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Hudson River Power 5s
Niagara Falls Power Deb. 6%, 1910-1911
Western Pacific Stock
Houston Oil Com. and Pfd.

FOR SALE
Amer. Gas & Elec. Com. and Pfd.
American Stogie Pfd.
Mexican National Packing
Butte Electric & Power Com. and Pfd.
Cassapinate Power & Electric Com. and Pfd.
San Diego Cons. Gas & Elec. Pfd.
Western Power Stock.
Pope Mfg. Com. and Pfd.
United States Envelope Com.
Dallas Creek Collieries 5s, 1956

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Guaranty Trust Co.
OF NEW YORK
26 NASSAU ST., New York. 33 LOMBARD ST., London, E. C.
Capital $2,000,000
Surplus and Undivided Profits $7,736,000

The Metal Market.

The market for copper metal continued to show improvement, there being further advances in quotations for all grades. New York prices were:

	Yesterday	Friday
Copper, lake	12.62½@12.87½	12.50 @12.62½
Copper, electro	12.25 @12.50	12.12½@12.25
Copper, casting	12.12½@12.37½	12.00 @12.12½
Tin	28.25 @28.50	28.30 @28.50
Spelter	4.75 @ 4.77½	4.75 @ 4.77½
Lead	3.97½@ 4.02½	3.97½@ 4.02½

London prices were:

	Yesterday £	s.	d.	Friday £	s.	d.
Copper, spot	56	7	6	56	7	6
Copper, futures	57	2	6	57	2	6
Tin, spot	129	5	0	129	12	6
Tin, futures	130	17	6	130	12	6
Lead	13	6	3	13	5	0
Spelter	21	7	6	21	5	0
Iron, C. W.		46	4½		46	0

FINANCIAL AND COMMERCIAL.

MONDAY, March 22.

There were a number of occurrences since the suspension of Stock Exchange business last Saturday, some of them of considerable importance, calculated to put a better face on to-day's stock market. In the first place financial sentiment in England and on the continent of Europe regarding the difficulties between Austria and Servia, which has for a long time past been of pessimistic nature, became over Sunday decidedly optimistic. This turnabout was due to a series of developments indicating that the Austrian Government, which has long been the aggressor in the controversy, had adopted a more peaceful attitude. It may be questioned whether people on this side of the Atlantic have for several weeks past been fully appreciative of the true seriousness of this matter as a factor in the financial situation. It has, however, more than any one thing, recently operated to keep European bankers in a state of apprehension and to induce a dribbling selling of stocks here for foreign account. These fears now seem to be greatly allayed, and as the result there was a brisk advance to-day upon all the leading foreign markets and a buying of stocks here upon cabled orders from Europe to an amount estimated as between 30,000 and 50,000 shares. The buying too was to all appearances of genuine sort. Encouragement was also given to the London market by the large remittances of gold now pointed to that centre from our own country. Furthermore the settlement of the great strike of telegraph and postal employees in France as to-day announced was not without its effect as a reassuring influence. The dispute had not yet passed into a stage where it was a definite source of financial anxiety, but it was well realized nevertheless that a highly unpleasant state of affairs might develop from it. As last week ended there were not a few signs of a harder undertone in the market for copper metal, and this assumed the form to-day of a sharp advance in the price of copper in London, which was of course immediately reflected here. The buying perhaps was of the same speculative kind as that which gave strength to the market a little time since, but the purchases were still such as to afford something more than a hope that the report of the stocks of copper on hand on the first of next month will, when made by the Copper Producers Association, be found to present a more agreeable showing than that of a month ago. All this, however, did not exhaust the day's budget of favorable news. The attention of financial circles was attracted somewhat more pointedly than has heretofore been the case to the improving prospects for the season's crops. Advices from numerous trustworthy sources are to the effect that the agricultural outlook in the great Northwestern section was never better at this time of year than at the present moment, and reports of similar nature come from the Southwest and from practically the entire farming district. As meanwhile the earnings of the Western railroads are already showing noteworthy increases, the promise of an abundant winter wheat yield, not to enter upon the almost certain probability that the spring wheat planting will be undertaken under propitious circumstances, is full of meaning to the stock market. The farmers, cheered by such a state of affairs, will naturally enlarge their orders for merchandise of various descriptions, and the railroads, in turn, seeing that another prosperous agricultural year is before them, will feel impelled to place orders for new equipment and similar materials that would otherwise have been delayed.

Therefore the stock market to-day was legitimately strong. The London buying served, it may be, as the specific cause of the market's active advance in the early hours. The volume of dealings fell off later, but it attracted general attention that the quiet provoked absolutely no liquidation. In the last hour the pace of business again quickened and a broad and steady rising movement embracing all the prominent railway and industrial shares occurred. Closing prices were at the highest range of the day and at large net advances. Engagements of gold made for export to London during the day footed up $2,700,000, making a total of over $13,000,000 since March 9 and of over $31,000,000 sent since the beginning of the year. Opinion in banking circles varies as to the probable amount of gold that will be sent out of the country altogether on the present movement, but the view commonly prevailing is that the outflow is likely to be lessened after April 1, when the Bank of England's discount rate may be expected to fail in consequence of the easier monetary conditions that will almost certainly prevail at that time. It is also supposable that a slight advance in money rates here may take place around the April 1 settlements. The rise in the stock market to-day was undoubtedly assisted and stimulated by the fact that the Supreme Court of the United States adjourned this afternoon for a two weeks recess without handing down its decision in the commodities clause case. For some little time, therefore, this bugaboo cannot be again dragged out by speculators for the decline. It still remains exceedingly curious how the affair can be made a bugaboo anyway. The "commodities clause" in the Federal law under discussion provides that no railroad shall transport except for its own use coal or other commodity, with the exception of lumber, actually produced by it. But suppose the coal carrying railroads instead of quoting prices for their coal delivered at tidewater, as is now the custom, should quote prices at the point of actual production? The wholesale dealers would under such a practice buy their coal at the mines and transport it to the various distributing centres themselves, paying therefor to the railroads the transportation rate. Yet this simple solution of the entire difficulty raised by the law seems not to have occurred to nine out of ten people giving daily attention to financial affairs as one safe and easy method, not to mention others, that can be adopted to meet the requirements of the law even in case the courts hold that such requirements are of constitutional character.

New York Stock Exchange Sales, Mar. 22.

CLOSING PRICES OF UNITED STATES BONDS.

	Bid.	Asked		Bid	Asked.
2s reg.	101½	102	3s coup.	120½	
2s coup.	101½	—	Pan 3s r.	101	101½
3s reg.	101	101½	Pan 4's 1961	101½	
3s coup.	101½	102½	P I 4s	100	—
3s small.	100		D C 3.65s	108½	—
4s reg.	119	119½			

RAILROAD AND OTHER BONDS.

Adams Exp 4s		Den & RG ref 5s		North Pacific 4s	
1500	93	2000	94⅛	1000	102⅞
Alls Chal 5s		5000	94½	12000	102
8000	82¼	Erie cv 4s ser B		Or S Line 6s 4s	
Amer Ag cv 5s		2000	98	3000	94⅞
2000	90⅞	10000	98½	Penna 4s 1948	
1000	100	1000	98¼	1000	104⅜
Am Hide & L 6s		Erie g m Ben 4s		3000	104¼
1000	98	5000	70¼	4000	104⅜
Amer T&T cv 4s		5000	70⅜	Pa cv 3½s 1912	
10000	98½	10000	70½	2000	98⅛

50000	95⅝	10000	70¼	Pa cv 3½s 1915	
24000	95½	Green Bay & W		6000	95⅝
1000	95⅝	deb sec B		2000	95⅝
2000	95½	3000	14	2000	95⅝
5000	95⅝	Interboro 6s		Philippine Ry 4s	
5000	95½	7000	103¼	10000	93½
77000	95⅝	Interboro - Met		Reading g 4s	
2000	95¾	col trust 4½s		5000	100
Am Tobacco 6s		10000	77¼	Rep Ir & Stl 5s	
1000	108	21000	77½	2000	98½
10000	107⅞	5000	77⅝	3000	98¼
4000	108¼	30000	77½	St L & Iron Mt 5s	
Am Tobacco 4s		36000	77¾	1000	111¾
11000	77⅝	27000	77⅞	St L & Iron Mt 4s	
7000	77½	Iowa Central 4s		2000	90½
Atch T&SF cv 4s		1000	79¼	2000	90
34000	106¼	6000	79	St L & Iron Mt	
Atch T&SF cv 5s		Japanese 4½s		Riv & Gulf 4s	
1000	104¾	500	92¾	10000	90¾
2000	104½	Japanese 4½s 2d		15000	90½
5000	104¾	35000	92⅛	St L & S F gen 5s	
Atch T & S F 4s		70000	92	certificates	
1000	100⅞	25000	92⅛	10000	89
2000	101	25000	92	St L & San Fr fdg	
3000	100⅞	Japanese 4s		5000	85¼
23000	100⅞	16000	85	St Louis S W 1st	
11000	100⅞	11000	85⅛	6000	94¼
A T&SF Sh L 4s		Kan C Ft S&M 4s		San A & A Pass 4s	
3000	95⅜	11000	83½	6000	90
Balt & O gold 4s		Kentucky Cen 4s		Seaboard A L 4s	
22000	100½	1000	98½	1000	65¾
1000	100⅝	Laclede Gas 5s		South Pacific 4s	
1000	100¾	2000	104½	5000	91⅞
Balt & O P L E & W Va 4s		L Sh & M So 4s		So Pacific ref 4s	
7000	94	1000	95¾	1000	95
Bin Rap Fr cv 4s		15000	95⅝	14000	94⅞
2000	83⅝	10000	95¾	112000	94¾
25000	83½	L S & M S 4s 1931		So Ry gen 4s	
Bin Un Gas 1st		30000	95½	23000	78⅝
3000	106⅝	Le & Wilkes 4½s		Third Avenue 4s	
Buff Rk Pitts 5s		1000	100⅝	ctfs stamped	
5000	117⅞	Lexington Ave &		30000	66¼
Central Ga cn 5s		Pavonia F 1st		Underground of	
10000	109⅞	5000	101½	London Inc	
Cen Leather 3s		L & N NO & M 1st		6000	27½
2000	97¾	13000	124¾	5000	27¾
12000	97½	Lou & Nash 4s		Union Pacific 4s	
9000	97¾	1000	101	17000	102⅞
Cent Pacific 1st		Manhattan ry 4½s		U Pacific ref 4s	
33000	97⅝	1000	72	1000	98⅞
95000	97½	2000	71⅞	28000	98¾
5000	97⅞	1000	86⅝	7000	98⅞
5000	97½	4000	85½	2000	98⅞
Ches & Ohio 5s		Mex Cen con 4s		Union Pac cv 4s	
11000	115¼	5000	85¾	5000	104¼
Ches & Ohio 4½s		Mex Cen 1st inc		2000	104½
9000	105	certificates		10000	104⅜
1000	105⅛	1000	22½	10000	104¼
Ches&O R&A 1st		10000	22	21000	104⅜
5000	100	Mo Kan&Tex 4s		20000	104½
Chi & Alton 3s		5000	100	20000	104⅜
1000	78½	1000	99¾	59000	104½
Chi & Alton 3½s		Mo K&T 1st 4s		47000	104⅝
2000	74¾	2000	91¾	33000	104¾
Chi B & Q gm 4s		5000	91½	U S Rubber 6s	
32000	100¼	Mo Kan & T fdg		certificates	
C B & Q joint 4s		10000	87	5000	102⅝
5000	98⅝	10000	87⅛	U S Steel s f 5s	
15000	98½	3000	87	3000	102⅞
Chi Mil & St Paul		Mo Pacific 4s		10000	103
South Minn 4s		30000	82	5000	102⅞
6000	101¾	1000	82¼	138000	103
Chi Ind & Pac RR		10000	82⅛	5000 c	104¼
gold 5s		N Y Cen deb 4s		1000	103
1000	90	10000	94⅝	Va Carolina C 1st	
10000	90⅛	N Y Central 3½s		17000	96¼
15000	90	20000	93	Virginia Mid gm	
Chi R&P RR 4s		N Y Cen L S 3½s		stamped	
21000	78½	2000	84⅜	1000	109½
35000	78¾	registered		Wabash 2d	
4000	78⅞	1000	82½	2000	104¾
2000	78⅝	N Y Cen M C 3½s		Wab Pfer 1st 4s	
5000	78⅞	2000	83¾	certificates	
1000	78¾	N Y City 4½s 1957		5000	91½
Chi Ri&P Ry 4s		2000	111⅝	Wab Pfer 2d 4s	
7000	100½	new		1000	81¼
1000	100	36000	111¾	10000	8
Chi Ri&P ref 4s		2000	111⅝	Wabash ex 1st 4s	
54000	92⅝	N Y City 4s 1958		44000	72⅞
35000	92½	10000	101¾	1000	72
11000	92⅞	N Y Gas Elec Lt		10000	72⅞
CCC & StL gm 4s		H & P 5s		45000	73
4000	97½	5000	101	11000	73⅛
CCC&StL&Cairo		NY Phila cv 4s		20000	73¼
12000	95¾	full paid		20000	73⅛
Colo Midland 4s		2000	134½	10000	73¼
10000	84¼	N Y Ont & W 4s		Westing Elec 5s	
1000	84	3000	98¾	3000	93
Colo So ex 4½s		10000	95⅞	Wn Maryland 4s	
35000	99½	Norfolk & W 4s		5000	83⅜
Col & 9th Ave 5s		6000	99	5000	83½
5000	101½	Norf & W cv 4s		West N Y & Pa 1st	
Den & Rio Gr 4s		4000	96¼	3000	116¾
10000 c	97½	Norf & W div 4s		West Shore 4s	
Den & R G ref 5s		4000	93⅝	10000	103¼
2000	94¼	North Pacific 3s		6000	103⅛
10000	94⅛	5000	75	registered	
2000	94¼	5000	74¾	1000	102⅞
1000	94⅛	29000	75	Wisconsin Cent 4s	
4000	94			2000	94⅜

Total sales of bonds (par value) $2,682,000

RAILROAD AND OTHER SHARES.

Sales.		High-est.	Low-est.	Clos-ing.	Net Ch'ge.
100	Allis Ch p.	43	43	43	— 1s
27450	Amal Cop.	70⅝	68⅞	70½	+2¼
100	Am Ag Ch	37	37	37	+¼
6800	Am B Su..	27⅝	26	27⅜	+1⅜
100	Am Car F.	48½	48½	48½	+ 3s
150	Am C F pf	110⅞	110⅞	110⅞	+ 1s
100	Am Cot O.	51⅝	51⅝	51⅝	— 1s
1700	Am H L p.	41½	40¾	41⅜	+ 3s
5020	A Ice Secs	31⅛	30¼	31	+1½
300	Am Loco.	52	51	52	+1
300	A M Crp p	52	51½	52	+1
28300	Am Smelt	86⅞	84½	86¾	+3⅛
800	A Snuff pt	103½	103⅛	103½	+ 1s
1000	A Sm Sec.	85	84¾	85	— ¼
100	A Snuff pf	97	97	97	+3½
545	Am Steel F	35½	35⅜	35½	+ 1s
1200	Am Sugar	130½	130	130½	+ ¾
100	A Sugar p	129	129	129	+1
1300	Am T & T.	130	129⅝	130	+ ¼
100	Am Wool.	28⅛	28⅛	28⅛	— ¾
900	A Wool pf	97½	97	97½	+ 1s
2800	Anaconda	42⅝	41⅝	42⅝	+1⅞
6350	A T & S F.	103¾	102¾	103¾	+1
200	A T S F pf	102⅝	102¼	102⅝	— 1s
1400	At C Line.	120⅛	119⅜	119¾	+ ¾
4100	Balt & O..	108½	108	108½	+1
350	Balt & O p	94	94	94	— 1s
300	Batopilas.	4⅛	4	4⅛	
3400	Bkn R T..	72⅛	71¾	72	+ ⅝
200	Bkn U Gas	130	130	130	
2800	Can Pac.	168⅝	167⅞	168⅜	+1⅜
300	Cen Lither	29⅜	29¼	29⅜	+ 1s
20200	Ches Ohio	70	69¼	70	+ ¾
600	Chi Alton.	62⅞	62	62⅞	+2⅞
2600	Chi N W..	179¾	178¼	179¾	+2
1100	Chi Gt W.	4⅝	4½	4⅝	+ 1s
200	C G W p A.	26	25⅛	25⅛	— 3s
1400	C G W p B.	7	6¾	6⅞	
7000	C M St P..	145⅜	144⅜	145⅛	+1⅛
300	C M SP pf.	161½	161	161⅜	+ 7s
400	CUT p stm	15¼	15¼	15¼	— ¾
100	CCC & S L	75	75	75	— 1s
100	CCC S L p.	105	105	105	+2⅛
1060	Col Fuel L	32⅞	32	32⅞	+ 7s
4500	Col H C I.	38¾	37⅞	38¾	+1⅛
210	Col South.	62⅞	62¾	62⅞	— 1s
110	Col So 1 p.	81½	81½	81½	
300	Col So 2 p.	78¾	78½	78¾	— ¼
900	Cons Gas.	130½	130	130½	+1
200	Corn P R.	18¾	18¾	18¾	+ ¼
500	Del Hud..	174¼	174	174	— ¾
1520	Den R Gr.	45	44¼	44¾	+ ⅝
200	Den R G pf	85½	85½	85½	+ 1s
200	Distils' S.	36	35⅞	35⅞	+ 3s
100	D S S A pf	30½	30½	30½	+ 1s
6025	Erie.	25⅛	24¼	25	+1
1195	Erie 1st pf	38⅞	38	38⅞	+1¼
8000	Gt Nor pf.	143⅛	141¾	143⅛	+2⅛
1400	G N O ctfs	66½	66	66½	+ 7s
100	Hav Elec.	39¼	39¼	39¼	— 1s
100	Harv pf..	111¾	111¾	111¾	
1640	Ill Cent..	143	142½	143	+ 1s
500	Int Paper.	9½	9½	9½	
600	Inter-Met	14¼	13⅞	14¼	— 3s
1300	Int-Met p.	42½	42¼	42⅜	+1
200	Iowa Cent	29¼	29¼	29¼	
3960	Kan C So.	45⅜	45	45¼	+ ⅝
900	K C So pf.	73½	73¼	73¼	
100	L E W pf.	52⅛	52⅛	52⅛	+ 1s
1000	Lou Nash.	130¼	129¼	130	
600	Mex Cen.	21¼	20¾	21	+ 1s
400	MSP SSM	145½	145	145	— 1s
110	MSPSM p	158	158	158	
4600	M K & Tex	41¼	40⅝	41⅛	+ ¾
200	M K & T p	73⅝	73⅛	73⅛	+ 1s
2900	Mo Pac...	69¾	68⅞	69⅝	+1⅛
320	Nat Bis...	104	104	104	+2
200	Nat Bis pf	122	121½	122	+1
100	Nat P & S.	13½	13½	13½	
2100	Nat Lead.	77	76	77	+1¼
1300	Newh'se..	35⅝	31½	31½	
6800	N Y Cent.	126¼	124⅝	126⅛	+1⅞
300	N Y C & L.	52	51	52	
100	N Y Dock.	34	34	34	—1
300	NY NH H.	158⅞	158⅞	158⅞	+ 7s
100	NY&NJ T.	116	116	116	+ 1s
900	Nor & W..	88	87½	88	+ ¾
100	Nor Am..	79	79	79	+ ⅝
18180	Nor Pac..	140¾	139⅞	140¾	+1½
1500	Ont & Wes	46	45¼	46	+1
800	Pac Mail..	32⅝	32	32¼	+1
9500	Penn RR..	131¾	130⅜	131¾	+1¼
1700	Peo Gas..	113	112½	112⅞	+1¼
350	Peo G ris.	¾	¾	¾	
200	Pit Coal p.	43	42½	43	+ 1s
200	Press S C.	36¾	36½	36¾	+ 1s
100	Quicksilv.	3½	3½	3½	— ¼
200	Q'ksilv pf.	4	4	4	
100	Ry St Spg	36¼	36¼	36¼	— ¼
100	Ry S Sp p.	100	100	100	
100	Rep St pf.	70⅝	70⅝	70⅝	+ 1s
113500	Reading..	131¼	128½	131	+3
400	Read 1st p	89½	89	89	—1
2520	Robk Isld.	237⅞	231½	233¾	+ ¾
12600	Rock I pf.	64¼	63⅛	64	+1
1715	St L SF 2 p	37¾	37	37¾	+ ⅝
500	St L S W..	22⅞	22½	22⅞	+ 7s
300	St L S W p	53	52¾	53	+ 1s
22900	Sou Pac..	119¾	118½	119¾	+1⅜
600	Sou Pac p	122⅝	122	122¼	+ 1s
600	Sou Ry Co	24⅜	24⅛	24¼	+ 1s
925	Tenn Cop.	42	41	42	+1¼
1800	Tex Pac..	32⅜	31⅞	32⅜	— 1s
1100	Third AvR	35¾	35½	35¾	+ 1s
200	Tol Rys...	12⅛	12	12	— ¼
1200	Tol St L W	47¼	47	47	+ ¾
2100	Tol SLW p	70¾	70¼	70¾	
66300	Un Pac...	180½	178¾	180⅝	+2⅜
400	Un Bag & P.	10	10½	10½	
100	Un Cigs p.	102⅞	102⅞	102⅞	+ 3s
1600	US R & Im	73¼	72⅞	73	+ 1s
100	US Rub 1p	103¼	103¼	103¼	+ 1s
44400	US Steel..	44⅞	43⅞	44¾	+1¼
1923	US Steel p	110½	110	110½	+ 1s
1260	Utah Cop.	41⅞	41¼	41⅞	+ ¾
2200	Va-Car C.	42⅞	42¼	42¼	— ¾
100	Va-Car pf	115¾	115¾	115¾	+¾
100	Wabash..	18	18	18	+ ¼
500	Wab pf...	44½	44¼	44½	+ 1s
850	W Maryld	20	19½	20	+ 1s
100	West U T.	65	65	65	— ¼
600	Wis Cent.	49	49	49	+ ¼
500	Wis Cet pf	87	87	87	+ ¼

Total sales of stocks. 502,800 shares.

CLOSING PRICES

	Bid.	Asked.		Bid.	Asked.
Adams Ex...	191	200	Mackay.....	71⅜	73
Alls Ch'rs..	13	13½	Mackay pf..	70⅝	71
Alls Ch pf..	42	44	Manhattan..	142	147½
Amal Cop...	70⅛	70⅝	Marine.....	7⅝	7⅞
Am Ag Ch...	36½	37½	Marine pf...	22	22½
Am B Sug...	27⅜	27⅝	Mex Cent ch.	20⅝	21
Am Can.....	8	8¼	Minn & St L.	52	53½
Am Can p...	74¼	75	M & St L pf.	82	85
Am C & F...	48⅝	48⅞	M S P & SSM	149	146
Am C & F p.	110	111	MSP SSM pf	157⅜	160
Am Cot Oil..	51⅝	52	M K & T.....	41⅛	41½
Am Cot O p.	99	99½	M K & T pf..	72	72¾
Am Express	200	205	Mo Pacific..	69½	69⅞
Am Hide & L	7⅛	7¼	Nat Bis Co..	103	106
Am H & L p.	41⅝	41½	N Bis Co pf..	131	—
Am Ice Sec.	30⅞	31⅛	Nat Enam & S..	13½	14¼
Am Linseed.	13	14	Nat Lead....	76¾	77
Am Lin p....	30	33	Nat Lead pf.	106½	107
Am Loco....	51¼	52	Newhouse...	3⅛	3⅝
Am Loco p..	113	114	N J Central.	227½	235
Am Malt C..	7	8	N Y A B.....	83	86
Am M C p...	51½	52	N Y Central.	126¼	126⅝
Am Smelt'g.	85⅝	86⅝	N Y C & St L.	51½	52
Am Smelt p.	103½	103⅝	NY C&SL 1p.	98	105
Am Sm Sec.	85	85½	NYC&SL 2p.	75	79
Am St Fy...	35¼	36	NY NH & H.	158⅝	159
Am Sugar...	130	130½	NY NJ Tel..	114¼	116
Am Sugar p.	128½	129½	North Am...	78¾	79⅛
Am T & T...	129⅝	130	Nor & West.	87½	88
Am Tob pf..	93⅜	94½	Nor & W pf..	85	87
Am Wool....	28½	29	Nor Pacific.	140⅝	140⅞
Anaconda...	42⅜	42¾	Out & West.	45⅞	46
At T & S F..	103⅝	103⅞	Pac Coast..	78	82
At T & S F p.	103	104	Pac Coast 1p	99	100
Atl Coast L.	119⅝	120	Pac Coast 2p	78	85
Balt & Ohio.	108⅜	108½	Pacific Mail.	32¼	32½
Balt & Oh p.	96	96¼	Penna RR...	131⅜	131⅝
Batopilas M.	3⅞	4¼	Peo G L & C.	112⅝	112⅞
Beth Steel..	21	21½	Pittsburg C.	10	12
Beth Steel p.	—	30	Pittsbg C pf.	42	44
Bklyn R T..	72	72⅜	P C C & St L.	91¼	92
Bkn Un Gas.	130	133	PCC&SL pf..	108	110
Butterick...	30	31	Pr Steel Car.	36½	37
Can South..	64	63½	P Steel C pf.	97	98
Can Pac.....	168¼	168½	Pull P Car...	170	171
Cen Leather	29	29⅜	Ry St Spg...	35¼	38
Cen Lither p.	101	102	Ry St Spg pf	98¼	100⅝
Ches & Ohio.	69⅞	70	Reading....	130¼	131
Chi & Alton.	62⅞	64	Read 1st pf..	89	90
Chi & Alt pf.	70	75	Read 2d pf..	90	94
Chi Gt West.	4½	4⅝	Repub Steel.	20½	21
Chi Gt W A..	25	26	Rep Steel pf.	71	72
Chi Gt W B..	6⅝	6⅞	Rock Island.	23⅜	23⅞
Chi & N W...	179½	179⅝	Rock Isld pf.	63⅛	64
Ch M & St P.	145¼	145¾	Sloss-Shef..	72⅛	73
C M & St P p.	161⅛	162	St L & SF 1 p.	65	70
C U T stmpd	5½	6	St L & SF 2 p.	37⅞	38½
C U T p stmp	15⅜	16	St L S W....	22⅞	23
C C C & St L.	74	73¾	St L S W pf.	52⅞	53
C C C & St L p	104	106	St P & Om..	153	155
Col Fuel & I.	32⅜	32⅞	So Pacific...	119⅝	119⅞
Col H C & I..	38½	38⅝	So Pacific p.	122	122⅝
Col South...	62¾	63	Southern Ry	24⅛	24⅜
Col So 1st pf.	81	82	So Ry pf....	62	62¾
Col So 2d pf.	78	79	Tenn Cop...	41½	42
Con Gas.....	130⅜	130¾	Texas Pac..	32⅛	33½
Corn Pd Ref.	18½	18⅞	Third Av....	35⅝	36
Corn P Ref p	76½	77½	T St L & W..	47	47¼
Del & Hud..	174¼	175	T St L W pf.	70¾	71
Del L & W...	540	550	Twin City...	103½	106
Den & RG...	44⅝	45	Un Bag & P.	10	10½
Den & RG p.	85¼	85¾	UnBag&P pf	67	68
Dis Secur...	35	36	Un Pacific...	180½