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Dated March 1st, 1907. Due March 1st, 1910.
AND
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5% NOTES
Dated March 1st, 1907. Due March 1st, 1910.
Further particulars on application.
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## FINANCIAL AND COMMERCIAL.

TUESDAY, March 5.

Transactions in stocks to-day in the security market footed up nearly 1,700,000 shares, by far the largest day's business of the year and representing a volume of purchases and sales during a single session of the Stock Exchange that has not been exceeded since the commotion that took place in the market on August 20 of last year, when the news became public of the establishment of Southern Pacific common stock on a 5 per cent. dividend paying basis and an increase in the annual dividend on the Union Pacific common shares from 6 to 10 per cent. As for the market itself to-day, liquidation in it was again so pressing and severe as to cause to be presented a scene of even greater disorder than was exhibited yesterday. It is true that two or three prominent stocks proved exceptions to the general weakness, but these were mostly stocks in which previous declines had been greater than in any other quarter and in which to-day the retirement of contracts previously entered into by speculators for the fall caused a greater measure of support to be extended than was afforded elsewhere. The market also up to the noon hour of business, if feverish and irregular, was yet generally stronger than it was yesterday save for a few moments of heaviness at the very outset, and encouraged hopes that the fall in prices had been at least temporarily suspended. Presumably, however, this early strength was due only to the "covering" or commitments for the decline and it was not pronounced enough except in the case of the Northern Pacific and Great Northern preferred shares to cause more than slight advances in the majority of stocks over yesterday's closing figures. In the afternoon the receding tendency of values once more gathered full force. Although along with the Northern Pacific and Great Northern stocks the Reading and Pennsylvania shares yielded relatively little to the downward movement a great wave of liquidation carried the rest of the market before it with a rush. This was continued until the close of business and left declines varying usually from two to six points in the active stocks save in the few issues that have been named.

Specifically the break in the market was apparently caused to-day by a very unusual decline of 6½ points in the Atchison common shares which was commonly taken as indicating that the directors of the company had abandoned their intention of advancing next month the dividend rate on their common stock from 5 to 6 per cent. Although no official promulgation on the subject has been made there has been thus far during the year an abundance of semi-official statements that the Atchison common dividend was soon to be increased and up to within a short time there was little doubt in the financial district that this course would be followed. There were no declarations on the subject, official or semi-official, forthcoming to-day, but Wall Street construed the decline in the price of the Atchison shares as having only one meaning and was quick to give as a broad reason for the supposed change of purpose on the part of the Atchison management the hostility to railroad interests in State legislative bodies that has assumed such surprising intensity in the last few weeks and the increasing difficulties that have been thrown in the way of railway companies desiring to borrow money for corporate purposes. It is very well known that the Atchison has plans that will require "financing" arrangements of some kind within the not far distant future, and the directors of the company may have arrived at the conclusion that it would not look well for their company to appear in the market as a borrower of money at a high rate of interest while at the same time notably increasing its distribution to stockholders. A particularly heavy fall in Southern Pacific common stock, which has long been a strong feature of the market, was also unsettling to speculative sentiment. In general the weakness of the market was accentuated by the fact that it appeared to be produced by out and out liquidation rather than by any bear attack. Daring as stock market operators become there are few of them who would like to put out speculatively any great quantity of stocks for the decline after such an enormous fall in prices as has recently occurred; and aside from this there were a multitude of evidences to-day showing that what was going on in the market was almost entirely either a throwing over of investment holdings or a closing out of speculative accounts for the rise. There was to-day almost total absence of rumors affecting the credit of particular firms and individuals and this from one point of view was held to be a perturbing factor in that it indicated that the fall that was taking place was because of reasons that would not speedily exhaust their force. There were few if any important financial developments during the day. Of these perhaps the most noteworthy was the action of the Railroad Commission of the State of South Dakota ordering a reduction of 10 per cent. in all classes of freight rates charged within the borders of the State. Whether or not this action will be sustained by the courts remains to be seen, but it is significant as showing the general attitude that now seems to animate all State authorities in matters of this kind. There was renewed discussion during the day of the drastic provisions of the so-called public utilities bill that it is known will soon be introduced in our own State Legislature and will presumably have the backing of the dominant political party in the State. Hardly any attention was paid to the favorable annual report of the Pennsylvania Railroad Company published in the morning newspapers or to the weakness in sterling exchange, which once more revives the prospect of gold imports, and, on the other hand, it must also be said that there was little regard either for the higher rates asked for the use of time money for shorter periods or for the poorer cast of railway monthly and weekly earnings statements that were received. London houses were fairly large sellers of stocks and the weakness in prices extended to the curb market and to the stock exchanges in Boston and Philadelphia.

### RAILROAD AND OTHER BONDS.

| Sales. | | High-est. | Low-est. | Clos-ing. | Net Ch'ge. |
|---|---|---|---|---|---|
| 2300 | Allis Chalm | 13½ | 12¾ | 12¾ | |
| 100 | Allis Ch pf. | 33 | 33 | 33 | −1 |
| 200 | Am Ag Ch. | 22½ | 22½ | 22½ | −1 |
| 1100 | Am Beet Su | 17½ | 17 | 17¼ | −¼ |
| 100 | Am B Su pf | 75 | 75 | 75 | −5 |
| 156300 | Amal Cop.. | 108¾ | 105⅜ | 105¾ | −2⅜ |
| 110 | Am Can..... | 6½ | 6½ | 6¼ | −¼ |
| 500 | Am Can pf.. | 54¼ | 53½ | 53¾ | −⅜ |
| 5050 | Am Car & F | 43½ | 41½ | 41⅞ | −¼ |
| 700 | Am C&F pf. | 102½ | 102 | 102 | −⅞ |
| 900 | Am Cot Oil. | 31 | 30⅜ | 30⅜ | −⅝ |
| 200 | Am Exp.... | 225 | 224 | 224 | −2 |
| 700 | Am Gr Tw | 6½ | 6 | 6 | −½ |
| 200 | Am Hide&L | 4¼ | 4¼ | 4¼ | −¾ |
| 1000 | Am H&L pf | 22½ | 21 | 22½ | −½ |
| 100 | Am Ice Secs | 79½ | 79½ | 79½ | −1½ |
| 310 | Am Lin Oil. | 15 | 14 | 14 | −2 |
| 4200 | Am Loco... | 70¼ | 68¼ | 68½ | −1¼ |
| 200 | Am Loco pf | 110 | 109 | 109 | −1½ |
| 57100 | Am Smelt.. | 136½ | 132¾ | 133⅜ | −1⅞ |
| 600 | Am Smelt pf | 114 | 113½ | 113½ | −¼ |
| 425 | Am Steel F. | 8 | 8 | 8 | −¼ |
| 925 | Am St F pf. | 41 | 40⅛ | 40⅛ | −⅞ |
| 5800 | Am Sugar.. | 129¾ | 127½ | 127⅞ | −1⅛ |
| 150 | Am Sugar pf | 122 | 122 | 122 | −4½ |
| 1200 | Am Tob pf. | 95⅛ | 95 | 95 | |
| 1100 | Am Woolen | 30¾ | 30 | 30 | −1 |
| 600 | Am Wool pf | 99¾ | 99 | 99 | −¾ |
| 42300 | Anaconda.. | 72 | 68¾ | 69 | −1½ |
| 166700 | A T & S F.. | 98½ | 92 | 92½ | −6½ |
| 1850 | A T&S F pf. | 96½ | 95⅝ | 96½ | |
| 1079 | At C Line.. | 113 | 111 | 111 | −1 |
| 9100 | Balt & Ohio | 108⅜ | 105 | 105 | −3⅝ |
| 200 | Beth Steel.. | 17 | 16⅞ | 16⅞ | −⅛ |
| 17500 | Bklyn R T.. | 64⅜ | 58 | 58 | −6½ |
| 100 | Br Un Gas. | 116 | 116 | 116 | −5½ |
| 300 | Bruns'k Co. | 13¼ | 13 | 13 | −¾ |
| 450 | Can South. | 63 | 62½ | 63 | −⅛ |
| 19600 | Can Pac.... | 180⅜ | 178 | 178¼ | −2¼ |
| 3700 | CenLeather | 35½ | 33⅞ | 34 | −1⅜ |
| 370 | CenL'ther p | 99 | 99 | 99 | +½ |
| 5400 | Ches & Ohio | 48⅜ | 47 | 47 | −1¾ |
| 300 | Chi & Alton | 18⅛ | 18 | 18 | −1 |
| 200 | Chi & Alt pf | 61½ | 61½ | 61½ | −4 |
| 2450 | Chi & N W. | 155 | 152¼ | 153½ | |
| 200 | C & NW pf. | 210 | 210 | 210 | |
| 2198 | C & N W rts. | 13⅜ | 12¼ | 13¼ | −½ |
| 2200 | Chi Gt W... | 14⅞ | 14⅜ | 14½ | −½ |
| 200 | C Gt W pf A | 69⅛ | 69 | 69 | −2⅝ |
| 1200 | C Gt W pf B | 21⅝ | 20½ | 20½ | −1¼ |
| 44800 | C M & St P. | 143½ | 140 | 140½ | −3¼ |
| 200 | CM&StP pf. | 158½ | 158½ | 158½ | −1½ |
| 500 | CM&SP pfct | 139¾ | 139¾ | 139¾ | −¼ |
| 200 | Chi Un Tr.. | 4⅝ | 4½ | 4½ | |
| 100 | Chi U Tr pf. | 15 | 15 | 15 | |
| 1200 | C C C&StL. | 83 | 79 | 79 | −9 |
| 16900 | Col Fuel & I | 42⅛ | 39¾ | 39¾ | −2¼ |
| 300 | Col H C & I. | 20⅞ | 20 | 20 | −1¼ |
| 3050 | Col South.. | 31⅞ | 30½ | 31 | |
| 2150 | Col So 2d pf | 52 | 52 | 53 | −2½ |
| 900 | Cons Gas... | 135 | 134 | 134 | |
| 1459 | Corn P Ref. | 21 | 20 | 20¼ | −½ |
| 400 | CornPRef p | 86¾ | 86⅝ | 86⅝ | −⅛ |
| 2050 | Del & Hud. | 200¼ | 197 | 197½ | −2½ |
| 1800 | Den & R Gr | 35⅛ | 34 | 34 | −1¼ |
| 500 | Den&RG pf | 76½ | 76 | 76 | −⅛ |
| 4300 | Distillers' S | 74 | 72¼ | 72½ | −1½ |
| 30600 | Erie..... | 32½ | 31 | 31⅛ | −1⅛ |
| 900 | Erie 1st pf. | 65¾ | 64½ | 64½ | −⅜ |
| 600 | Erie 2d pf.. | 56 | 55 | 55 | |
| 100 | Fed M & S. | 145 | 145 | 145 | |
| 700 | Fed M&S pf | 90 | 89¼ | 89¼ | −1¼ |
| 200 | Fed Sug Rp | 82½ | 82½ | 82½ | +2⅜ |
| 500 | Gen Ch Co p | 100 | 100 | 100 | −2½ |
| 1800 | Gen Elec Co | 156 | 153 | 153 | −1½ |
| 20600 | Great Nor p | 154⅞ | 150 | 151⅛ | +1⅝ |
| 13360 | Gt N O ctfs. | 69¼ | 66½ | 67¾ | +1¼ |
| 100 | Hav Elec pf | 82 | 82 | 82 | +1½ |
| 1050 | Ill Central. | 154 | 153 | 153 | −2 |
| 1495 | Int Paper.. | 15⅞ | 15½ | 15½ | −¼ |
| 600 | Int Paper p | 79⅞ | 79⅝ | 79⅝ | +⅛ |
| 14100 | Interb-Met. | 27⅝ | 25⅝ | 25⅝ | −1⅜ |
| 5500 | Int'b-Met p | 64½ | 62⅛ | 63¼ | +1 |
| 500 | Int Pump.. | 33½ | 33 | 33 | −1¾ |
| 180 | Int Pump p | 78 | 78 | 78 | +¼ |
| 500 | Kan C So... | 28 | 27 | 27 | |
| 2300 | Kan C So pf | 57 | 55 | 55 | −2⅛ |
| 200 | Long Isl'd.. | 55 | 55 | 55 | −7 |
| 9500 | Lou & Nash | 125 | 120 | 120 | −5 |
| 900 | Mackay..... | 72 | 70¾ | 70¾ | −1⅜ |
| 1100 | Mackay pf.. | 69¼ | 68¼ | 68¼ | −¾ |
| 1740 | Manhattan. | 140 | 139 | 139⅛ | −⅞ |
| 4700 | Mex Cent.. | 12½ | 12¾ | 12⅞ | +⅛ |
| 180 | M & St L pf. | 87 | 87 | 87 | −3 |
| 1200 | MStP&SSM | 116 | 114 | 114 | −2¼ |
| 700 | MStPSSM p | 140 | 136½ | 136½ | −1⅜ |
| 19500 | M K & Tex. | 42½ | 40¾ | 40¾ | −⅜ |
| 500 | M K & T pf. | 69 | 68½ | 68½ | −½ |
| 8000 | Mo Pacific. | 78 | 76⅛ | 76½ | −1 |
| 100 | NashC&StL | 125 | 125 | 125 | −5 |
| 2400 | Nat Bis Co. | 80¾ | 79½ | 80 | |
| 200 | Nat Bis pf.. | 117⅜ | 116½ | 117⅜ | +1⅛ |
| 5670 | Nat Lead.. | 66¾ | 64 | 64½ | −1¾ |
| 200 | Nat Lead p. | 99¾ | 99¾ | 99¾ | |
| 470 | Nat E & S.. | 13½ | 13 | 13½ | −½ |
| 115 | Nat E&S pf | 85 | 85 | 85 | −1 |
| 200 | Nat RRM pf | 55½ | 55½ | 55½ | |
| 100 | N J Central | 195 | 195 | 195 | −4 |
| 350 | N Y Air Br. | 130¾ | 128 | 128 | −2½ |
| 9600 | N Y Central | 123¾ | 121 | 121 | −1¾ |
| 100 | NY NH & H | 178½ | 178½ | 178½ | −1½ |
| 1910 | Nor & Wes. | 83¼ | 81½ | 81½ | −1¾ |
| 1110 | North Am.. | 78 | 77 | 77 | −1¼ |
| 39700 | Nor Pacific. | 138½ | 135½ | 136⅜ | −1¾ |
| 2900 | NPrctal pd. | 126¼ | 123¾ | 126 | +2 |
| 1400 | Ont & Wes. | 42 | 41½ | 41¾ | −¼ |
| 400 | Ont Silver.. | 7 | 7 | 7 | −⅜ |
| 1535 | Pacific Mail | 30 | 29 | 29⅛ | −⅜ |
| 48600 | Penn RR.... | 127⅝ | 126⅜ | 126½ | −⅜ |
| 4430 | Peo Gas.... | 92 | 91 | 91 | −1¼ |
| 200 | Pitts Coal.. | 14⅛ | 14 | 14 | −¼ |
| 1000 | Pitts Coal p | 54½ | 53⅛ | 53⅛ | −1⅞ |
| 4870 | Pressed S C | 46⅛ | 43 | 43¾ | −2¼ |
| 270 | Pullman PC | 165 | 164½ | 164½ | −½ |
| 2100 | Ry St Sp'g. | 50⅛ | 49½ | 49½ | −1 |
| 100 | Ry St Sp pf. | 98½ | 98½ | 98½ | −⅝ |
| 5100 | Rep Steel.. | 30½ | 27½ | 27⅝ | −2⅜ |
| 1825 | Rep Steel pf | 96¾ | 96 | 96 | −½ |
| 364400 | Reading.... | 115⅞ | 113½ | 114⅜ | +⅝ |
| 200 | Reading 1 p | 89 | 89 | 89 | |
| 200 | Reading 2 p | 89 | 89 | 89 | −1 |
| 7800 | Rock Island | 23⅞ | 23¼ | 23⅜ | −⅛ |
| 300 | StL & San Fr fdg | | 80 | 80 | |
| 4900 | StL & SF 4s | | 80¼ | 80¼ | |
| 11000 | Seaboard A L 4s | | 79⅝ | 79⅝ | |
| 4000 | Seaboard A L 4s | | 79¾ | 79¾ | |
| 101000 | South Pacific 4s | | 89½ | 89½ | |
| 2000 | So Pacific ref 4s | | 89⅝ | 89⅝ | |
| 12000 | Ill Cent 4s sterling loan | | 94¼ | 94¼ | |
| 50000 | Southern Ry 5s | | 94 | 94 | |
| 2000 | col trust 4½s | | 110 | 110 | |
| 1000 | | | 110½ | 110½ | |
| 2000 | | | 110⅜ | 110⅜ | |
| 5000 | | | 110¼ | 110¼ | |
| 1000 | | | 109½ | 109½ | |
| 2000 | | | 109¾ | 109¾ | |
| 2000 | Tenn C I & RR 5s | | 94½ | 94½ | |
| 2000 | | | 94½ | 94½ | |
| 2000 | Tex & Pac 1st 5s | | 117¼ | 117¼ | |
| 2000 | Third Av R. | | 113⅞ | 113⅞ | |
| 2000 | Third Avenue 5s | | 113 | 113 | |
| 2000 | Union Pacific 4s | | 100⅛ | 100⅛ | |
| 25000 | | | 100 | 100 | |
| 51000 | | | 100⅛ | 100⅛ | |
| 20000 | | | 100 | 100 | |
| 48000 | | | 100 | 100 | |
| U S Leather 6s | | | 106 | 106 | |
| 5000 | | | 98 | 98 | |
| U S Steel s f 5s | | | 98⅛ | 98⅛ | |
| 5000 | | | 98 | 98 | |
| 10000 | | | 98⅛ | 98⅛ | |
| 10000 | | | 98⅛ | 98⅛ | |
| 12000 | | | 98⅛ | 98⅛ | |
| 8000 | | | 98¼ | 98¼ | |
| 8000 | | | 98⅛ | 98⅛ | |
| 25000 | | | 98 | 98 | |
| 5000 | | | 97¾ | 97¾ | |
| 1000 | | | 97⅞ | 97⅞ | |
| 5000 | | | 97¾ | 97¾ | |
| 23000 | | | 97⅝ | 97⅝ | |
| 6000 | | | 97⅞ | 97⅞ | |
| registered | | | | | |
| 1000 | | | 98⅜ | 98⅜ | |
| Va & SW & Co ctfs | | | 22 | 22 | |
| 2000 | Va Iron C & C 5s | | 69½ | 69½ | |
| 5000 | | | 91 | 91 | |
| Wabash 1st | | | 111 | 111 | |
| 2000 | | | | | |
| Wabash 2d | | | 99½ | 99½ | |
| 5000 | | | 100 | 100 | |
| 8000 | | | 102 | 102 | |
| Wab P Ter 2d 4s | | | 23 | 23 | |
| 15000 | | | 23½ | 23½ | |
| 8000 | | | 23⅞ | 23⅞ | |
| 4000 | | | 24 | 24 | |
| 10000 | | | 64 | 64 | |
| Wab deb B ctfs | | | 60 | 60 | |
| 5000 | | | 102 | 102 | |
| WabRRex 4s ctfs | | | 60 | 60 | |
| 11000 | | | 94 | 94 | |
| Westing El cv 5s | | | 96½ | 96½ | |
| 1000 | | | 96¼ | 96¼ | |
| 2000 | | | 97 | 97 | |
| 2000 | | | 97 | 97 | |
| Wn Maryland 4s | | | 80 | 80 | |
| 4000 | | | 57 | 57 | |
| Westn Md cv 4s | | | 58 | 58 | |
| 1000 | | | 102 | 102 | |
| 8000 | | | | | |
| West Shore 4s registered | | | 102 | 102 | |
| 1000 | | | 102 | 102 | |
| West Union 5s | | | 102 | 102 | |
| 5000 | | | 87 | 87 | |
| Wisconsin Cen 4s | | | | | |
| 5000 | | | | | |

Total sales of bonds (par value), $2,318,000.

**New York Stock Exchange Sales, March 5.**

CLOSING PRICES OF UNITED STATES BONDS.

| | Bid. | Asked. | | Bid. | Asked. |
|---|---|---|---|---|---|
| U S 2s r | 105 | 105½ | 4s coup | 101⅞ | 102 |
| U S 2s c | 105½ | 106½ | 4s r new | 129½ | 130⅜ |
| 3s reg | 103¼ | 103⅜ | 4s c new | 130 | 130⅜ |
| 3s coup | 103¼ | 103⅜ | D.C. 3.65s | 114½ | — |
| 4s sm | 102¼ | — | USPI 4s | 109½ | — |
| 4s reg | 100⅝ | 101 | Pan 2s r | 104⅜ | 105⅜ |

### RAILROAD AND OTHER SHARES.

| Sales. | | High-est. | Low-est. | Clos-ing. | Net Ch'ge. |
|---|---|---|---|---|---|
| 300 | Rock Isl pf | 53 | 52 | 52½ | −½ |
| 4510 | Sloss-Shef | 62½ | 56 | 57 | −4½ |
| 200 | Sloss-Sh pf | 100½ | 100 | 100 | −3 |
| 100 | StL&SF 1 pf | 64⅜ | 64⅜ | 64⅜ | −4⅜ |
| 200 | St L S W... | 22¼ | 22⅛ | 22¼ | |
| 500 | St L S W pf | 53½ | 53⅜ | 53½ | |
| 77100 | Sou Pacific. | 88 | 82¾ | 83½ | −4⅝ |
| 500 | Sou Pac pf. | 117 | 116½ | 116½ | −½ |
| 18300 | Sou Ry Co.. | 25 | 23½ | 23⅞ | −1 |
| 2800 | Sou Ry Co p | 76¾ | 73½ | 74 | −1½ |
| 450 | Tenn C & I | 144 | 141 | 141 | −4 |
| 1750 | Tenn Copper | 51½ | 50 | 50 | −⅞ |
| 2190 | Tex Pacific. | 31¼ | 30¼ | 30½ | |
| 600 | Third Av R. | 113⅞ | 112 | 110¼ | −4¼ |
| 100 | Tol Rwys.. | 27 | 27 | 27 | −⅛ |
| 200 | Tol StL & W | 29 | 28¾ | 29 | +½ |
| 500 | Tol SL&Wp | 48½ | 47¼ | 47½ | −1¼ |
| 1620 | Twin C R T. | 101 | 99⅛ | 99⅛ | −2⅛ |
| 100 | Un Bag & P | 6⅝ | 6⅝ | 6⅝ | |
| 191200 | Union Pac.. | 167½ | 163¾ | 164¾ | −2⅛ |
| 100 | Un Pac pf.. | 89 | 89 | 89 | |
| 180 | Un Ry Inv.. | 52½ | 52½ | 52½ | +⅜ |
| 130 | Un Ry In pf | 63 | 63 | 63 | −1 |
| 1100 | U S Cl Pipe | 42¾ | 40 | 42¾ | −¾ |
| 100 | US Express | 100 | 100 | 100 | −15 |
| 100 | U S R & Im. | 85 | 85 | 85 | +½ |
| 100 | U S R&R Co | 21¾ | 20 | 20 | −1½ |
| 1150 | U S R&R pf | 60 | 55 | 55 | −6 |
| 3200 | U S Rubber | 47¼ | 46½ | 47⅛ | +⅜ |
| 1150 | USRub 1st p | 105 | 104¼ | 104¼ | −1¼ |
| 610 | US Rub 2d p | 73½ | 73 | 73 | −2¾ |
| 138600 | U S Steel... | 42½ | 41⅛ | 41½ | −¾ |
| 24900 | U S Steel pf | 102¾ | 101¼ | 101¼ | −1¼ |
| 2600 | Utah Copper | 37¼ | 36 | 36 | −2 |
| 1525 | Va-Car Ch.. | 30¾ | 29⅞ | 29⅞ | −1⅛ |
| 200 | Va I C & C.. | 71 | 70 | 70 | −1 |
| 100 | Wells-F Ex. | 270 | 270 | 270 | −10 |
| 500 | Wabash.... | 15 | 14½ | 14½ | −½ |
| 2100 | Wabash pf. | 29½ | 28½ | 29 | −⅜ |
| 2600 | West'gh'se. | 150 | 150 | 150 | |
| 400 | Wheel & LE | 11 | 10½ | 11 | +1½ |
| 200 | W & L E 1 p | 27½ | 27½ | 27½ | +½ |
| 100 | W & L E 2 p | 14⅛ | 14⅛ | 14⅛ | −⅜ |
| 436 | Wis Central | 19 | 18½ | 18½ | −1½ |
| 950 | Wis Cent pf | 43 | 41 | 41 | −2½ |

Total sales of stocks, 1,746,300 shares

### CLOSING PRICES.

| | Bid. | Asked. | | Bid. | Asked. |
|---|---|---|---|---|---|
| Adams Exp | 275 | 300 | Long Island | 54 | 60 |
| Allis Ch'lm'rs | 13⅞ | 13⅝ | Lou & Nash | 120 | 120½ |
| Allis Ch pf | 33 | 35 | Manhattan | 139 | 140 |
| Amal Copper | 105⅝ | 105⅞ | Mex Cent | 22 | 22¼ |
| Am B Sug | 17 | 18 | Minn & St L | 53 | 57 |
| Am Can | 6¼ | 6½ | M & St L pf | 85 | 90 |
| Am Can pf | 53 | 54 | M S P & S S M | 113 | 114 |
| Am C & F | 41⅝ | 42 | MSP&SSM pf | 135 | 137 |
| Am C & F pf | 101½ | 102 | M K & T | 40¾ | 40⅞ |
| Am Cot Oil | 30⅛ | 30¼ | M K & T pf | 68½ | 68¾ |
| Am Cot Oil p | 88 | 91¼ | Mo Pacific | 76½ | 76⅝ |
| Am Express | 215 | 225 | Nash C & S L | 125 | 125 |
| Am Hide & L | 4 | 5 | Nat Bis Co | 79¾ | 80¾ |
| Am H & L pf | 22½ | 23½ | Nat Bis Co pf | 116 | 117⅞ |
| Am Ice Secs | 79½ | 81 | Nat Lead | 64 | 65 |
| Am Lin Oil | 14 | 15 | Nat Lead pf | 99⅝ | 100 |
| Am Lin Oil pf | 30 | 35 | Nat RR Mex p | 54½ | 55½ |
| Am Loco | 68¼ | 69 | N R R 2d pf | 24 | 26½ |
| Am Loco pf | 108½ | 109½ | N J Central | 195 | 200 |
| Am Malt Crp | 7 | 10 | N Y A B | 125 | 130 |
| A Malt Crp pf | 37 | 40 | N Y Central | 120⅞ | 121 |
| Am Smelt'g | 133¼ | 133⅜ | N Y C & St L | 52 | 60 |
| Am Smelt pf | 113½ | 113⅝ | NYC&SL 1 pf | 110 | 120 |
| Am Steel Fd. | 8 | 8½ | NYC&SL 2 pf | 80 | 86 |
| Am St Fd pf. | 40 | 41 | N Y N H & H. | 176¼ | 179¼ |
| Am Sugar | 127⅞ | 128 | North Am | 77 | 77¼ |
| Am Sugar pf. | 124 | 128 | Nor & West | 81½ | 82 |
| Am T & C | 80 | 83 | Nor & West pf | 80 | 83 |
| Am Tob pf | 94⅝ | 94½ | Nor Pacific | 136½ | 136⅝ |
| Am Wool | 29⅞ | 30¼ | Ont & West | 41⅛ | 41¾ |
| Am Wool pf | 98½ | 99¼ | Pacific Coast | 110 | 120 |
| Anaconda | 68¾ | 69¼ | Pac Coast 1 p | 95 | 105 |
| At T & S F | 92⅝ | 92½ | Pac Coast 2 p | 105 | 120 |
| At T & S F pf | 95½ | 97 | Pacific Mail | 29 | 29½ |
| Atl Coast L | 110 | 110¾ | Penna RR | 126½ | 126¾ |
| Balt & Ohio | 105 | 105½ | Peo G L & C | 91¼ | 91½ |
| Balt & Oh pf | 88 | 90 | Pittsburg C'l | 13½ | 14 |
| Beth Steel | 16 | 17 | Pittsb'g C'l p | 53 | 55 |
| Beth Steel pf | 51 | 60 | P C C & St L | 70 | 72½ |
| B'klyn R T | 56 | 57¾ | PCC & StL pf | 90 | 97 |
| B'klyn U Gas | 115 | 125 | P'd Steel Car | 43¾ | 44 |
| Brunswick | 12⅞ | 15 | P'd Steel C pf | 95½ | 96 |
| Butterick | 40 | 46 | PullmanPCar | 164 | 165 |
| Can South'n | 62⅝ | 61½ | Ry St Spg | 49½ | 50 |
| Can Pac | 178⅝ | 178½ | Ry St Sp'g pf | 98 | 99½ |
| Cen Leather | 34½ | 35 | Reading | 114¼ | 114⅛ |
| Cen L'ther p | 98⅞ | 99½ | Read 1st pf | 89 | 91 |
| Ches & Ohio | 47 | 47¼ | Read 2d pf | 89 | 8 ½ |
| Chi & Alton | 18 | 20 | Rep b'c Steel | 27½ | 28 |
| Chi & Alt'n pf | — | 61½ | Rep Steel pf | 96 | 96¼ |
| Chi Gt West | 14⅝ | 14⅝ | Rock Island | 23¼ | 23¾ |
| Chi Gt W (A) | 68¾ | 69½ | Rock Isl'd pf | 81½ | 82¼ |
| Chi Gt W (B) | 21 | 22 | Sloss-Shef | 56 | 57 |
| Chi Gt W deb | 78⅞ | 79 | Sloss-Shef pf | 100 | 102 |
| Chi & N W | 152¼ | 154 | St L & S F 1 pf | 64 | 65 |
| Ch M & St P | 140½ | 141 | St L & S F 2 pf | 37½ | 40 |
| C M & St P pf | 157½ | 165 | St L S W | 21¼ | 22½ |
| Chi Terminal | 6 | 10 | St L S W pf | 53¼ | 53½ |
| Chi Term'l pf | — | 20 | St P & Om | 14 | 160 |
| Chi Un Trac | 4½ | 4⅝ | So Pacific | 83⅜ | 83½ |
| Ch Un Tr pf | 14½ | 15 | So Pacific pf | 116½ | 117½ |
| C C C & St L | 79 | 80½ | Southern Ry | 23¾ | 23⅞ |
| C C C & St L pf | 106 | 109 | So Ry pf | 73¼ | 74½ |
| Col Fuel & I | 39¾ | 40¼ | Tenn Cop | 50 | 50½ |
| Col H C & I | 20⅛ | 21 | Texas Pac | 30¼ | 30½ |
| Col Southern | 30¾ | 31 | Third Av RR | 110 | 112 |
| Col So 1st pf | 65 | 67 | T St L & W | 27¾ | 28 |
| Col So 2d pf | 52 | 55 | T St L & W pf | 47¾ | 47¾ |
| Con Gas | 133 | 134 | Twin City | 99 | 100 |
| Corn Pd Ref | 10 | 20½ | Un Bag & P | 6⅝ | 7 |
| Corn P Ref pf | 86¼ | 87 | Un Bag & P p | 55 | 60 |
| Del & Hud | 197 | 199 | Un Pacific | 164⅜ | 164¾ |
| Del L & W | 460 | 480 | Un Pac pf | 89 | 91 |
| Den R & G | 34 | 35 | Union Ry Inv | 51 | 52 |
| Den & R G pf | 75½ | 76½ | Un Ry Inv pf | 63 | 64 |
| Det U Ry | 75 | 76¼ | Un Cigar pf | 89 | 92 |
| Dis Secur | 72 | 72½ | U S C I Pipe | 42 | 42½ |
| D S S & A | 16½ | 17⅞ | U S C I P pf | 85½ | 87¼ |
| D S S & A pf | 32 | 75 | U S Express | 95 | 105 |
| Erie | 31 | 31⅛ | U S R'lty & Im | 84¼ | 74½ |
| Erie 1st pf | 64½ | 65 | U S Red & R | 18 | 20 |
| Erie 2d pf | 54 | 55 | U S R & R pf | 54 | 57 |
| Fed Min & S | — | 170 | U S Rubber | 47⅛ | 47⅜ |
| Fed M & S pf | 88½ | 89½ | U S Rub 1 pf | 104 | 105 |
| Gen Elec Co | 153 | 155 | U S Rub 2 pf | 73 | 75 |
| Granby Cons | 125 | 136 | U S Steel | 41½ | 41⅜ |
| Gt North pf | 151¾ | 152 | U S Steel pf | 101¼ | 101½ |
| Gt N Ore ctfs | 67½ | 67¾ | Va-Car | 29¼ | 29⅞ |
| Illinois Cent | 152 | 154 | Va-Car pf | 106 | 107 |
| Interb-Met | 25½ | 25⅝ | Va I C & C | 69½ | 72 |
| Intb-Met pf | 63 | 63½ | Wabash | 14½ | 15 |
| Int Paper | 15½ | 16 | Wabash pf | 28¾ | 29¼ |
| Int Paper pf | 79½ | 79¾ | Wells-F Exp | 230 | 290 |
| Int Power | 46 | 48 | West Maryl'd | 12 | 20 |
| Int Pump | 33 | 34 | West Un Tel | 80¾ | 82 |
| Int Pump pf | 77½ | 78½ | West'gh'se | 150 | 152 |
| Iowa Central | 22 | 24 | Wheel & L E | 10½ | 11 |
| Iowa Cent pf | 39 | 42 | W & L E 1 pf | 27½ | 29 |
| Kan City S | 26½ | 27 | W & L E 2 pf | 14 | 15 |
| Kan City So p | 53⅝ | 56 | Wis Central | 18¾ | 19½ |
| K C F S & M p | 76½ | 77 | Wis Cent pf | 40½ | 43 |
| Knick Ice | 41 | 75 | | | |

### THE CURB MARKET.

The course of the curb market to-day was similar to that taken by stocks on the previous session. The trading was fairly active and an irregular movement of prices prevailed throughout the day. At the opening the security list advanced in sympathy with decided strength in the copper shares, notably Nevada-Utah and United, but after the first hour heavy liquidation brought about reactions in both these issues and the whole market became weak. Some rather feeble rallies occurred in certain quarters during the afternoon, but final quotations were well below those of Monday's close. The volume of dealings in Nevada-Utah was less than half that of yesterday and trading in United Copper, too, was greatly reduced. Newhouse Mining was well supported, this stock and United Copper being the only important instances where net advances were recorded. There was considerable liquidation in the low priced shares.

Transactions in detail in the market to-day were as follows.

| Sales. | | Open-ing. | High-est. | Low-est. | Clos-ing. |
|---|---|---|---|---|---|
| 400 | Amer Writ Pap pf | 23 | 23 | 22 | 22 |
| 800 | British Col Cop | 8½ | 8½ | 8⅜ | 8⅝ |
| 500 | British Cop rts | 1 | 1 | 1 | 1 |
| 100 | Boston Con Cop | 28 | 28 | 28 | 28 |
| 400 | Butte Coalition | 34½ | 34½ | 34⅜ | 24⅜ |
| 3300 | Butte New York | 7 | 7 | 6½ | 7 |
| 250 | Bingham Central | 1⅞ | 2 | 1⅞ | 2 |
| 9000 | Cobalt Central | .42 | .47 | .45 | .45 |
| 400 | Colonial Silver | 4⅛ | 4⅛ | 4 | 4 |
| 300 | Colusa Leonard | 2⅝ | 2⅝ | 2½ | 2½ |
| 800 | Cumberland Ely | 11 | 11 | 10½ | 10½ |
| 100 | Central F'dry | 27⅞ | 27⅞ | 27⅞ | 27⅞ |
| 100 | Central F'dry pf | 15 | 15 | 15 | 15 |
| 6000 