## FINANCIAL AND COMMERCIAL.

SATURDAY, Sept. 22.

In a dull market and on a relatively limited volume of trading to-day prices of stocks declined. The attendance on the floor of the Stock Exchange was small and the general market appeared to be one in which little interest was taken by the rank and file of speculators and which was almost left to itself by the large holders of stocks. Greater strength than has been noticed for some time in the United States Steel shares attracted attention and led to rumors that the arrangements between the Steel Corporation and the Great Northern Railway Company regarding the lease of ore lands were once more on the point of being settled. Elsewhere dealings in the market were inconsequential. A fall of 2¼ points in Reading stock weakened the market, perhaps, as much as anything else, although the recession in the price of the stock was small compared with its recent advance. The weekly bank statement was favorable, as it was almost certainly known that it would be, since it was well understood that there would be made up in this week's statement the large actual gain in cash that was not shown in last week's return. Cash reserves of the banks as they appeared in to-day's exhibit increased $12,220,500, and loans increased $7,400,000. The surplus reserve was enlarged by $7,700,000, bringing the total surplus up to $11,315,000, which is the largest surplus shown at this date since 1901, with the exception of the two years 1903 and 1904, when business throughout the country was at a much lower ebb than it is now and demands for money were comparatively slack. It certainly can be said that a review of the bank condition and of stock market prices here does not bear out the statements so commonly made that the current tightness in money is due in chief degree to Wall Street speculation. Bank loans here now are $40,000,000 less than they were a year ago at this time, and the average price of stocks is no higher than it was last January. It may be true, so far as the loan account is concerned, that our borrowings are now larger in foreign countries than they were twelve months since; but the fact remains that by reason of the increasing profits of business and the magnificent results of the season's harvests that general credit position is much stronger than it was last year, and that more substantial reasons exist than were formerly presented for a rise in prices of securities. Speculation in stocks under such circumstances is unavoidable and is as logical a consequence of the state of the country's business as is the joy felt by the farmers over their splendid crops or the pleasure experienced by stockholders in railway and industrial corporations over the receipt of an increased distribution upon their shares.

The feeling has become very strong in the financial district, however, that it is high time for the Secretary of the Treasury to release some part of the $43,000,000 of the people's money that has been withdrawn from circulation by the Government in the course of the present year and along with nearly $30,000,000 more stands idle in the Treasury vaults. The first of October is always a time when dividend payments are heavy and when large amounts of money have to be called in by the banks to prepare for these disbursements. The local trust companies must also on that date place $10,000,000 more to their reserve account in accord with the provision of the State law, and there are a good many instalments of payments on stock and bond subscriptions that must then be made. The impression has strongly prevailed in good quarters in the last few days that the Secretary of the Treasury would next week come to the relief of the money market in a more positive way than he has heretofore done. It is only to be hoped that the Secretary will bear in mind in whatever action he may take that it is the mercantile borrowers in the large cities that are more hurt by the present money stringency than anybody else, and that assistance, if it is to be given to them at all, should be given through the banks in the central reserve cities. The bank statement to-day furnished the only important item of news presented for Wall Street's consideration. Further engagements of gold for import brought the amount of money disbursed by the Sub-Treasuries here and in Boston on this account to nearly $33,000,000. The state of affairs in Cuba has not figured at all of late as a stock market factor, nor has any notable influence been exerted by domestic political matters. It can hardly be accounted as other than a favorable circumstance, however, that all indications point to the fact that in this State the party of socialism is losing force.

**New York Stock Exchange Sales Sept. 22.**

CLOSING PRICES OF UNITED STATES BONDS.

| | Bid. | Asked. | | Bid. | Asked. |
|---|---|---|---|---|---|
| U S 2s r | 105½ | 105¾ | 4s coup | 103¼ | 104 |
| U S 2s c | 105½ | 105¾ | 4s r new | 131 | 131½ |
| 3s reg | 103½ | 104 | 4s c new | 131 | 132 |
| 3s coup | 103½ | 104 | D C 3.65s | 115 | — |
| 3s sm | 103½ | — | US Pi 4s | 109 | — |
| 4s reg | 102½ | 103 | | | |

## RAILROAD AND OTHER BONDS.

| | | | |
|---|---|---|---|
| Am Tobacco 6s 10000 | 112½ | Del & Hud cv 4s 100000 | 109½ |
| Am Tobacco 4s 1000 | 77½ | Det City Gas 5s 3000 | 101⅛ |
| Atch T&SF cv 4s 1000 | 107¾ | Dia Sec Corp 5s 3000 | 91¼ |
| Balt & Oh 2d 4s stl'g 50000 | 107½ | Impl Jap 6s stl'g loan 2d series 25000 | 100¼ |
| 17000 | 107 | 1000 | 100⅜ |
| AtchTop&SFe4s 12000 | 102⅝ | 500 | 100⅝ |
| A T & S F adj 4s stamped 2000 | 93 | 25000 | 100¼ |
| Balt & Oh adj 4s 1000 | 103 | 500 | 100⅝ |
| Balt & Ohio 3½s 1000 | 93¼ | 500 | 100⅛ |
| Balt & Ohio Pitts June & MD 3½s 25000 | 93 | ImperialJap 4½s steri loan cpn 6000 | 92 |
| Bal & Oh SW 3½s 3000 | 90⅝ | 5000 | 91⅞ |
| B'kn Rap Tr cv 4s 2000 | 93¾ | 5000 | 91⅞ |
| Can Southe 5s 9000 | 100¼ | Imp Jap 4½s K L & Co ct new 2d 23000 | 90½ |
| Ches & Oh 6s 1911 1000 | 107¼ | InterboroMet Co col trust 4½s 7000 | 85 |
| Ches & Ohio 4½s 1992 10 | 104 | 10000 | 84⅞ |
| 5000 | 104¼ | 5000 | 85 |
| Chi B & Q Ill 4s 1000 | 102⅛ | 25000 | 84¾ |
| 1000 | 102 | 25000 | 84½ |
| Chi B & Q Ill 3½s 1000 | 92 | Int & Gt Nor 3d 2000 | 78 |
| Chi Mil & St P 3½s 14000 | 91½ | 7000 | 79¼ |
| Chi Rl & P RR 4s 2000 | 78¼ | 5000 | 85⅛ |
| 6000 | 78⅜ | 10000 | 84¾ |
| Chi R I & P Ry 4s 3000 | 100¼ | 20000 | 84½ |
| Chi St P M&O cn 18000 | 131¼ | 10000 | 84⅛ |
| Colo In col tr 5s 1000 | 76 | Nat Starch M 6s 1000 | 89 |
| Del & Hud cv 4s 100000 | 109½ | New Orl Rwy & Light 4½s 2000 | 90½ |
| Det City Gas 5s 3000 | 101⅛ | N Y Central 3½s 20000 | 92¼ |
| Dia Sec Corp 5s 3000 | 91¼ | 10000 | 92⅛ |
| Impl Jap 6s stl'g loan 2d series 25000 | 100¼ | 5000 | 92¼ |
| 1000 | 100⅜ | Norf & W Poca 4s 4000 | 93 |
| 500 | 100⅝ | North Pacific 4s 1000 | 104 |
| 500 | 100⅝ | North Pacific 3s 11000 | 75¼ |
| 500 | 100⅛ | Or Rail & Nav 4s 5000 | 101⅛ |
| 500 | 100⅛ | 14000 | 101¼ |
| ImperialJap 4½s steri loan cpn 6000 | 92 | Or Short Line 6s 1000 | 121¼ |
| 5000 | 91⅞ | Or Short Line 5s 3000 | 116 |
| 5000 | 91⅞ | Penna cv 3½s 10000 | 101⅜ |
| Imp Jap 4½s K L & Co ct new 2d 23000 | 90½ | 4000 | 101⅜ |
| InterboroMet Co col trust 4½s 40000 | 87 | Penna 3½s 1915 10000 | 96⅞ |
| 10000 | 86⅞ | 10000 | 96¾ |
| 10000 | 86¾ | 12000 | 96⅞ |
| 25000 | 84¾ | 1000 | 96¾ |
| 25000 | 84½ | 47000 | 96⅞ |
| Int & Gt Nor 3d 2000 | 78 | 61000 | 96¾ |
| 7000 | 79¼ | Read J Cent trst 4s 2000 | 97½ |
| 5000 | 85⅛ | St L & Iron M 5s 1000 | 114½ |
| InternatPaper 5s 1000 | 106½ | St L & San Fr fdg 5s 3000 | 82½ |
| L Sh & M So 4s 2000 | 97¾ | St Louis SW 1st 1000 | 95 |
| Lou & Nash 4s 4000 | 100½ | San A & A Pass 4s 10000 | 86¾ |
| Manhattan Ry 4s 5000 | 101¾ | South Pacific 4s 7000 | 92 |
| Mex Cent con 4s 20000 | 81¼ | 1000 | 91¾ |
| Mex Cent 1st inc 1000 | 21¼ | 1000 | 91⅞ |
| 11000 | 21½ | So Pacific ref 4s 10000 | 96 |
| Mo K & T of Tex 5s 5000 | 105¾ | U S Steel 5s 33000 | 98¼ |
| Mo Kan & Tex 4s 3000 | 100½ | 5000 | 98½ |
| 10000 | 100⅛ | 5000 | 98¼ |
| MoPacific 5s 1917 3000 | 113¼ | 10000 | 98⅛ |
| Nat Starch M 6s 1000 | 103¾ | Wab P Ter 2d 4s 5000 | 35½ |
| | | West NYdPs gm 1000 | 95½ |

Total sales of bonds (par value). $911,000.

## RAILROAD AND OTHER SHARES.

| Sales. | | High-est. | Low-est. | Clos-ing. | Net Ch'ge. |
|---|---|---|---|---|---|
| 500 | Allis Chalm | 17⅛ | 17 | 17 | — 1⅛ |
| 1600 | Allis Ch pf | 42½ | 40 | 40 | —3⅞ |
| $1300 | Amal Cop | 114⅜ | 113⅝ | 113¾ | —1 |
| 300 | Am Ag Ch | 26¼ | 26¼ | 26¼ | — ¾ |
| 1100 | Am Car & F | 43¾ | 43 | 43⅜ | — ⅜ |
| 100 | Am C&F pf | 101 | 101 | 101 | |
| 600 | Am Cot Oil | 35 | 34⅝ | 34¾ | |
| 100 | Am Hide&L | 6½ | 6½ | 6½ | + ½ |
| $500 | Am Ice Secs | 90⅜ | 90 | 90⅜ | + ⅜ |
| 4100 | Am Loco | 75½ | 75 | 75 | — ½ |
| 100 | Am Pneu S | 29½ | 29½ | 29½ | |
| 7200 | Am Smelt | 155½ | 154¼ | 154¼ | —1½ |
| 400 | Am Smelt pf | 115¾ | 115½ | 115½ | |
| 300 | Am Steel F | 11 | 11 | 11 | |
| 1000 | Am Sugar | 136¼ | 136¼ | 136¼ | |
| 100 | Am Sug pf | 133 | 133 | 133 | |
| 200 | Am T & C | 90 | 92 | 90 | |
| 1100 | Am T & T | 135 | 140 | 93¾ | |
| 100 | Am Tob pf | 99 | 100 | 99 | |
| 200 | Am Wool | 36¾ | 37¼ | 36¾ | |
| 100 | Am Wool pf | 104¾ | 105½ | 105½ | |
| 2000 | Anaconda | 289¼ | 289½ | 289½ | |
| 100 | At T & SF | 106 | 106¼ | 106¼ | |
| 100 | At T & SF pf | 101 | 101½ | 101½ | |
| 200 | Atl Coast L | 142½ | 144 | 142½ | |
| 1300 | Balt & Ohio | 123¼ | 123⅜ | 123⅜ | |
| 100 | Balt & Oh pf | 91 | 92½ | 92½ | |
| 100 | B'klyn RT | 79½ | 79¾ | 79¾ | |
| 100 | B'klyn U Gas | 120 | 120 | 120 | |
| 100 | Brunswick | 16¼ | 16¼ | 16¼ | |
| 100 | Butterick | 57 | 63½ | 63½ | |
| 100 | Can South'n | 66 | 67 | 67 | |
| 100 | Can Pac | 176⅞ | 177½ | 177½ | |
| 100 | Cen Leather | 38½ | 39½ | 39½ | |
| 100 | Cen L'ther pf | 102 | 103½ | 103½ | |
| 100 | Ches & Ohio | 63⅜ | 63¾ | 63¾ | |
| 100 | CCC & St L | 93 | 94 | 93 | |
| 100 | CCC & St L pf | 113 | 114 | 113 | |
| 100 | Chi Gt West | 17⅝ | 18 | 18 | |
| 100 | Chi Gt W (A) | 74⅞ | 75⅜ | 75⅜ | |
| 100 | Chi Gt W (B) | 26 | 26½ | 26½ | |
| 100 | Chi Gt W deb | 81 | 83 | 83 | |
| 200 | Chi & N W | 209 | 209⅜ | 209⅜ | |
| 100 | Ch M & St P | 177½ | 177¾ | 177¾ | |
| 100 | C M & St P pf | 194 | 195 | 195 | |
| 100 | Chi Terminal | 11 | 14½ | 11 | |
| 100 | Chi Term'l pf | 37 | 40 | 37 | |
| 100 | Chi Un Trac | 4⅝ | 4½ | 4½ | |
| 100 | Ch Un Tr pf | 17¼ | 18 | 17¼ | |
| 100 | Col Fuel & I | 56¾ | 57 | 56¾ | |
| 100 | Col HC & I | 18½ | 19 | 18½ | |
| 100 | Col Southern | 36½ | 37 | 36½ | |
| 100 | Col So 1st pf | 66½ | 67½ | 66½ | |
| 100 | Col So 2d pf | 49¾ | 50¼ | 50¼ | |
| 100 | Con Gas | 139 | 140 | 139 | |
| 100 | Corn Pd Ref | 20⅜ | 20⅜ | 20⅜ | |
| 100 | Corn P Ref pf | 78 | 77 | 77 | |
| 100 | Del & Hud | 224¾ | 225 | 225 | |
| 100 | Del L & W | 530 | 550 | 530 | |
| 100 | Den R & G | 42⅝ | 43 | 43 | |
| 100 | Den & R G pf | 85 | 85½ | 85½ | |
| 100 | Det U Ry | 94 | 94¾ | 94¾ | |
| 100 | Dia Secur | 72½ | 72½ | 72½ | |
| 100 | DSS & A | 18½ | 19½ | 19½ | |
| 100 | DSS & A pf | 37 | 40 | 40 | |
| 100 | Erie | 47½ | 47⅝ | 47⅝ | |
| 100 | Erie 1st pf | 77½ | 77½ | 77½ | |
| 100 | Erie 2d pf | 70 | 71 | 70 | |
| 100 | Ev & T H | 65 | 75 | 75 | |
| 100 | Ev & T H pf | 85 | 95 | 95 | |
| 100 | Fed Min & S | 155 | 169¾ | 169¾ | |
| 100 | Fed M & S pf | 93 | 94½ | 93 | |
| 100 | Gen Elec Co | 165½ | 166½ | 165½ | |
| 100 | Gt North pf | 333½ | 334 | 333½ | |
| 100 | Hock Val | — | 126 | 126 | |
| 100 | Hock Val pf | 93⅞ | 95 | 95 | |
| 100 | Illinois Cent | 173½ | 174 | 173½ | |
| 100 | Inter-B Met | 38 | 38¼ | 38 | |
| 100 | Int-B Met pf | 77¾ | 78 | 77¾ | |
| 100 | Int Paper | 17½ | 18 | 17½ | |
| 100 | Int Paper pf | 80½ | 81 | 80½ | |
| 100 | Int Power | 49 | 51 | 49 | |
| 100 | Int Pump | 48½ | 48¾ | 48½ | |
| 100 | Int Pump pf | 84 | 86 | 84 | |
| 100 | Iowa Central | 29¾ | 30 | 29¾ | |
| 100 | Iowa Cent pf | 50½ | 51½ | 50½ | |
| 100 | Kan & Mich | 65 | 69 | 65 | |
| 100 | Kan City S | 27¾ | 28 | 27¾ | |
| 100 | Kan City Sou | 58¼ | 58¾ | 58¼ | |
| 100 | K C F S & M p | 78 | 79 | 78 | |
| 100 | Knick Ice | 75¼ | 76 | 75¼ | |
| 100 | L E & W | 31 | 34 | 31 | |
| 100 | L E & W pf | 77 | 81 | 77 | |
| 100 | Long Island | 54 | 59 | 54 | |
| 1400 | Am Sugar | 136¼ | 135½ | 136¼ | |
| 200 | Am Woolen | 37 | 36⅝ | 36⅝ | —⅝ |
| 11900 | Anaconda | 291 | 289½ | 289½ | —1½ |
| 4700 | A T & S F | 106⅞ | 106⅛ | 106⅛ | —⅞ |
| 400 | A T & S F pf | 101 | 101 | 101 | —1⅛ |
| 15200 | Balt & Ohio | 124¼ | 123⅛ | 123¼ | —1⅜ |
| 2900 | Bklyn R T | 80 | 79½ | 79½ | —¼ |
| 100 | Bruns'k Co. | 16½ | 16½ | 16½ | |
| 300 | Can Pac | 177½ | 176⅞ | 176⅞ | —⅞ |
| 200 | CenLeather | 38½ | 38⅜ | 38½ | —¼ |
| 2200 | Ches & Ohio | 63⅞ | 63¼ | 63⅜ | +⅝ |
| 100 | Chi & Alton | 32 | 32 | 32 | |
| 100 | Chi & N W | 209⅝ | 209⅝ | 209⅝ | —⅛ |
| 900 | Chi Gt W | 17¾ | 17¾ | 17¾ | |
| 100 | C Gt W pf B | 26⅛ | 26⅛ | 26⅛ | —⅞ |
| 10900 | C M & St P | 179⅛ | 177½ | 177½ | —1 |
| 100 | CM&StP pf | 194½ | 194½ | 194½ | —½ |
| 7500 | CM&St P rts | 17¾ | 17⅜ | 17⅜ | —⅜ |
| 1400 | Col Fuel & I | 56⅞ | 56⅛ | 56⅞ | —⅛ |
| 300 | Col South | 37 | 37 | 37 | —⅛ |
| 100 | Col So 2d pf | 50 | 50 | 50 | —½ |
| 900 | Corn P Ref | 20½ | 20½ | 20⅜ | +⅛ |
| 1100 | Del & Hud | 226 | 224¼ | 224¾ | —1¾ |
| 200 | Den & R Gr | 42½ | 42½ | 42½ | —¼ |
| 100 | Den&RG pf | 85½ | 85½ | 85½ | |
| 2900 | Distillers S | 73 | 71½ | 72½ | —½ |
| 4400 | Erie | 47¾ | 47½ | 47½ | —⅜ |
| 300 | Gen Elec Co | 166½ | 166¼ | 166¼ | —¼ |
| 1800 | Great Nor p | 334 | 332 | 334 | —½ |
| 100 | Ill Central | 174 | 174 | 174 | —1 |
| 1600 | Int Paper | 17 | 17 | 17 | —½ |
| 900 | Int Paper p | 80½ | 80½ | 80½ | —⅞ |
| 100 | Int Pump | 48½ | 48½ | 48½ | —⅛ |
| 100 | Interb-Met | 38 | 38 | 38 | |
| 100 | Iowa Cent | 30 | 30 | 30 | |
| 100 | Iowa Cen pf | 50¾ | 50¾ | 50¾ | —¼ |
| 300 | Kan C So | 28 | 27½ | 28 | |
| 500 | Knick Ice | 77¼ | 76½ | 77¼ | +2¼ |
| 1700 | Lou & Nash | 149⅜ | 149 | 149⅛ | —1 |
| 400 | Manhattan | 144¼ | 143¼ | 143½ | —¾ |
| 800 | Mex Cent | 21¼ | 21 | 21 | —¼ |
| 100 | Minn & St L | 74 | 74 | 74 | —¼ |
| 200 | M K & Tex | 35¾ | 35¾ | 35¾ | —⅛ |
| 1400 | Mo Pacific | 98 | 97½ | 97½ | —⅝ |
| 700 | Nat Bis Co. | 69½ | 69⅜ | 69½ | |
| 2600 | Nat Lead | 80½ | 79⅞ | 79⅞ | +⅜ |
| 200 | Nat RRM pf | 46 | 46 | 46 | |
| 100 | Nat RRM 1 p | 21¼ | 21¼ | 21¼ | —½ |
| 300 | N Y Air Br | 147⅜ | 146¾ | 147⅜ | +¾ |
| 2100 | N Y Central | 143 | 142½ | 142½ | —½ |
| 1200 | Nor & Wes | 93¼ | 93 | 93 | —½ |
| 1400 | Nor Pacific | 215½ | 214⅛ | 214¼ | —¾ |
| 200 | Ont & Wes | 49½ | 49½ | 49½ | |
| 100 | Pacific Mail | 37¾ | 37¾ | 37¾ | —¼ |
| 23000 | Penn RR | 142¾ | 141⅝ | 141⅝ | —1¼ |
| 200 | Peo Gas | 89½ | 89½ | 89½ | —⅜ |
| 100 | Pitts Coal | 14⅛ | 14⅛ | 14⅛ | |
| 400 | Pressed S C | 54¾ | 54½ | 54½ | —½ |
| 200 | Pullman PC | 254 | 254 | 254 | +½ |
| 1000 | Ry St Sp'g | 57¾ | 57½ | 57½ | —⅜ |
| 2800 | Rep Steel | 38¾ | 37¾ | 37¾ | —1 |
| 93100 | Reading | 151 | 148¾ | 149 | —2½ |
| 400 | Rock Island | 27 | 26¾ | 27 | —¼ |
| 100 | St L S W | 24¼ | 24¼ | 24¼ | —¼ |
| 500 | St L S W pf | 58¾ | 58 | 58 | —⅞ |
| 31900 | Sou Pacific | 96¼ | 95¼ | 95⅜ | —1¼ |
| 1300 | Sou Ry Co | 37⅛ | 36¾ | 37⅛ | —⅛ |
| 100 | Sou Ry Co p | 97½ | 97½ | 97½ | |
| 2600 | Tex Pacific | 36⅞ | 36½ | 36¾ | |
| 300 | Tol STL&Wp | 55 | 54½ | 55 | |
| 100 | Un B & P pf | 55 | 55 | 55 | |
| 36000 | Union Pac | 187½ | 186⅝ | 186⅝ | —1¼ |
| 100 | Un Ry Inv | 67½ | 67½ | 67½ | |
| 1500 | U S Rubber | 55½ | 55 | 55⅛ | —⅛ |
| 500 | USRub 1st p | 110⅞ | 110½ | 110⅞ | —⅜ |
| 100 | US Rub 2d p | 80 | 80 | 80 | —⅜ |
| 64400 | U S Steel | 45¾ | 44⅞ | 45½ | |
| 2200 | U S Steel pf | 106¾ | 106⅜ | 106¾ | |
| 100 | Va-Car Ch | 40¼ | 40¼ | 40¼ | —¼ |
| 100 | Vulcan Det | 113⅜ | 113⅜ | 113⅜ | —⅛ |
| 200 | Vulcan D pf | 65¾ | 65¾ | 65¾ | —¼ |
| 100 | Wabash | 19⅝ | 19⅝ | 19⅝ | —⅜ |
| 400 | West Un T | 87¾ | 86½ | 86½ | +½ |
| 100 | Wheel & LE | 18 | 18 | 18 | —¼ |
| 100 | Wis Cent pf | 50 | 50 | 50 | —⅞ |

Total sales of stocks, 402,900 shares.

## CLOSING PRICES.

| | Bid. | Asked. | | Bid. | Asked. |
|---|---|---|---|---|---|
| Adams Exp | 275 | 310 | Lou & Nash | 149 | 149¼ |
| Allis Ch'lm'rs | 16¾ | 17 | Manhattan | 142¼ | 144 |
| Allis Ch pf | 40 | 43 | Mex Cent | 21¼ | 21⅝ |
| Amal Copper | 113⅜ | 113¾ | Minn & St L | 73 | 74 |
| Am B Sug | 22 | 22¾ | M & St L pf | — | 98 |
| Am C & F | 43⅝ | 43½ | M S P & S S M | 150½ | 150½ |
| Am C & F pf | 100½ | 101 | MSP&SSM pf | 170 | 173 |
| Am Cot Oil | 34⅝ | 35 | M K & T | 35¾ | 35⅞ |
| Am Cot Oil p | 93 | 94 | M K & T pf | 70½ | 71 |
| Am Dis Tel | 35 | 40 | Mo Pacific | 97½ | 97⅝ |
| Am Express | 250 | 255 | Nash & St L | 140 | 145 |
| Am Hide & L | 6 | 7 | Nat Biscuit | 69½ | 69½ |
| Am H & L pf | 26 | 27 | Nat Biscuit pf | 116 | 118 |
| Am Ice Secs | 90⅝ | 90⅝ | Nat'l Enam & St | 14½ | 15 |
| Am Lin Oil | 19 | 20 | Nat Lead | 79⅞ | 80 |
| Am Lin Oil pf | 39¾ | 42 | Nat Lead pf | 101¼ | 101½ |
| Am Loco | 75 | 78¼ | Nat RR Mex p | 45½ | 46 |
| Am Loco pf | 112 | 113 | N R R 2d pf | 21¼ | 21¾ |
| Am Malt | 4¾ | 5 | N J Central | 229 | 232 |
| Am Malt pf | 27 | 29 | N Y A B | 145 | 148 |
| Am Smelt'g | 154¼ | 154½ | N Y Central | 142¾ | 142¾ |
| Am Smelt pf | 115½ | 115¾ | N Y C & St L | — | 67 |
| Am S Sec p B | 95¾ | 96¾ | N Y C & St L pf | 112 | 120 |
| Am Steel Fd | 11 | 11¼ | N Y O & S L 2 pf | 85 | 90 |
| Am St Fd pf | 44½ | 45 | N Y Dock | 40 | 42 |
| Am Sugar | 136¼ | 136¼ | N Y Dock pf | 85 | 88 |
| Am Sug pf | 133 | 138 | N Y N H & H | 188 | 194 |
| Am T & C | 90 | 92 | North Am | 92 | 93 |
| Am T & T | 135 | 140 | Nor & West | 93 | 93¼ |
| Am Tob pf | 99 | 100 | Nor & West pf | 90¾ | 91 |
| Am Wool | 36¾ | 37¼ | Nor Pacific | 214 | 214½ |
| Am Wool pf | 104¾ | 105½ | Ont & West | 49 | 49½ |
| Anaconda | 289¼ | 289½ | Pacific Coast | 124 | 130 |
| At T & S F | 106 | 106¼ | Pac Coast 1 p | 100 | 108 |
| At T & S F pf | 101 | 101½ | Pac Coast 2 p | 124 | 130 |
| Atl Coast L | 142½ | 144 | Pacific Mail | 37½ | 37¾ |
| Balt & Ohio | 123¼ | 123⅜ | Penna R R | 141⅝ | 141⅞ |
| Balt & Oh pf | 91 | 92½ | Peo G L & C | 89½ | 90 |
| B'klyn RT | 79½ | 79¾ | Peo & East | 38 | 43 |
| B'klyn U Gas | 120 | 130 | Pittsburg Ct | 14 | 15 |
| Brunswick | 16¼ | 16½ | Pittsb'g Ct p | 53½ | 56 |
| Butterick | 57 | 63½ | P C C & St L | 84½ | 85½ |
| Can South'n | 66 | 67 | P C C & St L pf | 107 | 111 |
| Can Pac | 176⅞ | 177½ | P'd Steel Car | 54½ | 55 |
| Cen Leather | 38½ | 39½ | P Steel Car pf | 97 | 98 |
| Cen L'ther p | 102 | 103½ | Pullman PCar | 253 | 255 |
| Ches & Ohio | 63⅜ | 63¾ | Ry St Spg | 57½ | 58 |
| C C C & St L | 93 | 94 | Ry St Sp'g pf | 102 | 103 |
| C C C & St L p | 113 | 114 | Reading | 148¾ | 149 |
| Chi Gt West | 17⅝ | 18 | Read 1st pf | — | 89 |
| Chi Gt W (A) | 74⅞ | 75⅜ | Read 2d pf | 98 | 100 |
| Chi Gt W (B) | 26 | 26½ | Rep'b'c Steel | 37¾ | 38¼ |
| Chi Gt W deb | 81 | 83 | Rep Steel pf | 98⅞ | 99¼ |
| Chi & N W | 209 | 209⅜ | Rock Island | 26⅞ | 27⅛ |
| Ch M & St P | 177½ | 177¾ | Rock Isl'd pf | 65½ | 66½ |
| C M & St P pf | 194 | 195 | Sloss-Shef | 74½ | 75½ |
| Chi Terminal | 11 | 14½ | Sloss-Shef pf | 106 | 110 |
| Chi Term'l pf | 37 | 40 | St L & S F 1 pf | 64 | 70 |
| Chi Un Trac | 4⅝ | 4½ | St L & S F 2 pf | 43 | 44 |
| Ch Un Tr pf | 17¼ | 18 | St L S W | 24 | 24¼ |
| Col Fuel & I | 56¾ | 57 | St L S W pf | 58 | 58½ |
| Col H C & I | 18½ | 19 | St P & Om | 175 | 180 |
| Col Southern | 36½ | 37 | So Pacific | 95⅝ | 95⅝ |
| Col So 1st pf | 66½ | 67½ | So Pacific pf | 118 | 118½ |
| Col So 2d pf | 49¾ | 50¼ | Southern Ry | 37¼ | 37⅜ |
| Con Gas | 139 | 140 | So Ry pf | 97⅜ | 97½ |
| Corn Pd Ref | 20⅜ | 20⅞ | Tenn C & I | 155 | 158 |
| Corn P Ref pf | 78 | 77 | Tex P L T | 50 | 53 |
| Del & Hud | 224¾ | 225 | Texas Pac | 36⅝ | 36⅞ |
| Del L & W | 530 | 550 | Third Av RR | 124½ | 125 |
| Den R & G | 42⅝ | 43 | Toledo Ry | 31½ | 32½ |
| Den & R G pf | 85 | 85½ | T St L & W | 33 | 34 |
| Det U Ry | 94 | 94¾ | T St L & W pf | 53¾ | 54 |
| Dia Secur | 72½ | 72½ | Twin City | 118¼ | 118¼ |
| DSS & A | 18½ | 19½ | Un Bag & P | — | — |
| DSS & A pf | 37 | 40 | Un Bag & P p | — | — |
| Erie | 47½ | 47⅝ | Un Pacific | 186⅝ | 186½ |
| Erie 1st pf | 77½ | 77½ | Un Pac pf | 92½ | 93½ |
| Erie 2d pf | 70 | 71 | Union Ry Inv | 66½ | 67 |
| Ev & T H | 65 | 75 | Un Ry Inv pf | 73 | 74 |
| Ev & T H pf | 85 | 95 | U S Cl Pipe | 47½ | 48 |
| Fed Min & S | 155 | 169¾ | U S Cl Pipe pf | 90 | 92 |
| Fed M & S pf | 93 | 94½ | U S Express | 132 | 135 |
| Gen Elec Co | 165½ | 166½ | U S R'lty & Im | 79¼ | 80 |
| Gt North pf | 333½ | 334 | U S Red & R | 34 | 37 |
| Hock Val | — | 126 | U S R & R pf | 70¾ | 75 |
| Hock Val pf | 93⅞ | 95 | U S Rubber | 55¼ | 55½ |
| Illinois Cent | 173½ | 174 | U S Rub 1 pf | 110½ | 111 |
| Inter-B Met | 38 | 38¼ | U S Rub 2 pf | 80 | 81 |
| Int-B Met pf | 77¾ | 78 | U S Steel | 45⅝ | 45¾ |
| Int Paper | 17½ | 18 | U S Steel pf | 106½ | 107 |
| Int Paper pf | 80½ | 81 | Va-Car | 40¼ | 41 |
| Int Power | 49 | 51 | Va-Car pf | 110¾ | 111 |
| Int Pump | 48½ | 48¾ | Va I C & C | 52¼ | 53 |
| Int Pump pf | 84 | 86 | Wabash | 19⅝ | 20 |
| Iowa Central | 29¾ | 30 | Wabash pf | 44½ | 44¾ |
| Iowa Cent pf | 50½ | 51½ | Wells-F Exp | 290 | 294 |
| Kan & Mich | 65 | 69 | West Un Tel | 86 | 87 |
| Kan City S | 27¾ | 28 | West Maryl'd | 37 | 39½ |
| Kan City So | 58¼ | 58¾ | West'gh'se | 150 | 155 |
| K C F S & M p | 78 | 79 | Wheel & L E | 18 | 19 |
| Knick Ice | 75¼ | 76 | W & L E 1 pf | 39 | 41 |
| L E & W | 31 | 34 | W & L E 2 pf | 23 | 25 |
| L E & W pf | 77 | 81 | Wis Central | 24 | 25 |
| Long Island | 54 | 59 | Wis Cent pf | 49 | 51¼ |

## LATEST QUOTATIONS OF INACTIVE OUTSIDE STOCKS.

| | Bid. | Asked. |
|---|---|---|
| American Can, common | 6¾ | 7½ |
| American Can, preferred | 57½ | 58¼ |
| American Chicle, common | 182 | 187 |
| American Chicle, preferred | 104 | 112 |
| American Writing Paper, com | 3½ | 4 |
| American Writing Paper, pf | 28½ | 29½ |
| American Tobacco | 380 | 390 |
| American Light & Trac | 113 | 115 |
| American Light & Trac, pf | 98 | 100 |
| Alaska Mining Sec | 1¾ | 2 |
| Borden's Condensed Milk | 170 | 178 |
| Borden's Condensed Milk, pf | 110 | 114 |
| Boston Consolidated Copper | 32½ | 32½ |
| British Columbia Copper | 10⅜ | 10½ |
| Butte Coalition | 36¼ | 37 |
| Central Foundry, common | 3¾ | 4¼ |
| Central Foundry, preferred | 17 | 20 |
| Cumberland | 10¾ | 10⅝ |
| Chicago Subway | 50½ | 51 |
| Consolidated Refrigerator Co | 3 | 3¾ |
| Copper Securities, w i | 33¾ | 34¾ |
| Electric Boat, common | 18 | 20 |
| Electric Boat, preferred | 60 | 75 |
| Electric Vehicle, common | 12 | 15 |
| Electric Vehicle, preferred | 18 | 21 |
| Empire Steel, common | 5 | 8 |
| Empire Steel, preferred | 40 | 43 |
| Gold Hill Copper | 3⅞ | 4 |
| Granby Copper | 12¼ | 12½ |
| Greene Consolidated Copper | 27¼ | 27¾ |
| Greene Consolidated Gold | 2 | 2¼ |
| Greene Gold-Silver | 1⅜ | 1⅞ |
| Greene Gold-Silver, pf | 5 | 8 |
| Guanajuato Min | 5¼ | 5⅜ |
| Guggenheim Ex | 290 | 294 |
| Hall Signal | 97 | 102 |
| Havana Tobacco, common | 18 | 19 |
| Havana Tobacco, preferred | 25 | 31 |
| Houston Oil | 8¾ | 9 |
| Houston Oil, pf | 41 | 48 |
| International Mercantile Mar | 10 | 10½ |
| International Mer Mar, pf | 28¾ | 29½ |
| International Salt | 39 | 40 |
| Lackawanna Steel | 75 | 80 |
| Lord & Taylor | 118 | 123¾ |
| Lord & Taylor, pf | 100 | 103 |
| Mackay Companies | 72½ | 73 |
| Mackay Companies, pf | 71¼ | 71½ |
| Manhattan Transit | 4¼ | 4⅝ |
| Marconi W T of America | 42 | 45 |
| Micmac Mining | 5¼ | 5⅜ |
| Mitchell Mining | 4⅜ | 5 |
| Nipissing Mining Co | 16⅞ | 17 |
| Nevada Consolidated Mining | 19⅞ | 20¼ |
| Nevada-Utah | 4⅛ | 4⅜ |
| New York Transportation | 5½ | 6 |
| Northern Securities, stubs | 212½ | 250 |
| Otis Elevator Company, com | 50 | 60 |
| Otis Elevator Company, pf | 98 | 101 |
| Pope Manufacturing | 4 | 5 |
| Pope Manufacturing, 1st pf | 69 | 73 |
| Pope Manufacturing, 2d pf | 16 | 18 |
| Royal Baking Powder, com | 145 | 155 |
| Royal Baking Powder, pf | 108 | 113 |
| Safety Car Light & Heat Co | 285 | 310 |
| Seaboard Co | 26 | 28 |
| Seaboard Co, 1st pf | 83 | 89 |
| Seaboard Co, 2d pf | 55 | 58 |
| Standard Milling | 8 | 9 |
| Standard Milling, pf | 28 | 30 |
| Standard Oil | 600 | 605 |
| Tennessee Copper | 42½ | 45 |
| Tintic Co | 8⅞ | 9 |
| Trenton Pott | 18 | 20 |
| Trenton Pott, pf | 94 | 98 |
| Union Copper | 1¼ | 1⅜ |
| United Copper | 66 | 66¾ |
| United Copper, pf | 80 | 100 |
| Utah Copper | 32 | 32½ |
| Utah Apex Copper | 7⅛ | 7⅝ |
| Union Typewriter | 95 | 99 |
| Union Typewriter, 1st pf | 120 | 125 |
| Union Typewriter, 2d pf | 120 | 125 |
| White Knob Copper | ⅞ | 1 |
| White Knob Copper, pf | 2⅞ | 3 |

BONDS.

| | Bid. | Asked. |
|---|---|---|
| American Malt 6s | 103½ | 104½ |
| American Writing Paper 5s | 85 | 86 |
| Central Foundry 6s | 74 | 77 |
| Havana Tobacco 5s | 60 | 70 |
| International Mer Marine 4½s | 76¾ | 77½ |
| International Salt 5s | 67 | 70 |
| Seaboard Co 5s | 83 | 89 |
| Standard Milling 5s | 78 | 81 |
| Wash Ry & Elec 4s | 87 | 88 |

## MINING EXCHANGE QUOTATIONS.

Closing bid and asked quotations for active stocks on the Wall Street Mining and Stock Exchange to-day were:

LISTED STOCKS.

| | Bid. | Asked. |
|---|---|---|
| Camp Bird, Ltd | 6.75 | 7.00 |
| El Oro | 7.25 | 7.50 |
| Esperanza | 14.62½ | 15.25 |
| Montana Tonopah | 2.87 | 2.96 |
| Tonopah Extension | 5.50 | 5.75 |
| Tonopah Mining | 18.