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Surplus and Undivided Profits $7,075,000
JOHN W. CASTLES, President.

DAILY TREASURY STATEMENT.

WASHINGTON, Nov. 20.—The statement of the receipts and expenditures of the Treasury shows:

	This day.	This month.	Fiscal year.
Receipts	$2,016,560	$33,416,651	$228,518,317
Expenditures	2,710,000	36,960,000	276,145,241
Deficit	$693,431	$3,543,349	$47,626,924

The receipts from customs to-day were $867,026; from internal revenue, $1,070,887, and miscellaneous, $58,656. National bank notes received for redemption, $1,088,222.

The cash statement of the United States Treasurer for November 20 shows:

RESERVE FUND.

Gold coin and bullion	$150,000,000

TRUST FUND.

To redeem outstanding certificates	$1,353,905,989

GENERAL FUND.

Gold coin and bullion	$52,357,608
Gold certificates	43,491,670
Silver dollars	381,109
Silver certificates	6,691,233
Silver bullion	5,158,955
United States notes	2,672,513
National bank notes	16,436,179
Subsidiary silver and minor coin	10,982,369
Total	$128,181,632
In national banks	136,916,561
Awaiting reimbursement	67,499
Total	$265,165,687
Liabilities	110,528,748
Cash balance	$154,636,939

SUB-TREASURY STATEMENT.

THURSDAY.

Paid by Sub-Treasury to banks	$3,800,000
Paid by banks to Sub-Treasury	4,401,000
Loss to banks on day's transactions	$601,000

SINCE FRIDAY LAST.

Paid by Sub-Treasury to banks	$25,675,000
Paid by banks to Sub-Treasury	24,167,000
Gain to banks	$1,571,000
Loss to banks same period previous week	1,296,000

CHICAGO CLOSING QUOTATIONS.

	Bid.	Asked.		Bid.	Asked.
Am Can Co..	8½	8¾	Dia Match	131½	
Am C Co pf..	72⅝	73½	Met W S El	16	17
Am Rad	175	—	Met W S El pf	43½	45
Am Rad pf	127	128	Nat Biscuit	88	89
Bost Board	½	⅝	Nat Bis pf	117	118
Bas Bd pf	3	3½	No Side El	54	58
City Ry	180	200			

FINANCIAL AND COMMERCIAL.

FRIDAY, Nov. 20.

During the first three hours of business on the Stock Exchange to-day there was a renewal in an exceedingly vigorous and determined way of the selling pressure that has been in evidence in the stock market during the greater portion of the present week, and as a result the market experienced more of a decline than it has at any time previously in the month. While prices opened at slight advances it was soon obvious that the attack upon the market had by no means ceased, and in a short time further this onslaught assumed the form of the offering of large blocks of the most prominent issues by both commission houses and by the ever active room trading operators. A "bear drive" was unquestionably at the bottom of the movement, but the decline led to the execution of innumerable stop loss orders, and under all these combined influences quotations fell from one to two points in the speculative stocks and to levels varying in the different issues from four to seven points below the highest range of the year reached a few days since. Then in the afternoon the market underwent a rapid reversal of form. There was apparently a rush made to recover stocks by speculators for the decline, while the steady scale buying of stocks by large financial interests that had gone on ever since the receding movement appeared began to produce its inevitable consequences. The advance in the market thus started ran until the end of business and left prices at figures but slightly changed in many of the standard issues from those last made on Thursday. The fall in the market in the early part of the day gave rise of course to rumors and gossip of the fantastic sort usual on such occasions. A story which was on its face ridiculously untrue was widely circulated, to the effect that the President of the Union Pacific Railroad had in an interview in a San Francisco newspaper uttered extremely pessimistic sentiments regarding the future of business and of stock market valuations. As much as possible was made by those who were endeavoring to depress prices out of a statement to which prominence was given this morning that Andrew Carnegie was about to publish a magazine article in which he would take the ground that steel production in this country had reached a stage where it no longer needed the assistance of any protective tariff duty. It is doubtful if so far as the last named instance is concerned it was responsible for any selling of stocks, and the inference will be drawn by the majority of intelligent people that if it is true that the steel business in the United States has attained such prosperity that tariff duties have become a matter of indifference to it the business has come to stand upon a pretty solid foundation. As has been the case all along this week, the action of certain stocks in the market attested that some one was deliberately and steadfastly accumulating them. Issues in which buying of this sort was most distinctly noticeable were the Southern Pacific, Wisconsin Central, Wabash and Missouri, Kansas and Texas common and preferred stocks and the Virginia-Carolina Chemical shares.

To-day's publicly announced news comprised mostly the official statement that the plan of reorganization of the Westinghouse Manufacturing Company had become operative and, of financial interest proper, such a rise in sterling exchange and a fall in the sterling rate in Paris as naturally gave rise to talk of possible gold exports. The rise in exchange was admittedly due to the recent large selling of stocks for foreign account, but in banking circles here there is no expectation of near at hand gold exports unless Paris bankers choose to offer especial inducements for the yellow metal, which it is not considered likely they will do in view of the large flow of gold to Paris in a normal way and the enormous gold reserves already accumulated in the French bank. There was one other happening to-day of which no official promulgation was made and probably will not be made, but which was nevertheless of decided moment. It is doubtless known to but few people that the largest single customer of the United States Steel Corporation—not in point of tonnage but as regards dollars paid over—is the American Can Company, and it is probably known to fewer people still that in recent months there has been considerable difference of opinion between these two corporations as to the prices governing commodity transactions between them in the near future. This difference has at no time reached the point of friction, as the relations between the two companies are of a peculiarly friendly sort; but it has led to the consideration by the American Can Company as to whether it might not be wiser for the company, all things considered, to itself enter into the manufacture of the products now bought by it from the United States Steel Corporation. It is therefore a development than which none could be more important to the security market and business situation in general that all these differences have been composed and that a contract was signed with the United States Steel Corporation by the American Can Company this afternoon entirely satisfactory to both parties and settling definitely the relations of the two companies in a business way for five years to come.

New York Stock Exchange Sales, Nov. 20.

CLOSING PRICES OF UNITED STATES BONDS.

	Bid.	Asked.		Bid.	Asked.
2s reg	103½	104	4s reg	120¼	121
2s coup	104	—	4s coup	121	—
3s reg	100¾	101¼	Pan 2s r	102¾	—
3s coup	100¾	101¼	Pan c	102¾	—
3s small	100	—	D.C.3.65	110	—

RAILROAD AND OTHER BONDS.

Adams Exp 4s	Erie cv 4s ser B	Or Short Line 5s	
15000 ... 92½	5000 ... 67½	5000 ... 116¼	
Allis-Chal 4s	5000 ... 67¼	Or S Line fdg 4s	
4000 ... 82⅞	5000 ... 67	2000 ... 95⅞	
Amer Agricul Ch	5000 ... 67¼	21000 ... 96	
5s L H & Co rcts	5000 ... 67½	Penna 4s 1948	
4000 ... 96	Erie-Penn Coal	20000 ... 103¾	
6000 ... 96¼	col tr 4s	Penna cv 3½s	
6000 ... 96	10000 ... 86	2000 ... 97⅞	
Am Cot Oil 4½s	Erie g m ren 4s	40000 ... 98	
10000 ... 95	10000 ... 79	Penna 5½s 1915	
Am Dock imp 5s	Gen Elec cv 5s	7000 ... 96	
1000 ... 111	5000 ... 133¾	5000 ... 95⅞	
Amer T & T cv 4s	Hocking Val 4½s	51000 ... 96	
5000 ... 96¼	1000 ... 107⅛	15000 ... 95⅞	
41000 ... 96⅛	Interboro cons 4s	15000 ... 96	
155000 ... 96	M & Co rcts	16000 ... 95⅞	
14000 ... 95⅞	25000 ... 101½	41000 ... 96	
15000 ... 96	13000 ... 101¾	Peoria & East 1st	
17000 ... 95⅞	Interboro - Met	1000 ... 94½	
108000 ... 96	col trust 4½s	Peoria & East inc	
200 ... 96¼	32000 ... 73¼	10000 ... 54½	
25000 ... 96⅛	10000 ... 73	6000 ... 54¾	
85000 ... 96	10000 ... 72⅞	Philippine Ry 4s	
Am Tobacco 6s	5000 ... 72¾	10000 ... 97½	
16000 ... 105¾	1000 ... 72⅞	Pitts & West 4s	
10000 ... 105½	5000 ... 73	3000 ... 101	
34000 ... 105	15000 ... 72⅝	Reading g m 4s	
Am Tobacco 4s	5000 ... 72½	3000 ... 99⅞	
7000 ... 76	15000 ... 72⅝	St Jo & Gr Isl 1st	
1000 ... 75¾	51000 ... 72½	3000 ... 92	
5000 ... 76	10000 ... 72⅛	St Jo Ry LH & P 5s	
2000 ... 76⅛	20000 ... 72	10000 ... 98	
Atch T & SF cv 5s	2000 ... 72¼	St L & Iron M 5s	
2000 ... 106½	13000 ... 72	1000 ... 110⅞	
1000 ... 106¾	28000 ... 72¼	St L & Iron M 4s	
8000 ... 106⅞	26000 ... 72½	10000 ... 88⅜	
2000 ... 107	1000 ... 72¼	St L & Iron Mt	
Atch T & SF cv 4s	14000 ... 72⅛	Riv & Gulf 4s	
9000 ... 103	5000 ... 72⅜	10000 ... 88	
4000 ... 103⅛	2000 ... 72¼	10000 ... 88⅛	
40000 ... 103	5000 ... 72¾	15000 ... 88¼	
12000 ... 103	5000 ... 72⅞	St L & San Fr fdg	
Atch T & S F 4s	25000 ... 73	14000 ... 77⅞	
500 ... 100	10000 ... 73¼	St Louis S W 1st	
11000 ... 100	Int Paper cv 5s	32000 ... 92½	
Atch T & S F 1st L	2000 ... 85½	St Louis S W 2d	
4s JPM Co rcts	Int St Pump 6s	25000 ... 80	

5000 ... 95¾	13000 ... 99¾	St Lou S W con 4s	
A T & S Fe cl 4s	Int Sv Agr 4½s	10000 ... 77	
500 ... 92	BA ctfs	San A & A Pass 4s	
4000 ... 91¼	17000 ... 92½	3000 ... 89	
A P & SF B Ok 4s	15000 ... 92⅝	10000 ... 89½	
10000 ... 96	Japanese 4½s	South Pacific 4s	
11000 ... 96½	12000 ... 90⅝	3000 ... 94	
All Coast Lines 4s	10500 ... 90¾	So Ry gm 4s	
5000 ... 96½	1500 ... 90¾	21000 ... 75	
1000 ... 96¼	5000 ... 90¾	1000 ... 75¼	
Balt & Ohio 4s	2500 ... 90¾	10000 ... 74¾	
15000 ... 100½	5000 ... 90¾	2000 ... 75	
Balt & O P L F	Japanese 4½s 2d	2000 ... 75⅛	
& W Va 4s	4500 ... 89¾	12000 ... 75	
10000 ... 96½	1000 ... 89⅝	Tenn C & I 1st B	
15000 ... 96¾	500 ... 89⅞	1000 ... 109	
10000 ... 96½	4000 ... 89⅞	Tenn C & I 1st D	
Balt & Ohio 5½s	Japanese 4s	10000 ... 102	
5000 ... 94⅜	7000 ... 81¾	Third Avenue 4s	
Bkn Rap Tr cv 4s	Kan C Ft S & M 4s	Con Trust ctfs	
10000 ... 78½	1000 ... 78¾	stamped	
5000 ... 78⅜	2000 ... 79	1000 ... 64	
10000 ... 78	Kan City So 3s	2000 ... 62	
15000 ... 77¾	5000 ... 72¾	Toledo P & W 4s	
5000 ... 77⅝	Laclede Gas 5s	3000 ... 85½	
1000 ... 78	2000 ... 102	Tol St L & West 4s	
10000 ... 77¾	1000 ... 101¾	3000 ... 79	
10000 ... 77⅝	L Sh & M So 4s	Underground of	
35000 ... 77½	12000 ... 95⅞	London inc	
Canada So cv 1st	L S & M S 4s 1931	3000 ... 22	
24000 ... 108⅛	11000 ... 94¾	Union Pacific 4s	
Canada South 2d	27000 ... 94⅞	17000 ... 103½	
1000 ... 102⅜	Long Isl con 5s	500 ... 104	
4000 ... 102½	1000 ... 111	U Pacific ref 4s	
Central Ga cn 5s	Lou & Nash 4s	57000 ... 96½	
2000 ... 108¼	1000 ... 100½	5000 ... 96⅜	
Central Ga 1st ch	5000 ... 100¾	10000 ... 96⅝	
stamped	5000 ... 100⅝	1000 ... 96½	
1000 ... 75½	7000 ... 100¾	5000 ... 96⅝	
Cen Leather 5s	L & N-Southern	Union Pac cv 4s	
11000 ... 96¾	Monon col 4s	20000 ... 105¼	
4000 ... 96½	1000 ... 86	26000 ... 105⅛	
Cent Pacific 1st	5000 ... 86¼	45000 ... 105	
25000 ... 97¾	Manhattan Ry 4s	2000 ... 104⅞	
5000 ... 97⅞	3000 ... 99	25000 ... 105	
10000 ... 97¾	stamped	15000 ... 105⅛	
3000 ... 97⅞	3000 ... 100⅜	32000 ... 105	
Cent Ry N J 5s	Marine ctfs 4½s	10000 ... 105⅛	
5000 ... 127¼	15000 ... 69¼	35000 ... 105	
Ches & Ohio 5s	10000 ... 69½	1000 ... 104⅞	
3000 ... 115	5000 ... 69¾	65000 ... 104¾	
Ches & Ohio 4½s	Met St Ry 5s	37000 ... 104⅝	
5000 ... 103¾	5000 ... 62	55000 ... 104½	
4000 ... 103½	Mex Cen con 4s	10000 ... 104⅝	
27000 ... 104	2000 ... 82½	27000 ... 104½	
Chi R & Q gm 4s	Minn & St L 5s	10000 ... 104⅝	
1000 ... 101¼	1000 ... 105½	1000 ... 104¾	
6000 ... 101½	Minn & St L 4s	18000 ... 104⅞	
20000 ... 101	10000 ... 83½	20000 ... 104¾	
14000 ... 101¼	15000 ... 83½	25000 ... 104⅞	
5000 ... 101⅛	12000 ... 83½	10000 ... 105	
1000 ... 101⅜	10000 ... 84	15000 ... 104⅞	
C B & Q Joint 4s	2000 ... 83½	2000 ... 105	
11000 ... 98⅛	5000 ... 84	25000 ... 104⅞	
34000 ... 98¼	Mo Kan & Texas	82000 ... 105	
3000 ... 98	1st L div 4s	10000 ... 105⅛	
Chi & Erie 1st	1000 ... 84	500 ... 105⅜	
1000 ... 114¼	Mo K & T sf 4½s	20000 ... 105	
Chi Mil & St Paul	4000 ... 87¼	5000 ... 105⅛	
50000 Mins 6s	1000 ... 87½	500 ... 105⅜	
3000 ... 104⅛	Mo Kan & T fdg	2000 ... 105⅛	
Chi Mil & St Paul	12000 ... 82	10000 ... 105¼	
Southwest div	Mo Pacific 5s 1920	United Ry St L 4s	
1000 ... 103⅛	3000 ... 100¾	15000 ... 82¾	
Chi Mil & St P 4s	10000 ... 101	U S Leather 6s	
5000 ... 105¼	Mo Pacific 5s 1917	5000 ... 91½	
Chi Rd Pac RR	6000 ... 101½	U S of Mexico 4s	
gold 5s	7000 ... 101¼	5000 ... 93½	
10000 ... 77½	Mo Pacific 4s	U S Realty & I 5s	
Chi R & P RR 4s	30000 ... 77⅝	10000 ... 86	
30000 ... 73½	3000 ... 77½	3000 ... 85¾	
2000 ... 73¼	2000 ... 77⅝	U S Steel s f 5s	
8000 ... 73⅛	10000 ... 77½	10000 ... 102½	
88000 ... 73	5000 ... 77¾	1000 ... 102⅝	
95000 ... 72⅞	2000 ... 78	8000 ... 102½	
57000 ... 73	Mutual Fuel G 5s	30000 ... 102⅜	
Chi R I & P 4s	1000 ... 101	13000 ... 102½	
10000 ... 101½	N Y Air Brk cv 6s	34000 ... 102¼	
Chi R I & P ref 4s	7000 ... 107⅛	2000 ... 102⅜	
2000 ... 87½	5000 ... 107	1000 ... 102¼	
4000 ... 87¾	5000 ... 107¼	5000 ... 102⅜	
15000 ... 87½	N Y Cen deb 4s	24000 ... 102½	
20000 ... 87¾	36000 ... 93½	registered	
Chi Sup Met Cen	14000 ... 94	4000 ... 102	
1000 ... 132	N Y Cen L S 3½s	Wabash 1st	
Choc Ok & Gulf 5s	1000 ... 86	10000 ... 109⅞	
5000 ... 107½	NY City 4½s 1957	Wabash 2d	
Colo in col tr 5s	new	5000 ... 100	
5000 ... 76	16000 ... 111¾	6000 ... 99¼	
1000 ... 75¾	1000 ... 111⅞	Wab P Ter 1st 4s	
1000 ... 75⅝	6000 ... 111¾	certificates	
26000 ... 75½	2000 ... 111⅞	5000 ... 52	
25000 ... 75¼	1000 ... 111¾	20000 ... 52½	
1000 ... 75	NY City 4½s 1957	4000 ... 53	
2000 ... 75¾	2000 ... 111¾	2000 ... 53¼	
4000 ... 75¼	NY City 4s 1917	2000 ... 53	
Colo Southern 4s	1000 ... 104	Wab P Ter 2d 4s	
6000 ... 96	6000 ... 104⅜	3000 ... 101½	
Colo So ext 4½s	N Y City 4s 1957	18000 ... 10	
3000 ... 88½	4000 ... 102¼	Wabash ext 4s	
30000 ... 88¼	N Y Gas Elec Lt	14000 ... 64	
11000 ... 88¼	H & P 4s	5000 ... 64¼	
1000 ... 88⅜	1000 ... 85½	7000 ... 64⅜	
10000 ... 88¼	NY N H & Hv 6s	10000 ... 64¼	
5000 ... 88½	full paid	1000 ... 64	
3000 ... 88⅝	2000 ... 135⅜	70000 ... 63½	
Consolock Tun 4s	7000 ... 135¼	11000 ... 63¼	
2000 ... 16	2000 ... 135¼	5000 ... 63½	
Cuban 5s	10000 ... 135¾	10000 ... 63¾	
7000 ... 102½	N Y N H & Hv	6000 ... 64	
Del & Hud ref 4s	8vs	6000 ... 64¼	
46000 ... 100⅞	10000 ... 99	10000 ... 64⅞	
Del & Hud cv 4s	Norfolk & W 4s	1000 ... 65	
2000 ... 102⅛	1000 ... 98½	Wabash deb B	
2000 ... 102¾	Norf & W cv 4s	2000 ... 65	
Distillers Securities Corp 5s	1000 ... 94⅛	Westing El cv 5s	
5000 ... 74	13000 ... 93¾	4000 ... 93¾	
Edison Elec Ill Co	3000 ... 94	10000 ... 93½	
of N Y con	2000 ... 94¼	Wn Maryland 4s	
1000 ... 108½	10000 ... 79	10000 ... 79	
Edison Elec Ill Co	North Pacific 4s	West Shore 4s	
of N Y 1st	10000 ... 103¼	registered	
10000 ... 101¼	North Pacific 3s	10000 ... 102½	
Erie cv 4s ser A	1000 ... 73⅛	Wisconsin Cen 4s	
5000 ... 78¾	1000 ... 73¼	1000 ... 87⅛	
	Or Ry & Nav 4s	25000 ... 87¼	
	1000 ... 100½	35000 ... 87¼	

Total sales of bonds (par value) 4,487,000

RAILROAD AND OTHER SHARES.

Sales.		High-est.	Low-est.	Clos-ing.	Net Ch'ge.
700	Allis Cha	14	14	14	— 1½
300	Allis Ch p	47⅝	47½	47⅝	—1⅛
46600	Amal Cop	86½	82⅝	84	— 7⅞
300	Am Ag Ch	32¼	31½	32¼	+ 1¼
100	Am B Su	20½	20½	20½	— 1½
700	Am Can	8⅞	8½	8½	— 1¼
2100	Am Can p	74¼	73	74¼	+ 3⅜
2100	Am Car F	46½	45½	46½	+ 1½
200	Am C F pf	107	106½	107	+ 1½
1500	Am Cot O	36½	35⅞	36½	+ 1½
100	Am H & L	5½	5½	5½	
300	Am H L p	28	27¾	28	+ 1½
510	A Ice Secs	26½	26	26	— 1
4500	Am Loco	55⅝	54¼	55	— 1½
200	A Loco pf	108½	108½	108½	— 5⅝
33400	Am Smelt	95⅛	92⅞	94⅝	— 3⅝
200	A Smelt pf	106½	106⅛	106⅛	— 7⅞
1100	A Sm Sec	83 *	82¼	82½	+ 1¼
700	Am S Pow	40	39	39	— 1
2450	Am Sugar	133⅞	132⅜	133⅞	+ 7⅞
100	A Sugar pf	130	130	130	
1400	Am T & T	131½	130½	131¼	+ 1⅛
400	A Tob pf	91½	91½	91½	— 3¼
1600	Am Wool	30	29⅞	30	+1
400	A Wool pf	95	94¾	94⅞	+ 1⅜
22300	Anaconda	50⅝	49	49¾	—1¼
10100	A T & S F	95½	94½	95¼	
500	AT & SF pf	99⅛	99	99	— 1⅛
800	At Coast Line	109½	109	109	—1
12300	Balt & O	107¼	105¼	106⅝	— 3⅜
750	Batopilas	31⅛	27⅞	31⅛	+ 1⅛
550	Beth Steel	24½	23½	24½	+ 1½
9250	Bkn R T	54⅞	53⅛	54¼	— 1¼
100	Bkn U Gas	140	140	140	—1
1950	Bruns'k	15	13½	15	+1⅛
5200	Can Pac	178	176	178	
2700	Cen Leather	28	27⅜	28	+ 1¼
352	Cen L pf	99⅞	99¼	99¼	— 5⅝
39550	Ches Ohio	48⅝	47⅜	48½	+1⅜
1000	Chi Alton	41½	40⅛	41¼	+ 1¼
1300	Chi N W	173¾	171⅝	173¾	+ 3¼
6900	Chi Gt W	12½	10½	12	— 1½
3600	C G W p B	15	14	14⅞	+ 1⅛
48500	C M St P	148⅝	146½	148⅛	
100	CM SP pf	160	160	160	—1
1000	CM SP pf	157	157	157	—1½
100	CUT stmpd	4	4	4	— 1¼
400	CUT p stm	12⅜	11½	12⅜	— 3⅜
3500	Col Fuel I	38¾	37¾	38¾	+ 1¼
4500	Col South	45⅞	44¾	45⅝	— 1⅛
200	Col So 1 p	69¾	69¾	69¾	+ 3¼
34410	Cons Gas	153¾	150½	152⅝	+ 5⅜
1200	Corn P R	19¼	18	19¼	+ 1¼
2135	Del Hud	176	174½	176	
400	Den R Gr	33½	32¾	32¾	+ 1¼
100	Den RG pf	76¼	76¼	76¼	+ 1¼
100	Det U Ry	64¼	64¼	64¼	+ 8⅞
1100	Distils' S	33⅝	33¼	33⅝	— 1⅛
100	Dul S S A	17	17	17	— 1½
600	D S S A pf	31	30½	31	— 1½
20700	Erie	33⅝	32	33½	
400	Erie 1st p	48	47½	48	— 1¼
400	Erie 2d pf	38½	37⅞	38½	— 3¼
1500	Gen Elect	153½	152	153¼	— 7⅞
13550	Gt Nor pf	139¼	137⅛	138⅜	
3120	G N O ctfs	73¼	71½	73	— 1½
100	Harvester	65	65	65	+1
500	Harv pf	107¾	107¼	107¾	+ 3¼
300	Hav Elec	34½	34½	34½	— 1½
3400	Ill Cent	146¾	145	146⅝	+ 1¼
600	Int Paper	13	12½	12½	
1150	Int Pap p	59	58	58	— 1¼
1100	Int Pump	32	31	32	+ 3⅜
100	I Pump pf	80	80	80	— 1¼
6000	Inter-Met	14¼	12¾	13¾	— 1¼
1935	Int-Met p	34½	33½	34½	+ 1¼
200	Iowa Cent	29¾	29	29	— 3¼
420	Ia Cen pf	46¼	45¼	46¼	— 1½
100	K & M rcts	47	47	47	+1
1000	Kan C So	29¾	28¾	29½	
100	K C So pf	63⅜	63⅜	63⅜	+ 7⅜
100	KC Ft S pf	68	68	68	— 1½
100	L E W pf	50¼	50¼	50¼	— 3¼
4000	Lou Nash	119¼	117½	118¼	— 1¼
115	Mackay	76½	76½	76½	— 1½
200	Mackay p	70¾	70¾	70¾	+ 1¼
100	Manhat'n	143	143	143	
2800	Marine	8	7¾	8	+ 3¼
3900	Marine pf	23¼	22⅛	22⅞	+ 7⅛
100	Met St Ry	301⅛	301⅛	301⅛	— 7⅛
500	Mex C ct	17⅝	17¼	17½	— 1⅛
675	MSP SSM	133	132¼	133	+ 1½
350	MSPSM p	148	147½	148	+ 1½
12200	M K & Tex	35¼	34¼	35⅛	+ 3⅜
400	M K & T p	69	68	68½	— 5⅜
7800	Mo Pac	62¾	60½	62	— 1¼
300	Nat Bis	88¾	87⅞	87⅞	— 11⅛
11650	Nat Lead	83¾	82⅝	83¾	— 1⅛
100	Nat L pf	105 *	105	105	+ 1½
300	Nat E & S	11⅝	11½	11½	— 1½

Sales.		High-est.	Low-est.	Clos-ing.	Net Ch'ge.
2800	Newh'se	6½	6	6½	— 3⅜
800	N Y Air Br	88½	86½	88	— 1½
12100	N Y Cent	116⅞	114⅜	116⅛	+1
800	N Y C & S L	50¼	49	50	—1
210	N Y N H & H	159	158	158	—1½
1700	Nor & W	84	83¼	83½	
825	Nor Am	73	71⅛	73	+2
45000	Nor Pac	143	139¾	141½	—1⅜
3500	No Pacific	141¾	138¾	140⅝	—1⅜
5600	Ont & West	43¾	42¾	43¼	+ 1¼
300	Pac Mail	31	30⅝	31	+ 1¼
148300	Penn RR	129¼	128⅛	129¼	+ 1¼
2900	Peo Gas	100⅛	99½	100⅛	+ 1⅛
200	PCC & SL	85¾	85¾	85¾	+ 3¼
100	Pit Coal p	47½	47½	47½	—1⅞
900	Press S C	39	38½	39	— 3¼
100	Pullm P C	173	173	173	
3200	Rep Steel	27¾	27	27½	
1700	Rep St pf	88⅛	86½	87½	— 3¼
163000	Reading	138⅜	135¾	137⅝	— 1⅛
3100	Rock Isld	22¼	21⅝	22¼	
8200	Rock I pf	49⅜	47¾	49	
500	Sloss-Shef	79 *	78	78¾	— 1¼
100	StL SF 1p	60	60	60	
550	St L SF 2 p	33⅞	33⅛	33⅞	— 3⅜
100	St L S W	20	20	20	— 1½
600	St L S W p	53	51½	53	+ 1½
100	St P & Om	150	150	150	—3
90100	Sou Pac	118⅛	115⅜	118⅛	+1⅜
920	Sou Pac p	121½	121¼	121½	+ 1½
6200	Sou Ry Co	24⅝	24	24⅝	+ ⅝
2100	So Ry Co p	58¼	57¼	58	
23700	Tenn Cop	51½	49⅝	51½	+1⅜
2000	Tex Pac	31⅝	31½	31½	
3100	Third Av R	32½	30	32	+ ⅝
200	Tol St L W	36	36	36	—1¾
200	Tol St L W p	60¼	60	60¼	
100	Twin CRT	95	95	95	— 1½
200000	Un Pac	181⅝	179¼	181½	+ 3⅜
650	Un Pac pf	96¾	95½	95½	—1
200	Un R Inv	34	34	34	— 1⅛
100	Un R In p	49	49	49	
200	US Cl Pipe	27	27	27	— 1⅛
100	U S Exp	90	90	90	+4
700	U S Rub	35	34	34⅛	— 3⅜
300	US Rub 1p	104¾	104	104	
207400	US Steel	56⅜	54½	56¼	— 1⅛
5600	US Steel p	113	112½	113	+ 1⅛
1500	Utah Cop	47