FINANCIAL AND COMMERCIAL.

SATURDAY, Nov. 28.

For various reasons Saturday of late has come to be a day of small importance in a stock market sense. Absenteeism from the floor of the Stock Exchange at this time is pronounced, particularly if the weather is fine and if, as not infrequently happens, some notable athletic event occurs in the afternoon; and the tendency is of course increased by the feeling that no notable happenings in the market are expected and that business transactions are likely to be only such as are conducted by the smaller fry of professional speculators. All this state of affairs would be changed quickly enough if the market should pass into a stage of great activity or if topics of acute financial interest became matters of daily discussion. To-day formed no exception to the rule as it has been observed for months past, and fluctuations in prices were practically those of the inconsequential evening-up processes attendant upon the end of the week. The market, however, displayed a continuation of yesterday's strength even if its character was of "mixed" sort, and declines were perhaps more generally shown at the close than advances. The recessions of this sort on the last day of the week are generally recognized as natural in a rising market. Consolidated Gas stock gave one of its old time exhibitions of irregularity, advancing more than two points above its last quotation yesterday, then falling 5¾ points, with a final recovery of part of the loss. Talk concerning the stock was of the same sort as that commonly heard during recent weeks. Strong features of the market were the General Electric, Norfolk and Western and Western Union shares, but more particularly the Rock Island preferred and St. Paul common stocks. Buying of the last named stock was, it may be, stimulated by the announcement in the newspapers this morning that the St. Louis and San Francisco Railroad Company, the Rock Island's chief subsidiary organization, would pay off in full the $7,124,000 4½ per cent. short term notes maturing on December 1. The previous although groundless expectation seemed to be in many quarters that only $1,000,000 of these notes would be paid off and that the holders of the remaining portion would be asked to exchange them into other securities. The full payment in cash is of course part of a comprehensive scheme for a readjustment of the St. Louis and San Francisco finances which will be announced in due time. No especial reason was offered for the advance in St. Paul stock, but the rise might have been connected with the fact that during the recent depression the floating supply of the stock had become concentrated in a few hands to a much greater extent than is popularly understood. The weekly bank statement to-day showed in actual figures an increase of $10,000,000 in loans and a decrease of $4,000,000 in cash, resulting in a decrease of a little less than one-half of 1 per cent. in the bank surplus. This increase in loans was almost certainly due to the week's transactions incident to the city's bond sale.

The present week has been comparatively dull in Wall Street, but the market has been definitely stronger than the week before owing to the continual pressure of idle money for investment and to the fact that all financial and business developments have been favorable. The drought over the winter wheat section has been broken, the city's bond offerings was a great success, the principal commodity and mercantile markets exhibited strength even if they did not advance notably and the reports of the commercial agencies told of a slow but steadily rising tide of business. Sterling was strong during the week by reason, as seemed, of purchases of exchange bills in order to make remittance abroad against the sales in this market of American stocks held by foreigners, and the firmness of sterling was naturally increased by a harder tendency of money rates in London and a declining tendency if anything in rates for the use of funds here. It is said that there were special reasons in London making for firmness in money there at the month's end and in the Bank of England's midweek statement loans were reported as increasing. Political news in Europe has been two sided during the week, the favorable effect of more harmonious arrangements between Bulgaria and Turkey having been offset by a state of increased strain apparently between Turkey and Austria. But these matters have amounted really to little or nothing as a factor in our market. On the other hand there is a subsidence of uneasiness over the German constitutional crisis, and the one great foreign factor of importance, the production of gold by the South African mines, continues to extend its beneficial influence. The Rand gold production for November was to-day estimated in London at 650,000 ounces—of value nearly $14,000,000—this again surpassing the high record output of 317,744 ounces in October.

New York Stock Exchange Sales, Nov. 28.

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	101½	Panama 2s reg	102½	—
3s coup	100¾	101½	Pan c	102½	—
4s small	100	—	D.C. 3.65s	110	—

RAILROAD AND OTHER BONDS.

Allis-Chal 1st 5s		Colo So ext 4½s		North Pacific 4s	
1000	82½	28000	88	4000	s20103⅛
5000	82⅜	5000	88¼	2000	10314
14000	82½	5000	88⅛	2000	10318
5000	82¼	Cons Gas cv 6s		Or S Line 1st 4s	
9000	82½	1000	158¾	2000	967⅛
Am Agricul Ch		8000	167½	5000	97
1st LB&Co rcts		Del & Hud ref 4s		Penna 4s 1948	
15000	97	20000	101	31000	103⅞
Am Tob 6s cv 4s		Del City Gas 5s		Penna cv 3½s	
10000	95¾	5000	102¼	4000	98¾
100000	95⅝	Dist Colum 3.65s		1500	98½
5000	95¾	1000	110	1000	98⅞
79000	95⅝	Edison Elec Ill Co		1000	99
25000	95½	of N Y con		10000	s20 98¾
2000	95½	20000	112	2000	98⅞
15000	95½	Erie gen 4s ser B		Penna 3½s 1915	
53000	95⅝	7000	74	1000	96⅜
25000	95¾	Erie cv 4s ser B		10000	s20 96⅜
Am Tobacco 6s		26000	66½	9000	96⅜
5000	106½	House & Tex C 4s		Reading gen 4s	
Am Tobacco 4s		1000	95	1000	997⅞
2000	75¾	Genl Elec cv 5s		4000	100
3000	75⅝	3000	134	Rio Grande W 4s	
1000	76	9000	135¼	2000	95½
1000	75⅞	6000	135½	St L & San Fr 4s g	
registered		10000	136	10000	78¾
1000	75½	Interboro-Met 4s		10000	77
Atch T & S F cv 5s		M & C rcts		4000	s20 78¾
3000	107¾	2000	102	10000	78⅞
1000	107½	Int-Met cv 4½s		2000	78¾
1000	107¾	150000	75¼	14000	78⅞
Atch T & S F cv 4s		30000	75⅛	St Louis S W 2d	
15000	104⅝	21000	75	5000	80
40000	104¾	8000	75⅛	St Lou S W cn 4s	
2000	104⅝	25000	75	97000	76¾
5000	104¾	31000	75⅛	3000	77
Atch T & S F 4s		Int St Pump 6s		St P & Sioux C 1st	
2000	100¾	5000	100	5000	117
5000	100½	Iowa Central 4s		Seloto V & N 1st	
3000	100⅜	10000	79	2000	96½
1000	100½	Irri Div Arg 4½s		South Pacific 4s	
AT & SF adj 4s		SA cts		2000	93¼
1500	91¾	10000	92⅝	So Pacific ref 4s	
500	91¾	Japanese 4½s		2000	s10 95¾
Atl Coast Line 4s		1000	90½	1000	95½
3000	95½	Laclede Gas 5s		2000	95⅞
Atl Coast line rfd		2000	102	So Ry gen 4s	
2000	87	L S & M S 4s 1931		15000	76¼
5000	86½	2000	95¼	4000	76⅜
Balt & O gold 4s		1000	95½	15000	76¼
500	100⅛	19000	95¼	4000	76
2000	100⅛	L & Nash gen 6s		Third Avenue 4s	
Balt & O S W 3½s		7000	s20 120¾	10000	65½
5000	92⅛	Marine cl tr 4½s		5000	65¾
2000	92⅛	2000	68¾	4000	66
5000	91⅞	10000	68½	5000	66½
Bkn Rap Tran 5s		20000	68¾	Cen Trust cfs	
2000	101	Manhattan Ry 4s		1000	66
Bkn Rap Tran 4s		stamped		stamped	
5000	79	2000	100⅝	3000	64¾
2000	79	Mo K & T of T 4s		7000	65
Bkn Union Gas 6s		2000	107¼	10000	65⅛
20000	100	Mo Kan & Tex 4s		21000	65⅜

5000	101	Mo Kan & Tex 2d		1000	65½
12000	87	40	s20 103½	Union Pacific 4s	
Mo K & T of 4½s		5000	103½	U Pacific ref 4s	
50000	88	U Pacific ref 4s		1000	96⅞
Mo Pacific 4s		5000	103¾	Union Pac cv 4s	
5000	76	1000	103¾	150000	106¼
1000	78¼	NY Air Brk cv 6s		25000	106⅜
NY Air Brk cv 6s		7000	113	70000	106¼
3000	112½	6000	112¾	50000	106⅛
6000	112¾	4000	113	20000	106¼
N Y Cen deb 4s		2000	106¼	1000	106¼
5000	94½	1000	106	20000	106¼
N Y Cen L S 3½s		12000	86	14000	106⅜
N Y Chi & St L 4s		5000	101⅜	U S Realty 4½s	
5000	101⅜	NY City 4½s 1907		10000	87⅜
NY City 4½s 1907		new		U S Steel s f 5s	
10000	112⅛	166000	102½	1000	102⅝
40000	112	110000	102½	11000	102½
73000	112⅛	19000	102⅝	150000	102½
NY City 4½s 1957		20000	102⅜	10000	112
10000	112	registered		1000	102⅞
NY City 4s 1955		500	102¼	Va-Car Ch 1st 5s	
when issued		500	102¼	ten rcts	
20000	101¾	4000	95	Wabash ext 4s	
N Y City 4s 1958		5000	65	Westing El cv 5s	
when issued		12000	93½	Wn Maryland 4s	
5000	101¾	25000	79	WestUnion cv 4s	
NY NH & H cv 6s		5000	85¾	Wisconsin Cen 4s	
full paid		25000	89½	25000	89½
5000	135¾	1000	89¼		

Total sales of bonds (par value), $2,936,000

RAILROAD AND OTHER SHARES.

Sale	High est	Low est	Clos ing	Net Ch'ge.
1275 Allis Chal	147⅞	143⅞	143¾+	⅜
850 Allis Ch p	48¾	48½	48½+	¼
7700 Amal Cop	85⅞	85⅛	85½−	¾
300 Am Ag Ch	34¼	34¼	34¼−	⅛
1000 Am Can	9⅝	9½	9⅝−	⅛
1300 Am Can p	76½	75¾	75⅞−	½
2200 Am Car F	47	46⅛	46¾+	½
1700 Am Cot O	44	42¾	43¼−1	
100 Am C O pf	94¾	94¾	94¾+2	
200 Am Ice Secs	26	25⅝	25⅝−	⅜
400 A Linseed	14¾	14⅜	14⅜−	⅜
300 A L'seed p	31⅞	31¼	31⅞+1	
500 Am Loco	56½	56⅛	56⅛−	⅜
100 A Malt Crp	7	7	7 −	⅜
100 A M Crp p	46½	46½	46½+	½
18700 Am Smelt	95	93½	93⅞−1¼	
1100 A Sm Sec	83½	83	83½+	½
300 Am SFdw	40	40	40 +	⅛
800 Am Sugar	133½	132¾	132¾−1½	
3830 Am T & T	131	130⅜	130⅝−	¾
500 Am Wool	29⅞	29⅝	29⅞+	⅜
2200 Anaconda	51	50⅝	51 −	⅜
800 A T & S F	98¾	98	98¼	
500 At S F pf	101	100½	101 +	¾
100 At Line	1101½	1101½	1101½	
2400 Balt & O	108⅜	107¾	108¼−	½
100 Balt & O p	91½	91½	91½+1	
300 Beth Steel	24	23⅛	23⅛−1⅜	
3000 Bkn R T	55⅞	55	55½	
1800 Bkn U Gas	152¼	149¾	150½+	¾
350 Brunsw k	16½	16½	16½−	⅛
16.0 Can Pac	175⅞	175½	175¾−	⅜
300 Cen Leather	29¼	29	29 −	¼
270 Cen L pf	101¼	100½	100½−	¾
2050 Ches Ohio	48⅛	47¾	48	
1400 Chi Alton	47¾	47¼	47¼	
200 Chi Alt pf	71	70¾	71 +1	
425 Chi A W	176½	176	176 −	⅝
1100 Chi Gt W	12½	11½	11½−	½
700 C G W p B	15	14⅞	15 −	⅛
24200 C M St P	150¼	148⅝	150 +1⅞	
200 C M St P pf	162⅞	162⅞	162⅞+	⅞
700 C M St P ctfs	144	143⅝	144 +	½
100 C M St P ctfs	160	160	160	
100 Chi Term	6	6	6 +2	
300 C U T stmpd	4½	4⅜	4½	
400 C U T p stmpd	13¼	12⅞	13 −	⅛
100 Col Fuel	38¾	38¾	38¾−	¼
6600 Col H C L	24½	22½	24 +1½	
2450 Col South	49⅜	48¾	49 +	½
500 Col So 1 p	70	69⅝	70	
200 Col So 2 p	63¾	63⅝	63⅝+	⅛
41150 Cons Gas	167¼	161¾	162¾−2⅛	
100 Corn P R	19	19	19	
200 Corn Pr p	76½	76¼	76½+	⅜
800 Del Hud	177½	177	177	
400 Den R Gr	33	32¾	33 +	¼
100 Del U Hy	54¾	54½	54½+1⅜	
200 Distills' S	34⅜	34⅜	34⅜−	⅝
200 D S S A p	31¾	31½	31½	
1600 Erie	33½	33	33⅜−	¼
900 Erie 1st p	47½	47¼	47¼−	¼
5300 Gen Elect	160	155¾	159 +3½	
12150 Gt Nor pf	143⅜	140⅛	140⅞+	⅝
2200 G N O ctfs	74½	74	74¼−	¼
800 Harvester	67⅞	65½	65½−	¾
700 Harv pf	109¼	108¾	108¾−	⅛
100 H V rcts	92¼	92¼	92¼+	⅛
700 Ill Cent	147	146½	147	
100 Int Paper	12⅜	12⅜	12⅜−	⅛
200 Int Pump	31⅞	31¾	31⅞+	⅛
100 I Pump pf	79¾	79¾	79¾−	¼
5400 Inter-Met	15⅛	14½	14½−	¼
1200 Int-Met p	35¾	35¼	35¼−	¼
300 Iowa Cent	29¾	29¾	29¾−	¼
800 Ia Cen pf	47½	46⅞	47¼	
2140 Kan C So	32	31½	31½−	¼
600 K C So pf	65⅞	65½	65¾+	¼
100 L Erie W	24½	24½	24½+	½
100 L E W pf	56	56	56 +1	
750 Lou Nash	122¼	122	122 −	¼
200 Mackay	77	76¾	77 +	⅝
100 Mackay p	71	71	71	
700 Manhat'n	148	147	147 +	⅝
600 Marine	7⅞	7¾	7¾−	⅛
400 Marine pf	22¾	22⅝	22⅝−	⅛
34500 M K & Tex	38¾	37¾	37¾−	¼
1400 M K & T p	71½	70⅝	71 −	½
1600 Mo Pac	64	63	63½	
100 Nash C St L	122	122	122 +2	
100 Nat Bis	91½	91½	91½+1½	
1800 Nat Lead	83⅞	83	83½−	¼
550 Newh'se	63¾	61½	61½−	⅛
1500 N Y Air Br	97⅞	96¼	96¼−1⅛	
4600 N Y Cent	117⅛	116¾	116¾−	⅜
4500 Nor & W	86¼	84½	86 +1⅝	
375 Nor Am	77	76½	76½−	⅛
6500 Nor Pac	143¼	142¼	142¾−	⅛
600 Ont & We	43¾	43½	43⅝+	⅛
3400 Pac Mail	33	31¾	32¼+	½
1800 Penn RR	130⅛	129½	129⅝+	⅛
500 Peo Gas	101½	101½	101½+	¼
200 Press S C	39¾	39¾	39¾−	⅛
115 Pullm P C	172	172	172 −1	
100 RR Secur	92	92	92	
100 Ry St Spg	43½	43½	43½	
150 Rep Steel	27¾	27¾	27¾−	⅛
100 Rep St pf	87¾	87¾	87¾	
51500 Reading	141	139⅝	140 −	⅝
2800 Rock Isl	23¼	22¾	23¼+	½
19100 Rock Isl pf	51½	49¾	51⅛+1⅝	
600 Sloss-Shef	79¾	79½	79½	
600 St L S F 2 p	35	34¾	35 +	¼
1300 St L S W p	52½	51	52½−	¼
27900 Sou Pac	119⅝	119	119¼−	¾
500 Sou Pac p	123	123	123	
200 Sou Ry	25	24¾	24¾−	½
200 So Ry Co p	57⅝	57⅝	57⅝−	⅝
600 Tenn Cop	44⅜	44	44	
1600 Tex Pac	32½	32	32¼−	¼
2500 Third Ave	34½	33	33⅝−	⅜
100 Tol Rwys	9	9	9 −	½
900 Tol St L W	40	39	39 −	¾
3200 Tol St L W p	63½	61⅞	62½+	¼
200 Un B P pf	66½	66½	66½−	¼
56500 Un Pac	184¾	183⅝	184¼−	⅝
330 Un Pac pf	96½	96	96½+	½
100 Un R Jn p	48½	48½	48½+	½
225 US Cl Pipe	28	27½	28 +1	
200 US Rub 1st pf	107	106½	106½−	¼
37000 US Steel	57	56¼	56¾	
1900 US Steel pf	113⅛	114⅞	113 +	⅛
600 Utah Cop	49⅜	49	49⅜+	⅛
3900 Va-Car C	44⅞	44½	44¾+	¼
200 Vulc D pf	50⅛	48¾	49¾−	¼
100 Wabash	15	15	15	
1100 Wab pf	35½	35⅛	35⅛−	⅝
1900 West'h'se	92	91¼	91¾+	¾
300 W Maryld	13¾	13½	13½−1	
1650 West U T	71½	70	71½+2	
800 Wheel LE	10⅞	10½	10½−	½
400 W & LE p	21⅛	21⅛	21⅛+	⅜
100 W & LE 2 p	13	13	13 −1¼	
500 Wis Cent	30¾	30⅜	30⅜−	⅝
800 Wis Cent p	63½	62¼	62¼−1¼	

Total sales of stocks, 471,300 shares

CLOSING PRICES.

	Bid.	Asked.		Bid.	Asked.
Adams Exp	181	—	Mackay	75⅝	76½
Allis Ch'ls	14⅝	14⅞	Mackay pf	71	71½
Allis Ch pf	48½	48⅝	Manhattan	146¼	148¼
Amal Cop	85½	85⅝	Marine	7⅝	8
Am Ag Ch	34	34⅜	Marine pf	22⅝	22¾
Am B Sug	20⅝	21	Mex Cent	17½	17½
Am Can	9½	9⅝	Minn & St L	47½	49
Am Can p	75⅝	76	M & St L pf	80	85
Am C & F	46½	47	M S P & SSM	132	132½
Am C & F p	107	108	MSP SSM pf	147	148½
Am Cot Oil	43¼	43½	M K & T	37¾	37¾
Am Cot O p	93½	95	M K & T pf	70¼	71¼
Am Express	203	215	Mo Pacific	63¾	63½
Am Hide & L	5¼	6	N C & St L	120	125
Am H & L p	18¼	19	Nat Bis Co	91	92
Am Ice Sec	25⅝	26	N Bis Co pf	117½	119½
Am Linseed	14½	14⅞	Nat Lead	83¼	83¾
Am Lin p	31½	32	Nat Lead pf	105¼	106
Am Loco	56	56½	Newhouse	6⅝	6½
Am Loco p	109	111	N J Central	210	212

	Bid.	Asked.		Bid.	Asked.
Am Malt C	7	7½	N Y A B	96	97
Am M C p	45	48	N Y Central	116⅝	116¾
Am Smelt'g	94	94½	N Y C & St L	50	52
Am Smelt p	106½	107½	NYC&SL 1 pf	103	105
Am Sm Sec	83¼	83½	NYC&SL 3 p	78	81
Am St Fy	10	—	NY NH & H	158½	160
Am St F n	39½	40	North Am	76	77
Am Sugar	132½	132¾	Nor & West	86	86½
Am Sugar p	130	133	Nor & W pf	84¼	90
Am T & T	130⅝	130¾	Nor Pacific	142⅝	142¾
Am Tob pf	92½	93	No Pac rcts	141½	142½
Am Wool	29½	30	Ont & West	43¼	43⅝
Anaconda	50⅞	51	Pac Coast	79	84
At T & S F	98¼	98½	Pac Coast 1 p	88	100
At T & S F p	101	102	Pac Coast 2 p	80	90
Atl Coast L	110¼	110¾	Pacific Mail	32⅝	32⅞
Balt & Ohio	108¼	108¾	Penna RR	129½	129⅝
Balt & Oh p	91	92	Peo G L & C	101	101¼
Batopilas M	3⅛	4⅛	Pittsburg C	12¼	17½
Beth Steel	22½	24	Pittsbg C pf	47	49
Beth Steel p	52	53	P C C & St L	85	86
Bklyn R T	55¼	55¾	PCC & S L pf	103	108
Butterick	22	23½	Pr Steel Car	39¼	40
Can South'n	67	67½	P Steel C pf	97½	99
Can Pac	175¾	175¾	Pull P Car	172	175
Cen Leather	28	29	Ry St Spg	43½	44½
Cen L ther p	100	101	Ry St Spg pf	100	103
Ches & Ohio	48	48⅛	Reading	139⅞	140
Chi & Alton	47	47½	Read 1st pf	88	90
Chi & Alt pf	69½	72	Read 2d pf	68	68½
Chi Gt West	11½	11⅝	Repub Steel	27¼	27⅝
Chi Gt W A	36	37	Rep Steel pf	87½	88
Chi Gt W B	14⅞	15	Rock Island	22¾	23
Chi & N W	175½	176½	Rock Isld pf	51	51⅝
Ch M & St P	140⅞	150	Sloss-Shef	79½	80
C M & S P p	162	163½	St L & S F 1 p	80	84
C U Stmpd	4⅝	4½	St L & S F 2 p	34¾	35
C U T p stmp	13	13½	St L S W	20⅝	20⅞
C C C & St L	67¼	67¾	St L S W pf	52½	53
C C C & St L p	100	—	St P & Om	148	153
Col Fuel & I	38¾	39	So Pacific	119¼	119¼
Col H C & I	24½	24½	So Pacific pf	122½	123
Col Southern	48⅞	49	Southern Ry	24⅝	25
Col So 1st pf	69¾	70¼	So Ry pf	57½	58¼
Col So 2d pf	63½	64	Tenn Cop	44	44¼
Con Gas	162½	—	Texas Pac	32½	32½
Corn Pd Ref	18⅞	19	Third Av	33½	34¼
Corn P Ref p	76	77	T St L & W	38	39
Del & Hud	176	177	T St L W pf	62	63
Del L & W	565	567½	Twin City	95	95¾
Den & R G	22⅞	23	Un Bag & P	9⅛	9¾
Den & R G p	78	78¾	UnBag&P pf	65	67
Dis Secur	34½	34¾	Un Pacific	184½	184¾
D S S & A	17	17¾	Un Pac pf	96	97
D S S & A pf	31	32½	Union R Inv	33	35
Erie	33⅜	33½	Un R Inv pf	48	49
Erie 1st pf	47¼	47½	Un Cigar pf	96	100
Erie 2d pf	38	38¼	U S C I Pipe	26¾	28
Fed Min & S	80	93	U S C I P pf	70	75
Fed M & S pf	86¼	88	U S Express	85	90
Gen Elec	158¾	159	U S Rlty & I	60	62
Gt North pf	140¾	141	U S Red & R	12	13¼
Gt N O ctfs	74	74¼	U S R & R pf	34	36
Harvester cr	65	66½	U S Rubber	35	36
Harv'ter c p	108⅝	109	U S Rub 1 pf	106¾	107
Hock V rcts	91⅛	94	U S Rub 2 pf	74	76
Hock Val p	87	89	U S Steel	56⅛	56¾
Illinois Cen	146	147	U S Steel pf	112⅞	113
Inter-B Met	14½	14¾	Utah Copper	49	49½
Int-B Met pf	35½	35½	Va-Car	44½	45
Int Paper	12	12½	Va-Car pf	113	115
Int Paper pf	57	58	Wabash	14⅞	15
Int Pump	31⅝	32	Wabash pf	35½	35¼
Int Pump pf	79½	80	Wells-F Ex	310	350
Iowa Central	29½	30	Westhouse	91⅛	91¾
Iowa Cent pf	47	47½	W Maryland	13¼	13¾
Kan City So	31½	31¾	West Un Tel	71½	72½
Kan C So pf	65	65¾	Wheel & L E	10	11
Lake E & W	24	25	W & L E 1 pf	21½	22
L E & W pf	55	60	W & L E 2 pf	13	14
L Island	50	60	Wis Central	30	30¼
Lou & Nash	121½	122	Wis Cent pf	60½	62½

GUARANTEED STOCKS.

	Rate.	Bid.	Asked.
Albany & Susquehanna	9	210	—
Albany & Vermont	3	65	70
Allegheny & Western	6	115	145
Atlanta & Charlotte A Line	7	160	—
Augusta & Savannah	5	102	107
Beech Creek	4	94	99
Berkshire	6	150	—
Boston & Albany	8	205	210
Boston & Lowell	8	200	205
Boston & Providence	10	285	290
Broadway & Seventh Av	10	100	130
Brooklyn City	10	190	200
Cayuga & Susquehanna	2	200	—
Central Park N & E River	9	90	100
Chicago & E Ill pf	5	110	120
Cleveland & Pittsburg	7	172	177
Cleveland & Pittsburg	4	97	102
Columbus & Xenia	8	200	215
Concord & Montreal	7	150	—
Conn & Passumpsic R pf	6	120	—
Connecticut River	10	235	255
Delaware & Bound Brook	6	185	—
Detroit Hillsdale & Swn	4	95	100
East Pennsylvania	1½	120	—
Eighth Avenue	10	200	—
Erie & Kalamazoo	10	235	245
Erie & Pittsburg	7	145	152
Fitchburg pf	5	128	137
Ft Wayne & Jackson pf	3½	120	130
Georgia R R & Bank Co	11	240	250
Gold & Stock Tel	6	97	108
Grand River Valley	5	115	120
Hereford	4	85	95
Ill Central Leased Line	4	97½	103
Illinois & Mis Tel	4	6½	7½
Interocean Tel	6	90⅞	100
Jackson Lansing & Sag	8½	88	90
Joliet & Chicago	7	160	170
Kal Allegan & G Rapids	3.35	140	—
K C Ft S & Memphis pf	4	65	70
Kansas City St L & Chi pf	6	115	130
Lake Shore	10	270	295
Little Miami	8 2-5	207	212
Louisville & Mo River pf	7	160	170
Manoning Coal pf	5	100	110
Manchester & Lawrence	10	225	—
Mobile & Birmingham pf	4	70	78
Mobile & Ohio	4	70	80
Morris Canal & Bank	6	64	—
Morris Canal pf	10	162	167½
Morris & Essex	7	131	137
Nashville & Decatur	7½	180	190
Nashua & Lowell	9	200	—
New London & Northern	9	180	200
N Y Brooklyn & M B pf	5	100	110
New York & Harlem	14	330	340
N Y Lack & West	5	125	130
Ninth Avenue	5	100	—
North Carolina	7	140	—
Northern R R of N H	6	130	—
Northern R R of N J	5	85	95
North Pennsylvania	8	200	210
Northwest Tel	6	94	102
Old Colony	7	185	190
Oswego & Syracuse	8	215	225
Peoria & Bureau Vy	8	155	170
Pitts Bessemer & L E	3	32	35
Pitts Bessemer & L E pf	6	82	70
Pitts Ft Wayne & Chi	7	172	176
Pitts McKeesport & Yough	6	125	130
Providence & Worcester	10	250	260
Rensselaer & Saratoga	8	190	200
Rochester & Genesee Valley	6	110	—
Rome & Clinton	6½	130	140
Rome Water & Ogden	5	120	125
Rutland & Whitehall	6	130	140
Saratoga & Schenectady	7	165	—
Second Avenue	5	80	100
Sharon Railway	6	110	120
Sixth Avenue	7	90	130
Southw'n R R of Georgia	5	105	112
Syracuse Gen & Corning	3½	50	—
Troy & Greenbush	7	160	170½
U N J R & Canal Co	10	255	258
Upper Coos	6	125	—
Utica & Black River	7	165	175
Utica Chen & Susq Valley	6	140	146
Utica Clinton & Binghamton