as to-day disclosed. On the other hand the Chicago and Northwestern's September report exhibited to-day an increase in gross of $380,000 and the Chicago, St. Paul and Omaha and other roads made similar fine showings. The price of the most active cotton options rose very materially to-day, influenced by the spread of cold weather throughout the cotton belt, and this fact might have been construed as adverse in its stock market bearings chiefly by reason of its relation to the foreign exchange situation. But there are many competent observers who maintain that present conditions in the foreign cotton spinning trade are so prosperous that any rise in the price of cotton here based upon developments actually shortening the amount of the present crop will bring these spinners into the market as buyers in heavy volume. Stocks of cotton abroad are undoubtedly large, relatively speaking, yet an enormous quantity of cotton goods is known to have been sold by the English and Continental mills for future delivery, and this necessitates a demand for spot cotton that must sooner or later be filled.

Nearly all the prominent stocks opened this morning at considerable advances over their Saturday's close and rose higher still in the course of the first hour's stock market business. Then, as usual, ensued a period of profit taking and short selling by room traders and others, who argued that the market after a rise lasting the greater part of three days was entitled to some recession. But after forces of this kind had spent themselves prices again moved upward. Buying was perhaps chiefly centred in the industrial stocks, such as, notably, those of the Allis-Chalmers, American Car and Foundry, Railway Steel Spring, American Locomotive, Corn Products and General Electric companies. American Air Brake stock made a particularly large gain and the United States Steel shares were active and higher. The railway list also was by no means neglected, the Pennsylvania, St. Paul, Southern Pacific and other standard shares rising to the highest points made for them in a long time. In the closing half hour of business, however, the market declined sharply on what was on the face of things a rep tition of the profit taking movement that exerted itself early in the day, and this liquidation in many instances wiped out all or most of the former gains, so that prices at the close, while in the main higher than they were on Saturday, were irregular. In addition to discussion of the general news of the day as above described, market comment in the commission houses occupied itself with forecasts of the earnings of the United States Steel Corporation for the last quarter, which will presumably be published to-morrow, with gossip concerning the probability of a change in the Chesapeake and Ohio and the Norfolk and Western dividend rates at the directors' meetings of these companies that are to be held in the course of the week and with rumors that the General Electric and Westinghouse Electric companies had obtained or were in process of obtaining a joint control of the Allis-Chalmers Company. It is perhaps the general idea that the Steel Corporation's net earnings for the quarter will be in the neighborhood of $31,000,000 and that a large interest in the volume of orders for new business will be found recorded on the corporation's books. The financial operations of the Chesapeake and Ohio and the Norfolk and Western companies undoubtedly justify an increase in the distribution of profits to stockholders, but expectation of such increase appears to be only definite in the case of the Norfolk and Western company. One of the most favorable features of the market to-day was the augmented quantity of commission house business as distinguished from professional trading. All the prominent Wall Street houses reported a larger amount of outside business to-day than for a considerable period.

New York Stock Exchange Sales Oct. 23.

CLOSING PRICES OF UNITED STATES BONDS.

	Bid.	Asked.		Bid.	Asked.
U S 2s r	103¼	103¾	4s coup	104¾	105½
U S 2s c	103¼	103¾	4s reg	133¾	134
3s reg	103¾	104¼	4s new	134¾	135
3s coup	104¼	105¼	D C 3.65s	118	—
5s sm	103	—	USP 4s	108¼	—
4s reg	104¾	105½			

RAILROAD AND OTHER BONDS.

Sales.		High-est.	Low-est.	Clos-ing.	Net Ch'ge.
275	Allis Chalm	20¾	19⅛	20¼	+ 7⅛
6400	Allis Ch pf.	64½	62⅛	63½	+13⅛
282	Amal Cop	85⅞	85¼	85⅝	+ 1¼
1900	Am Ag Ch.	25½	24½	25⅜	+ 5⅞
100	Am Beet Su	25	25	25	+ 1½
100	Am B Su pf	84	84	84	+11½
196	Am Car & F	43⅛	41⅜	42	+ 3⅜
500	Am C&F pf.	102½	102¼	102½	+ 1¼
1200	Am Cot Oil.	33½	32¾	33½	+1
100	Am Dist Tel	40	40	40	—
128	Am Gr Tw.	10	7⅝	9½	+2¼
2800	Am Hide&L	7	7	7	+ ¼
1300	Am H&L pf	34	33⅜	33⅝	+ ¾
100	Am Ice	28½	28½	28½	— ¼
200	Am Lin Oil.	18⅜	18⅜	18⅜	—
45800	Am Loco	69¾	67¼	68⅜	+ ¼
1700	Am Loco pf	117¼	116½	117	+1
300	Am Malt	6	5½	5⅞	— ⅛
200	Am Malt pf	25¾	25½	25½	
31300	Am Smelt	130⅜	129⅛	130⅛	+ ¾
1300	Am Smelt pf	122	121⅝	122	— ⅛
300	Am T & C	9½	16	16	—
100	Am T & T	136	135½	135½	— ½
100	Am Tob pf	102⅛	102⅛	102⅛	— ⅛
100	Am Wool	41	41¼	41¼	— ¼
100	Am Wool pf	104	104½	104½	— ½
100	Ann Arbor	32	32	32	— ⅛
400	Ann Arbor pf	75	80	80	— ⅝
1700	Anaconda	119	120	119⅞	— ⅛
100	At T & S F	89½	89⅝	89⅝	— ⅛
1300	At T & S F pf.	104⅛	105⅛	105⅛	— ⅛
1300	Atl Coast L	165½	164	165½	— ⅛
100	Balt & Ohio	113⅛	113⅛	113⅛	— ⅛
100	Balt & Oh pf.	56½	56	56½	— ⅛
100	B'klyn R T	77⅛	77⅛	77⅛	— ⅛
100	B'klyn U Gas	185	190	190	— ⅛
100	Brunswick	15⅝	16	16	— ⅛
100	Buff R & P	145	155	155	— ⅛
100	Buff R & P pf.	150	167½	167½	— ⅛
100	Buff & Sus pf.	86	88½	88½	— ⅛
100	Butterick	55	62	62	— ⅛
100	Can South'n.	68	69	69	— ⅛
100	Can Pac	173	173¼	173¼	— ⅛
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
100	Balt & O pf	97¾	97¾	97¾	
28300	B'klyn R T	78⅜	77⅛	77⅛	—1⅜
500	Bruns'k Co.	15¾	14⅞	15¾	+1
8300	Can Pac	173½	172½	17	— ¼
10200	Cen Leather	47⅛	46⅜	46⅞	+ ⅝
21	0 Cen L'ther n	105¼	104¾	105	
4500	Ches & Ohio	58	57¼	57¾	+ ¼
500	Chi & Alton	35½	35	35	+1
300	Chi & N W	221	220	220	— ½
100	C & N W pf	243¾	243¾	243¾	+3¾
1600	Chi Gt W	22	21¾	21¾	+ ⅛
200	C Gt W pf B	35½	35½	35½	— ¼
22400	C M & St P	182¾	181⅛	182	+ ¾
100	CM&StP pf.	188½	188½	188½	+ ½
700	Chi Un Tr.	12½	11½	12¼	+ ¾
1600	Ch U Tr pf.	43¾	41½	43¾	+3
1100	C C C&St L	100¼	100	100¼	+ ⅜
10000	Col Fuel & I	47½	46½	46¾	+ ¼
300	Col H C & I.	17	17	17	
2300	Col South.	28¼	27⅞	27⅞	— ¼
500	Col So 1st p	63	62½	63	+ ½
600	Col So 2d pf	44⅜	44	44¼	+ ¼
400	Cons Gas	186	185¾	186¾	— ¾
7800	Corn Prod.	16⅛	15⅛	15⅝	+ ⅝
1300	Corn Pro pf	57¾	56	57½	+1½
1900	Del & Hud.	230	229¼	229¼	— ¼
600	Del, L & W	480	480	480	
100	Den & R Gr	34½	34½	34½	+1⅛
100	Den&RG pf	88⅛	88⅛	88⅛	+ ⅜
100	Des M&FD.	20	20	20	—1¼
200	Det Un Ry.	92⅜	92⅜	92⅜	+ ½
300	Det So ct.	12	12	12	+ ¼
100	Det S ct pf.	42½	42½	42½	+1¼
5300	Distillers' S	45	44½	44½	
100	Dul S S & A	15⅞	15⅞	15⅞	
400	D S S & A pf	35½	35¼	35¼	— ¼
14700	Erie	49⅝	49⅛	49¼	
1100	Erie 1st pf.	81⅞	81⅝	81¾	
900	Erie 2d pf.	72⅞	72⅜	72⅞	+ ⅞
200	Fed M & S.	122	122	122	
600	Fed M&S pf	97	97	97	— ⅜
7000	Gen Elec Co	190⅞	188½	189¾	+1
1200	Great Nor p	318	316	316	—2
1200	Hav Elec	29	27⅜	29	+1⅞
300	Hav Elec pf	74	74	74	
200	Hock Val pf	93½	93⅜	93½	+ ½
900	Ill Central.	180¾	179	180¾	+ ¼
9000	Int Paper	23⅞	23⅜	23½	
2700	Int Paper p	82⅜	81¼	82⅜	+1¼
1700	Int Power	53¾	52	52½	— ½
500	Iowa Cent.	29⅝	29⅜	29⅝	+ ⅛
600	Iowa Cen pf	59¾	59	59	— ⅞
1200	Kan C So.	26½	25¾	26½	+1¼
3400	Kan C So pf	55⅜	54	55⅜	+1⅜
200	KC FtSc pf.	86¼	86	86¼	— ¾
100	Knick Lce.	30⅛	30⅛	30⅛	— ⅝
200	L E & W pf.	96	96	96	— ½
500	Long Isl'd.	70⅜	70	70⅜	+ ⅝
14200	Lou & Nash	154⅛	152¾	153½	+ ½
100	Manhattan.	166	166	166	
5600	Met St Ry.	127¼	126¼	126¾	—1
1200	Met Secu.	81¾	81	81¼	— ⅝
5600	Mex Cent.	25¾	25	25	— ⅛
300	MStP&SSM	137¾	137½	137¾	+ ¾
1000	M K & Tex.	33¾	33¼	33¼	— ⅜
400	M K & T pf.	69⅛	69	69	
3400	Mo Pacific.	105½	105	105	
400	Nat Bis Co.	55⅞	55⅛	55½	+1
100	Nat Bis pf.	114¼	114¼	114¼	
7640	Nat Lead.	48	47¼	47⅞	+ ⅛
2200	Nat E & S.	16½	15½	15⅞	+ ⅛
200	Nat RRM pf	36½	36	36	
900	N J Central	230	229	230	+2
8400	N Y Air Br.	162	156	160½	+6
29700	N Y Central	154¼	152¼	153⅜	+ ⅝
1300	N Y C & StL.	55½	54½	55½	+ ⅝
100	NYC& St L2	86	86	86	— ½
100	NY NH & H	205	205	205	
13000	Nor & Wes.	87¾	86⅝	87½	+1
800	Nor & W pf	93¼	92	93¼	+1¼
800	North Am.	98¼	98	98	— ⅜
1800	Nor Pacific	205¼	204	205	—1
1400	Ont & Wes.	54⅞	54½	54½	— ¼
10800	Pacific Mail	46¾	46¾	46	+1
62700	Penn RR.	145½	144⅝	145⅛	+ ⅛
10400	Peo Gas.	105¾	105	105¼	+ ⅜
300	Peo & East.	42	42	42	
500	Pitts Coal.	16	15½	15½	— ⅜
100	Pitts Coal p	57	57	57	— ¼
3500	Reading	97	95¾	96¾	+ ¾
1800	Reading 1st	49	48½	48½	— ½
1000	Reading 2d	37½	37½	37½	— ½
1000	Rep I & S	30	30	30	
1000	Rep I & S pf	102	102	102	
1000	Rock Island	32⅛	32⅛	32⅛	
1000	Rock Isl pf	76½	76½	76½	
1000	Sloss-Shef	72	72½	72½	
100	Southern Ry	27⅞	27⅞	27⅞	
100	So Ry pf	90⅞	90	90	
1000	Tenn C & I	89½	89½	89½	
400	Tex P L T	46½	46	46	
100	Texas Pac	25⅝	25½	25½	
100	Third Av RR	125	126	126	
1200	Toledo Ry	33¾	34	34	
100	T St L & W	27½	28¼	28¼	
100	T St L & W pf	57½	58	58	
1400	Twin City	117½	118	118	
100	Un Bag & P	14¾	14⅞	14⅞	
1450	Un Bag & P pf	82½	82⅝	82⅝	
100	Un Pacific	184½	184⅝	184⅝	
100	Un Pac pf	96½	96¾	96¾	
1300	U S Cast Pipe	38⅛	39¼	39¼	
100	U S C I P pf	96⅝	97	97	
1100	U S Rubber	53½	53⅝	53⅝	
100	U S Rub pf	110½	110½	110½	+1
65300	U S Steel	39⅛	38¾	38¾	
11900	U S Steel pf	105½	105	105¼	
1300	Va-Car Ch.	34¾	34⅛	34⅛	— ⅛
200	Va-Car pf.	107½	107⅜	107½	
100	Va I C & C.	41¼	41¼	41¼	
500	Vulcan Det.	11½	11	11½	+ ½
500	Wabash.	22	21⅝	22	+ ½
1400	Wabash pf.	42½	42	42¼	+ ¼
900	West'gh'se	177	175	176½	— ¼
200	West h'el pf	197	197	197	+2½
500	West Ch I	93½	93½	93½	+ ¼
600	Wis Central	31⅞	31¼	31⅞	+ ½
400	Wis Cent pf	63½	63	63½	— ¼

Total sales of stocks, 1,053,600 shares.

*Ex dividend.

CLOSING PRICES.

	Bid.	Asked.		Bid.	Asked.
Adams Exp	230	255	Keo & Des M.	14	17
Allis Ch'lm'rs	20¼	20⅜	Knick Ice	30⅛	30½
Allis Ch pf	63½	63⅞	Knick Ice pf	68	78
Amal Copper	85½	85⅝	L E & W	34	36
Am C & F	41½	41¾	L E & W pf	96	98
Am C & F pf	102	102½	Long Island	69	70½
Am Cot Oil	33¼	33½	Lou & Nash	153¼	153½
Am Cot Oil pf	94	98	Manhattan	166	167
Am Dis Tel	39¾	41	Met St Ry	126⅛	126⅞
Am Express	225	230	Met Sec	81⅛	81¼
Am Hide & L	6⅞	7	Mex Cent	25	25⅛
Am H & L pf	33⅝	34	Minn & St L	80	82
Am Ice Secs	27¾	28¼	M & St L pf	100	105
Am Lin Oil	18	18½	M S P & S S M	137	137¾
Am Lin Oil pf	41	42¼	MSP&SSM pf	162	165
Am Loco	68¾	68½	M K & T	33⅛	33⅜
Am Loco pf	116½	117	M K & T pf	68	69½
Am Malt	5½	6	Mo Pacific	104½	105¼
Am Malt pf	25½	26	Nash & St L	148	150
Am Smelt'g	130⅛	130¼	Nat Bis Co	55½	56
Am Smelt pf	121⅝	122	Nat Bis Co pf	114	114½
Am Snuff	190	—	Nat'l En & St.	15½	16
Am Snuff pf	105	—	Nat Lead	47⅞	48
Am Steel Fd.	13¾	14	Nat Lead pf	103½	106
Am St Fd pf	46½	47	Nat RP Mex p	36½	36¾
Am Sugar	142	142½	N R R 2d pf	19½	20½
Am Sug pf	139	140	N J Central	228	230
Am T & C	9½	16	N Y A B	160½	161
Am T & T	136	136½	N Y Central	153⅜	153½
Am Tob pf	102⅛	102⅜	N Y C & St L	55	55½
Am Wool	41	41¼	NYC&SL 1 pf	115	120
Am Wool pf	104	104½	NYC&SL 2 pf	83	86
Ann Arbor	32	37	N Y Dock	25	26⅞
Ann Arbor pf	75	80	N Y Dock pf	72½	75
Anaconda	119	120	N Y N H & H	205	205
At T & S F	89½	89⅝	Nor & West	87½	87¾
At T & S F pf	104¾	105⅛	Nor & West pf	92	94
Atl Coast L	165½	164	North Am	98	98¾
Balt & Ohio	113⅛	113¼	Nor Pacific	204	204½
Balt & Oh pf	56½	58	Ont & West	54½	54¾
B'klyn R T	77⅛	77¼	Pacific Coast	104	105½
B'klyn U Gas	185	190	Pac Coast 1 p	102	107
Brunswick	15⅝	16	Pac Coast 2 p	104½	108
Buff R & P	145	155	Pacific Mail	46	46½
Buff R & P pf	150	167½	Penna RR	145	145⅛
Buff & Sus pf	86	88½	Peo G L & C	105⅛	105¼
Butterick	55	62	Peo & East	42	43
Can South'n	68	69	Pittsburg C'l	15¼	16
Can Pac	173	173¼	Pittsb'g C'l p	56	57
Cen Leather	47⅞	47	P C C & St L	80	82
Cen Leather pf	104⅞	105	P C C & St L pf	100	102
Ches & Ohio	57⅜	57¾	P'd Steel Car	52	52½
Chi & Alton	35½	35¾	P'd St Car pf	100½	100¾
Chi & Alt'n pf	76	78	PullmanPCar	252	253
C C C & St L	98½	100	Ry St Spg	46⅝	46¾
C C C & St L pf	117	121	Ry St Sp'g pf	103½	104
Chi Gt West	21⅞	22	Reading	123¾	123⅞
Chi Gt W (A)	75½	76	Read 1st pf	92½	93
Chi Gt W (B)	35¾	35½	Read 2d pf	97½	98¼
Chi Gt W deb	87⅛	88	Rep'b'c Steel	26¼	26½
Chi & N W	219½	220	Rep Steel pf	97	97¼
Ch M & St P	182	182⅛	Rock Island	32⅛	32¼
C M & St P pf	188½	189½	Rock Isl'd pf	76⅛	76¾
Chi Terminal	18	19	Rubber Gds	37	37½
Chi Term'l pf	39	40½	Rub Gds pf	104	106
Chi Un Trac	12	12½	Sloss-Shef	72	72½
Cle Lo & W	82	90	Sloss-Shef pf	110	114
Cle Lo & W pf	103	—	St L & S F 1pf	77	80
Col Fuel & I	46¾	47	St L & S F 2pf	68½	69
Col H C & I	16¾	17	St L S W	24½	25
Col Southern	27⅛	28	St L S W pf	60½	61
Col So 1st pf	62½	63	St P & Om	190	192
Col So 2d pf	44	44¼	So Pacific	71½	71⅝
Con Gas	185½	186½	So Pacific pf	120¼	121
Corn Prod	15½	15¾	Southern Ry	27	27⅛
Corn Prod pf	55	56	So Ry pf	90⅞	100
Del & Hud	228½	229¼	Tenn C & I	89½	89¾
Del L & W	470	480	Tex P L T	46½	48
Den & R G	34	35	Texas Pac	25⅜	25½
Den & R G pf	87½	88½	Third Av RR	125	126
Det U Ry	92¼	92⅜	Toledo Ry	33¾	34
Det South	12	12½	T St L & W	27½	28¼
Det So pf	42	43	T St L & W pf	57½	58
Dis Secur	44	44½	Twin City	117½	118
D S S & A	15⅞	16	Un Bag & P	14¾	14⅞
D S S & A pf	34½	35¼	Un Bag & P p	82½	82⅝
Elec Storage	64	66¾	Un Pacific	184½	184⅝
Erie	49⅛	49¼	Un Pac pf	96½	96¾
Erie 1st pf	81¾	81⅞	U S Cl Pipe	38⅞	39¼
Erie 2d pf	72¾	72⅞	U S C I P pf	96⅝	97
Ev & T H	72	77	U S Express	122	126
Ev & T H pf	85	95	US R'lty & Im	86	89
Fed Min & S	119	123	U S Red & R	31¼	31½
Fed M & S pf	96½	97	U S R & R pf	70	71½
Ft W & D C	72½	75¼	U S Rubber	53½	53¾
Gen Elec Co	189½	190	U S Rub pf	110⅛	110¾
Gt North pf	315	316	U S Steel	38⅜	38⅞
Hock Val	90¼	92	U S Steel pf	105⅛	105¾
Hock Val pf	93½	94	Va-Car	34	34½
Illinois Cent	180½	180¾	Va-Car pf	107	107¾
Int Paper	23½	23⅝	Va I C & C	41¾	42
Int Paper pf	82¼	82½	Wabash	21⅞	21¾
Int Power	52¼	53	Wabash pf	42	42¼
Int Pump	38¼	30	Wells-F Exp	230	245
Int Pump pf	82	86	West Un Tel	93¾	93¾
Iowa Central	29	29¾	West'gh'se	172	176½