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GRAND TRUNK LINE TO ROCKIES.

To Cross Prairie Provinces From Brandon to a Point in the U. S.

OTTAWA, Oct. 21.—It is stated on excellent authority that the Grand Trunk Pacific will shortly undertake the construction of a second line of railway east and west, across the prairie provinces between the present main Grand Trunk line and the United States.

The branch will start from the main line north of Brandon and is projected to traverse southern Manitoba, southern Saskatchewan and southern Alberta to the coal district adjacent to the Rocky Mountains.

FINANCIAL AND COMMERCIAL.

WEDNESDAY, Oct. 21.

Overnight consideration of the enlarging force of factors favorable to the security market resulted to-day, after yesterday's pronounced exhibition of advancing values, in the strongest and widest opening in the quotations for the leading stocks seen in the present month. This occurrence was heralded by a range of prices for American stocks in the London market before the time for beginning business here decidedly above the parity finally established yesterday; and while it was doubtless the case that this was due in large measure to buying orders proceeding from this side of the Atlantic it was also plain that a genuinely more optimistic feeling pervaded all the European markets on account of the well nigh entire flattening out of the Balkan war scare. There were reports to-day of minor disturbances in southwestern Europe, but it was perfectly obvious that the strong desire of all the leading European Powers was to secure peace at all events, and that, moreover, a most gratifying degree of self-restraint was being shown by the minor countries directly concerned. There was a rise to-day in Government securities in London, Paris and Berlin accompanied with a declining tendency in money rates and an upward movement in high priced investment issues; and in the first hour of trading here foreign houses were buyers of stocks to the estimated amount of 40,000 shares. In the first few minutes of the Stock Exchange session the gains made by active issues like St. Paul, Union Pacific, Northern Pacific and Southern Pacific averaged nearly a full point above yesterday's final quotations, and before noon larger advances still were recorded in all these stocks. During the rest of the day the market, although still holding with exceeding firmness, was in the main given over to a moderate degree of realization which, as was natural, was notably witnessed in those stocks that have of late risen in greatest degree. On the other hand a particularly urgent buying movement proceeded in other issues, especially perhaps in St. Paul common stock, and the market closed if not at as large general advances as yesterday still with a rising tendency strongly in evidence

As was the case yesterday, the dominant element in the stock market to-day was the rapid growth of confidence that for the third time Mr. William J. Bryan and the principles represented by him were to receive overwhelming repudiation by the people of the country at the polls. Indeed, little else was heard talked about to-day in the nature of explanation of the market's strength; and the rise in prices that went on was commonly referred to as a "discounting" by the market of the election of Mr. Taft. There were few financial developments of importance, although definite indications of the turn for the better in business and financial affairs generally were afforded just before the close of business in the announcement that a large private banking house had exercised an option for the purchase of $9,000,000 of the Chicago, Rock Island and Pacific Railroad Company's refunding mortgage 4 per cent. gold bonds, and also that arrangements had been perfected for the payment on maturity of the $16,000,000 four year notes of the Southern Railway Company falling due next year and further for fully meeting the requirements of the same company for any money needed for improvements and other desirable purposes for an indefinite time to come. Right in the same line was a disclosure by leading bankers of the true reason for the quotably higher rates for time money that have obtained in the last few days. Demand for time money, although perhaps somewhat larger than it recently has been, is still not so great as to account for the higher prices charged for the accommodation, and the fact has become clear that banking interests anticipate such a brisker movement of business after the coming election day as to make them unwilling to put out time funds at the low figures recently prevailing. Both the *Iron Age* and the *Iron Trade Review* in their weekly summaries of trade conditions published to-day took a more favorable view of business than they have for a considerable period. In many branches of the industry orders are being placed that have hitherto been held up awaiting the event of the electoral contest. It seems, moreover, to be generally expected that the United States Steel Corporation will show in its quarterly statement to be published next Tuesday a much larger quantity of net earnings than in any similar period thus far in the present year.

New York Stock Exchange Sales, Oct. 21.

CLOSING PRICES OF UNITED STATES BONDS.

	Bid.	Asked.		Bid.	Asked.
U S 2s r	103½	104	4s reg	120¼	121
U S 2s c	104		4s coup	122	
3s reg	100¼	100¾	Pan 2s r	102¼	103¾
3s coup	101	101½	Pan c	102¼	—
3s small	100½	—	DC 3.65s	110	—

RAILROAD AND OTHER BONDS.

Adams Exp 4s	Colo In col tr 5s	Or Short Line 5s
1000 92	1000 ....747s	2000 ...114½
Alls & Susq 3½s	2000 75	Or S l ne fdg 4s
2000 ....95⅝	Colo Midland 4s	2000 ....94¼
Allis-Chal sf 5s	4000 68	1000 ....94⅜
59000 ....78¾	Cole Southern 4s	4000 ....94¼
5000 ....78⅞	13000 95	Penna 4s 1948
70000 79	5000 ....94⅞	11000 ....104¾
1000 ....78⅞	21000 95	5000 ....104⅝
3000 ....78⅝	5000 ....95¼	5000 ....104¾
Am T & T cv 4s	Colo So ext 4½s	Penna cv 3½s
253000 ....92⅞	46000 ....87½	6000 ....97⅞
25000 93	Cuban 5s	6000 98
90000 ....92⅞	10000 ....102¾	5000 ....98⅛
Am Tobacco 6s	Del & Hud cv 4s	Penna 3½s 1913
3000 109	1000 ....100¾	12000 ....94⅝
16000 ....109⅛	Den & Rio Gr 4s	Reading g m 4s
4000 ....109¼	1000 96	2000 ....99⅝
1000 ....109⅛	Distillers Secur-	5000 ....99½
1000 109	ities Corn 5s	3000 ....99⅝
registered	5000 ....69⅞	4000 ....99¾
4000 ....108¼	Dul&IronRis5s	St L & Iron Mt
Am Tobacco 4s	5000 112	Riv & Gulf 4s
17000 ....78½	7000 ....112¼	2000 87
10000 ....78⅝	1000 ....112½	StL&San'f fdg
2000 ....78½	Erie cv 4s ser A	4000 ....76½
3000 ....78⅝	5000 ....71½	5000 ....76¾
1000 ....78½	4000 72	StLouis S W 1st
21000 ....78¾	Erie prior lien 4s	9000 ....92¼
75000 79	g4000 87	StP M&M MC 5s
1000 ....78⅞	Erie-Penn Coal	3000 114
13000 79	col tr 4s	SP M&M Mor 4s
1000 ....79⅜	26000 ....82¾	1000 ....99½
103000 79	Erie g m lien 4s	SanA&A Pass 4s
3000 ....79¼	1000 ....72½	24000 ....87¼
67000 79	55000 ....72¼	South Pacific 4s
registered	15000 ....72½	20000 ....91½
2000 ....78½	8000 ....72⅝	So Pacific ref 4s
Atch T&SF cv 4s	2000 ....72¾	1000 ....95¼
5000 ....103½	10000 ....72⅝	5000 ....95⅜
50000 ....103⅜	Gen Elec cv 5s	27000 ....95¼
25000 ....103½	35000 ....126¾	Southern Ry 5s
95000 ....103⅝	Hocking Val 4½s	1000 ....106½
36000 ....103¾	10000 ....105¼	1000 106
Atch T&SF ev 4s	20000 ....105½	2000 ....105¾
71000 ....97½	2000 ....105¾	2000 106
21000 ....97⅞	Hous & Tex C 4s	So Rwy gm 4s A
20000 ....97¾	2000 ....94¾	26000 ....71⅞
10000 ....97⅞	Interboro 6s J P	14000 72
Atch T & S F 4s	M & Co rcts	5000 ....72¼
1000 ....99¾	6000 ....101¼	10000 72
500 ....99½	5000 ....101⅛	Tenn C & I 1st B
3000 ....99⅝	Interboro - Met	1000 ....109¼
10000 ....99¾	col trust 4½s	Tenn C & I 1st T
AT & SF Short L	15000 ....66¾	1000 ....107½
4s JPMCo rcts	1000 ....66⅞	Tex & Pac 1st 5s
5000 ....95¾	5000 ....66¾	1000 115
5000 ....95⅞	1000 ....66⅞	1000 ....114¼
10000 96	7000 ....66¾	Third Avenue 5s
15000 ....96⅛	1st St Pump 6s	1000 106
4000 96	10000 99	Third Avenue 4s
2000 ....96¼	Japanese 4½s	5000 81
A T & S F adj 4s	1000 ....89¾	4000 ....81¾
5000 ....94⅞	Japanese 4½s 20	Con Trust ctfs
stamped	10000 ....88¾	stamped
5000 ....92⅞	1000 ....88⅝	2000 60
Atl Coast Line 4s	Kan C Pit&Gulf 4s	4000 ....60½
10000 ....94⅝	25000 75	10000 60
Balt & O gold 4s	Kings County 4s	Union Pacific 4s
5000 ....99¼	stamped	23000 ....102⅝
Balt & Ohio 3½s	1000 ....81¾	U Pacific ref 4s
Lack Steel 5s	3000 ....96⅛	3000 ....99½
5000 ....93½	12000 ....93¾	1000 ....96¼
Balt & O SW 3½s	L Sh & M So 4s	Union Pac cv 4s

1000 94	1000 ....97⅞	10000 ....101⅞
LS & MS 4s 1931	20000 ....101¾	20000 ....101¾
87000 ....95¼	70000 ....101⅞	
7000 ....95⅝	120000 ....101¾	
Long Isl fdg	100000 ....101⅞	
6000 ....95¾	10000 ....101¾	
Long Isl un 4s	50000 ....101⅞	
1000 ....92¼	50000 ....101¾	
L & Nash gm 6s	15000 ....101⅞	
1000 120	1000 102	
Lou & Nash 4s	250000 ....101¾	
1000 ....99¼	55000 ....101⅞	
5000 ....99⅜	15000 102	
5000 ....99⅜	500 ....101¾	
20000 ....99⅝	100000 ....101⅞	
Manhattan Ry 4s	24000 ....101¾	
stamped	50000 ....101⅝	
13000 98	10000 ....101¾	
2000 ....98¼	30000 ....101⅝	
Marine cl tr 4½s	55000 ....101¾	
13000 ....63⅝	1000 ....101⅞	
7000 ....63½	5000 ....101¾	
Met St Ry 5s	17000 ....101⅞	
1000 ....78½	2000 ....101¾	
Mex Cen 2d inc	500 102	
Cen Trust ctfs	3000 ....101⅞	
10000 ....17⅞	100000 102	
20000 ....17½	86000 ....102⅛	
Minn & St L 4s	100000 102	
2000 78	103000 ....101⅞	
Mo Kan&Tex 5s	12000 ....101¾	
5000 ....106¼	55000 ....101⅞	
Mo Kan&Tex 4s	25000 102	
5000 ....99½	35000 ....102⅛	
Mo Kan & T fdg	50000 102	
2000 79	2000 ....101⅞	
Mo Pacific con	Un RR San F fdg	
10000 114	10000 73	
MoPacific 1917	UnitedRy&L 4s	
5000 ....98½	5000 ....79¼	
Mo Pacific 4s	U S 4s reg	
16000 ....74⅛	4000 ....120⅝	
Mobile&Ohio 4s	U S Realty 5½s	
5000 85	5000 ....84½	
NY Air Brk cv 6s	U S Steel 5s	
1000 ....99½	25000 ....102⅝	
1000 ....99¼	96000 ....102⅝	
12000 99	16000 ....102¾	
1000 ....99¼	25000 ....102⅝	
5000 ....99½	1000 ....102¾	
15000 ....99¾	1000 ....102⅝	
N Y Cen deb 4s	1000 ....102¾	
3000 ....95½	1000 ....102⅝	
5000 ....95¼	37000 ....102¾	
N Y Cen L S 3½s	1000 ....102⅞	
registered	1000 ....102¾	
6000 82	10000 ....102⅞	
NYCity 4½s 1957	Wabash 1st	
new	1000 ....110⅛	
10000 ....111⅞	9000 ....110½	
NYCity 4½s 1957	Wab P Ter 2d 4s	
4000 112	3000 ....91½	
N Y City 4s 1957	3000 9	
4000 ....102¼	17000 ....81¼	
N Y Dock 4s	Wabash ext 4s	
500 ....90½	21000 59	
NY Lack & W 4s	1000 ....59¼	
3000 ....101¾	5000 59	
NY N H & Hartf cv	4000 ....59¼	
full paid	6000 ....59⅜	
30000 ....130½	Westing El cv 5s	
NY Susq & W 5s	10000 ....88⅜	
2000 93	60000 ....88¼	
5000 ....93½	20000 ....88⅜	
8000 ....94½	Wn Maryland 4s	
Nort & W cv 4s	2000 76	
25000 ....89½	10000 ....76¼	
Nor&W Poca 4s	1000 ....76½	
29000 90	44000 77	
2000 ....90¼	10000 ....77⅜	
2000 ....90½	1000 77	
North Pacific 4s	20000 ....77⅛	
1000 ....102⅛	5000 ....77½	
North Pacific 3s	West Shore 4s	
registered	1000 ....101½	
Or Railr & Nav 4s	1500 ....101½	
2000 ....99½	WestUnion cv 4s	
Or Short Line 5s	6000 ....85⅜	
2000 ....120½	WisconsinCen 4s	
	2000 ....84⅞	

Total sales of bonds (par value) $5,395,500

RAILROAD AND OTHER SHARES.

Sales.		High-est.	Low-est.	Clos-ing.	Net Ch'ge.
1000	Allis Chal	11⅝	11⅝	11⅝+	1¼
2200	Allis Ch p	36⅝	35½	36⅝+	¾
31400	Amal Cop	78½	77¼	78½+	1⅞
500	Am B Sug	21½	21¼	21½+	1½
200	Am Can	7⅛	7⅛	7⅛+	⅛
600	Am Can p	68⅜	67½	67½—	7⅞
4300	Am Car F	41⅜	40⅝	41⅛+	¾
300	Am C F pf	102⅛	102	102⅛	
1000	Am Cot O	36½	35⅜	35⅜+	⅜
200	Am H & L	4¾	4¾	4¾—	⅛
600	Am H L p	24½	24¼	24¼+	¼
395	A Ice Secs	24½	24	24 —	⅝
4720	Am Loco	50¾	49½	50¼+	1
100	A M Crp p	49¼	49¼	49¼—	⅛
36500	Am Smelt	90¾	89¼	90⅛+	1⅜
4515	A Smelt p	105¾	104¼	104½	
200	A S Sc p B	81¼	81	81¼+	⅝
2250	Am Sugar	134¼	133	134¼+	1¾
2400	Am T & T	127⅝	127¼	127¼—	⅜
1450	A Tob pf	94⅞	94	94⅞+	1
8300	Anaconda	45¾	44¾	45⅜+	⅞
7800	A T & S F	91½	90⅞	91⅜+	¼
500	A T S F pf	95½	95	95 —	1¼
1200	At C Line	93½	91½	93 +2	
5300	Balt & O	99	98⅜	98⅞+	¾
200	Balt & Op	88	88	88 —1	
100	Batopilas	31⅛	31⅛	31⅛	
300	Beth St pf	46	45¾	46 +	1½
3750	Bkn R T	49¼	48½	48½	
600	Bkn U Gas	140	139	140	+1½
100	Bruns'k	12	12	12 —	1¼
3070	Can Pac	176	175⅜	175⅞+	⅜
2200	Cen Leather	25⅜	25	25 —	1¼
1100	Cen L pf	96½	96	96⅜+	⅝
3470	Ches Ohio	43⅝	43⅜	43½+	1¼
1400	Chi Alton	39¾	38⅞	39 —	1¼
1800	Chi N W	162½	161¾	162¼+	1½
200	Chi Gt W	7¼	7¼	7¼	
280	C G W p B	10½	10½	10½	
57800	C M St P	143⅛	140	142½+	2⅝
100	CM SP pf	158¾	158¾	158¾+	¾
1750	CM SP cts	139	138½	139	+2½
150	CMSPp et l	153⅞	153⅞	153⅞+	1⅛
100	Ch Ter pf	12	12	12	
7550	Col Fuel I	36⅝	36	36½+	¾
800	Col H C I	20¾	20	20½+	1⅛
2710	Col South	43	42¼	42¾—	1⅛
1170	Col So 1 p	67	66½	67 +	¾
100	Col So 2 p	59½	59½	59½	
2800	Cons Gas	147¾	146	146 —1	
500	Corn P R	17⅜	17⅛	17⅜+	1⅛
1600	Del Hud	168	166½	168⅞+	1⅛
420	Den R Gr	29	29	29 +	1½
100	Den RG pf	68½	68½	68½	
900	Distills' S	31½	30⅛	30⅛	
100	Dul S S A	14½	14½	14½+	1¼
460	D S S A pf	26	26	26 +	1½
18750	Erie	31¾	31	31⅜+	1½
600	Erie 1 pf	44½	44	44½+	⅜
100	Erie 2 pf	36	36	36	
100	Gen Ch pf	95	95	95	
600	G Electric	145½	144½	145½	
15100	Gt Nor pf	134½	133⅜	134 +	¾
1900	G N O ctfs	60¾	59⅜	60¼+	⅝
200	Harv pf	104⅞	104⅜	104⅞+	1¼
100	Hav Elec	32	32	32 +	1½
4700	Ill Cent	141½	140	140¾+	1¼
400	Int Pap p	51½	50⅜	51½+	1¼
7750	Int Pump	30¼	29½	30¼+	¾
410	I Pump pf	81½	81	81½+	¾
200	Inter-Met	10½	10½	10½+	1½
1200	Int-Met p	30½	30	30⅜+	⅜
1810	Iowa Cent	26¾	25¾	26 —	⅜
1200	Ia Cen pf	45⅞	44⅞	45⅞+	¾
100	K & M rcts	40	40	40 —3	
100	Kan C So	28¾	28¾	28¾+	1¼
450	K C So pf	61½	61½	61½+	⅜
100	Keo DesM	4½	4½	4½—1½	
100	L Erie W	17	17	17 —	¾
100	L E W pf	43½	43½	43½	
3500	Lou Nash	109	107½	108 +	1½
200	Mackay	73	73	73 —	1½
700	Mackay p	70	69½	69⅞+	⅞
100	Marine	6½	6½	6½	
1000	Mex Cent	17¾	17⅝	17¾+	¼
200	Minn St L	39¾	39	39¾+	1
200	M & St L p	75	74	75 +3	
300	MSP SSM	123⅞	123	123 —	1½
5900	M K & Tex	31⅜	31	31⅜+	1½
1600	M K & T p	65¼	64¾	65¼+	⅜
5700	Mo Pac	57⅜	56¼	56½+	1½
400	Nat Bis	89⅞	89¼	89¾+	⅞
10300	Nat Lead	83⅞	83	83⅝+	⅝
100	Nat E & S	10	10	10 —	1½
2200	Newh'sc	47⅝	41½	41½—	1½
755	N J Cent	205	205	205 +4	
200	N Y Air Br	77¾	77½	77¾+	¾
2810	N Y Cent	106	105½	105¾+	1½
800	N Y NH H	146	145	145¼+	1¼
400	Nor & W	74½	74⅛	74¼	
810	Nor Am	65¾	65⅜	65¾+	¼
38000	Nor Pac	146¼	144¼	144⅞—	⅝
3100	No Pacific	135½	135	135	
1500	Ont & Wes	41½	41	41⅛+	⅛
1100	Pac Mail	26¼	25	26¼+	1¼
21600	Penn RR	125¾	124½	125¾+	1⅜
500	Peo Gas	96¼	95⅞	96¼+	1½
450	PCC & SL	78½	78	78½+	1
1220	Press S C	33⅝	33	33½+	1
320	Pullm P C	162½	162	162 —	1½
600	Ry St Spg	38½	38	38¼+	1¼
3750	Rep Steel	23	22½	23 +	¾
1500	Rep St pf	79½	79¼	79½+	1¼
141800	Reading	133⅞	132⅛	133¼+	1⅜
800	Read 2 pf	88½	88	88 +1	
300	Rock Isld	19¾	19⅝	19¾+	⅜
32900	Rock I pf	49¼	48	48 +	⅜
600	Sloss-Shef	64¾	64¼	64¼+	¾
200	St Jo & G I	18½	17⅝	18½+	1
100	St J G I 2 p	27¾	27¾	27¾+	1
1200	St L SF 2p	31½	30½	30½	
200	St L S W p	48¼	47¾	48¼—	1½
85000	Sou Pac	108¼	106⅛	108	+2½
200	Sou Pac p	118⅜	118¼	118⅜+	1⅛
3600	Sou Ry Co	22⅝	22⅛	22¼—	⅜
2200	So Ry Co p	54⅞	54	54 —	⅝
8400	Tenn Cop	45⅞	44⅝	44⅝—1⅜	
2500	Tex Pac	27¼	26½	26¾+	⅜
2150	ThirdAvR	30⅞	29½	29½—	1½
100	Tol Rwys	7⅞	7⅞	7⅞+	⅜
200	Tol St L W	31	30⅝	31 +	⅛
100	Twin CRT	89	89	89 +	1¼
143500	Un Pac	170¾	169¼	170⅛+	1⅜
1200	Un Pac pf	89	88	89 +2	
1000	Un Bag & P	—	—		
100	UnBag&P pf	—	—		
170	Un Pacific	170	170⅛	40	
100	Un Pac pf	89	89¼	40	
1200	Union Bag	32	33¾	40	
100	Un R Inv pf	46⅞	47	40	
100	Un Cigar pf	91	97	40	
300	U S C I Pipe	24	25	40	
100	U S C I P pf	70	71	40	
100	U S Express	75	100	40	
100	U S Rlty & I	53½	54½	40	
134	U S Red & R	9	10	40	
100	U S R & R pf	24	28	40	
100	U S Rubber	33½	34½	40	
100	U S Rub 1 pf	100½	101	40	
100	U S Rub 2 pf	66	69	40	
100	U S Steel	47⅞	47½	40	
100	U S Steel pf	110	110¼	40	
100	Utah Copper	42⅝	42½	40	
100	Va-Car	32½	32⅝	40	
100	Va-Car pf	111	113	40	
100	Wabash	12⅞	13	40	
100	Wabash pf	27⅞	28	40	
100	Wells-F Ex	280	300	40	
100	Westhouse	81⅞	82	40	
100	W Maryland	13½	14	40	
100	West Un Tel	89½	90	40	
100	Wheel & L E	8½	9½	40	
100	W & L E 1 pf	18	19	40	
100	W & L E 2 pf	10	10¼	40	
100	Wis Central	28¼	28⅝	40	
100	Wis Cent pf	51½	51⅝	40	
73	Mackay	73	73⅝	40	
100	Mackay pf	69¼	69¾	40	
135	Manhattan	135	137	40	
100	Marine	6½	7	40	
100	Marine pf	18½	20	40	
100	Mex Cent ct	17⅝	17¾	40	
39	Minn & St L	39	40	40	
74	M & St L pf	74	80	40	
122	M S P & SSM	122	123	40	
145	MSP SSM pf	145	149	40	
31⅜	M K & T	31⅜	31½	40	
64¼	M K & T pf	64¼	65	40	
56½	Mo Pacific	56½	57	40	
105	N C & S L	105	115	40	
89	Nat Bis Co	89	90	40	
116¼	N Bis Co pf	116¼	115¾	40	
83½	Nat Lead	83½	83¾	40	
103	Nat Lead pf	103	103⅞	40	
4⅝	Newhouse	4⅝	4½	40	
203	N J Central	203	205	40	
76	N Y A B	76	78	40	
105⅝	N Y Central	105⅝	105¾	40	
36	N Y O & St L	36	37	40	
88	NYC&SL 1 p	88	100	40	
68	NYC&SL 2 p	68	72	40	
105	NY NH & H	145	146½	40	
65⅝	North Am	65⅝	66	40	
73⅞	Nor & West	73⅞	74½	40	
80½	Nor & West p	80½	83	40	
144⅝	Nor Pacific	144⅝	145	40	
134½	No Pac rcts	134½	135	40	
41	Ont & West	41	41¼	40	
70	Pac Coast	70	75	40	
85	Pac Coast 1 p	85	100	40	
72	Pac Coast 2 p	72	85	40	
63	Pacific Mail	63	63½	40	
25½	Penna RR	25½	26½	40	
125⅝	Peo G L & C	96	96½	40	
10	Pittsburg C	10	11	40	
40	Pittsbg C pf	40	43	40	
78	Ry St Spg	78	79	40	
28¼	Ry St Spg pf	28	28¼+	1¼	
83	Reading	133⅛	133¼	40	
88½	Read 1st pf	88½	90	40	
87	Read 2d pf	87	88½	40	
22⅞	Repub Steel	22⅞	23	40	
79¼	Rep Steel pf	79¼	79½	40	
19⅝	Rock Island	19⅝	20	40	
47⅞	Rock Isld pf	47⅞	48	40	
64⅛	Sloss-Shef	64⅛	64¼	40	
52¾	St L & S F 1 p	52	—	40	
30	St L & S F 2 p	30	30⅛	40	
18¼	St L S W	18¼	19	40	
48¼	St L S W pf	48¼	49	40	
13⅞	St P & Om	13⅞	13⅞	40	
108⅛	So Pacific	108	108⅛	40	
118	So Pacific pf	118	118½	40	
22¼	Southern Ry	22¼	22¾	40	
53⅛	So Ry pf	53⅛	54¾	40	
44⅝	Tenn Cop	44⅝	44¾	40	
26⅛	Texas Pac	26⅛	26⅞	40	
30¼	Third Av	30¼	30¼	40	
30½	Tol St L & W	30½	31½	40	
57½	Tol St L W pf	57½	58½	40	
89¼	Twin City	89¼	90	40	
141	Un Bag & P	—	—	40	
170⅛	Un Pacific	170	170⅛	40	
89	Un Pac pf	89	89¼	40	
46⅞	Un R Inv pf	46⅞	47	40	
91	Un Cigar pf	91	97	40	
24	U S C I Pipe	24	25	40	
70	U S C I P pf	70	71	40	
75	U S Express	75	100	40	
53½	U S Rlty & I	53½	54½	40	
9	U S Red & R	9	10	40	
24	U S R & R pf	24	28	40	
33½	U S Rubber	33½	34½	40	
100½	U S Rub 1 pf	100½	101	40	
66	U S Rub 2 pf	66	69	40	
47⅞	U S Steel	47⅞	47½	40	
110	U S Steel pf	110	110¼	40	
42⅝	Utah Copper	42⅝	42½	40	
32½	Va-Car	32½	32⅝	40	
111	Va-Car pf	111	113	40	
12⅞	Wabash	12⅞	13	40	
27⅞	Wabash pf	27⅞	28	40	
280	Wells-F Ex	280	300	40	
81⅞	Westhouse	81⅞	82	40