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FINANCIAL AND COMMERCIAL.

TUESDAY, August 3.

The stock market to-day felt the effect of heavy realizing sales by speculators. Selling of this character was noted in the London market before the opening here and was not unexpected, since stocks had advanced an average of nearly two points since the closing of the London market on Friday, and the disposition to take profits was natural. Here, where the market had moved upward uninterruptedly for six market days and stocks had gained more than $3 a share on the average, realizing sales were also to be expected. Yet while this heavy profit taking was in progress the strong demand for stocks from the public continued unabated and all offerings were quickly and readily absorbed. Only in the railroad stocks were there losses on the day's business, and these losses were but fractional, with conspicuous exceptions, to the reactionary tendency in Union Pacific, which sold above 202 for the first time, and in Chicago and Northwestern, one of the highest class investment stocks, which gained two points, very likely on investment buying prompted by the prospect of bounteous harvests. In the industrials the profit taking, though equally extensive, was not effective in bringing about a reaction. The buying of these was more widely distributed than on any previous day of the movement, embracing many of the ordinarily inactive shares, and was confident and resolute from the opening of the market until the close. The Pennsylvania Railroad, it was announced, had placed an order for $8,500,000 worth of cars, and this striking evidence of further improvement in the business of the car equipment companies induced buying which produced gains of 5 points in American Car and Foundry preferred, 2½ points in Pressed Steel Car, 2½ points in Railway Steel Spring and smaller gains in other equipment stocks. The improvement in business of these companies was also a development favorable to the steel companies, toward which sentiment was helped, moreover, by a reported strong inquiry for steel rails, the only department of the industry in which business is still far below normal. Both the common and preferred stocks of the Bethlehem Steel Corporation advanced sharply, and United States Steel common sold above 75 and the preferred above 129 for the first time. Public appreciation of the extent of the business improvement and of the firm foundation for future growth was also shown in buying which brought about an advance of 2¼ points in International Harvester, a company greatly benefited of course by abundant crops; 2 points in General Electric, 5 points in General Chemical, 9½ in Federal Sugar preferred, 3⅞ in Federal Mining and Smelting preferred and 2¼ in United States Rubber. All these are stocks either of a pure investment character or of the class never selected for operations by professional traders, and the advances in them provided accordingly as strong a demonstration as could be desired of the strength of public interest.

There seemed to be no doubt that the wide buying movement, as far as it reflected the opinions of competent judges of the business and financial situation, was predicated upon the belief that every foundation upon which to build long enduring and unprecedented business prosperity is thoroughly sound. The improvement during the last nine months has been rapid but it has at no time been impulsive. It has also been uniform, embracing every important department of trade and industry, and nowhere has there been overspeculation, whether in real estate, securities, manufactures or merchandise. In regard to general trade it is a pertinent comment that the fire insurance companies report very little increase in insurance notwithstanding the increase of the volume of trade in recent months. Merchants and dealers, in other words, while selling greater quantities have not increased their stocks in a manner compatible with the increased demand. It is thus obvious that stocks of finished goods are small and that necessary replenishment is likely to tax the capacity of manufacturers, wholesalers and jobbers in many lines. Cotton today on the local Cotton Exchange lost the gain made yesterday after the publication of the Governemnt cotton report; but to-day's decline was not considered important in stock market circles, just as yesterday's advance failed to influence stock prices. The decline in the wheat, corn and oats options continued, December wheat at one time selling down to $1.18. Quite as significant evidence of the promise of the spring wheat crop in the Northwest was afforded by notices sent out by the Great Northern Railway to the effect that 10,000 are needed in Minnesota and North Dakota to help in the harvest that has just begun and that labor is so urgently needed as to demand the high price of $3.50 a day.

New York Stock Exchange Sales, Aug. 3.
CLOSING PRICES OF UNITED STATES BONDS.

	Bid.	Asked.		Bid.	Asked.
2s reg	100½	101½	4s coup	110½	—
2s coup	100⅝	101½	Pan 3s reg	100½	101½
3s reg	101	102	Pan 4s reg	100½	101½
3s coup	101	102	DO 2s coup	—	—
4s reg	116½	117⅝			

RAILROAD AND OTHER BONDS.

Alltel-Chal sf 5s		Gen Elec cv 5s		Norf & W div 4s	
31000	86½	1000	154	1000	93⅜
Amer Ag cv 5s		Green Bay & W		6000	93½
17000	103	deb ser B		North Pacific 4s	
Am Cot Oil 4½s		5000	153¼	1000	102⅞
2000	98⅝	Illi Cent 4s 1955		North Pacific 3s	
Am Hide & L 6s		25000	99¾	500	74¼
1000	101	Interboro 6s		10000	74½
13000	101¼	1000	104⅛	3000	74¾
Amer Ice deb 6s		2000	104½	Or Rail & Nav 4s	
1000	77	Interboro - Met		25000	98½
Am T&T cv 4s		col trust 4½s		Or Short Line 6s	
151000	106⅜	75000	81¼	10000	119¼
18000	106¼	50000	81⅜	Or S Line fdg 4s	
144000	106½	15000	81¼	10000	94¾
5000	106¼	80000	81⅜	3000	95
8000	106½	10000	81½	Pac T & T cl 5s	
16000	106⅜	10000	81⅜	1000	97¾
Am Tobacco 6s		84000	81½	9000	97⅝
27000	112	50000	81⅝	1000	97½
Am Tobacco 4s		15000	81½	Penna 4s 1948	
13000	80⅞	25000	81⅝	15000	104⅝
30000	80¾	30000	81¾	Pa cv 3½s 1912	
Armour 4½s		5000	81⅝	53000	102
interim ctfs		5000	81¾	Pa cv 3½s 1915	
12000	94½	1000	81⅝	67000	97¼
2000	94⅝	20000	81¾	40000	97⅜
1000	94½	3000	81⅝	7000	97¼
Atch T&SF cv 5s		21000	81¾	34000	97½
30000	118⅝	41000	81⅞	5000	97½
5000	118⅞	3000	82	141000	97⅝
30000	118¾	1000	81⅞	Reading gen 4s	
10000	118⅝	3000	82	5000	100⅞
23000	119	80000	81⅞	2000	100¾
Atch T&SF cv 4s		147000	82	1000	100⅞
20000	118¼	10000	82⅛	13000	100¾
10000	118	21000	82¼	2000	101
5000	118⅛	10000	82⅜	12000	100¾
3000	118¼	64000	82½	Rio Grande W 4s	
Atch T&SF cv 4s		1000	82⅜	6000	95½
rcts full paid		10000	82⅝	Sil & NP gen 5s	
1000	117	50000	82⅝	1927	
10000	117⅝	82000	82¾	3000	91¼
1000	117½	28000	82⅞	10000	91⅛
rcts 1st paid		20000	83	3000	91¼
14000	116¼	10000	83⅛	1000	91⅛
Atch T & SF 4s		35000	83	9000	91
1000	101⅛	71000	83⅛	St Louis S W 1st	
1000	101	3000	83¼	6000	95
1000	101⅛	65000	83⅛	St Louis S W 2d	
1000	101	150000	83¼	4000	80¾
17000	100¾	100000	83⅛	St Lou S W cm 4s	
A T&SF Sh L 4s		1000	83⅜	5000	79
28000	94½	30000	83¼	San A&A Pass 4s	
A T & SF adj 4s		28000	83½	25000	89⅝
stamped		20000	83⅝	San Pedro 5s cl	
1000	93½	70000	83½	5000	96
AT & SF E Ok 4s		30000	83⅝	Seaboard A L 4s	
1000	97½	3000	83½	3000	89
AtlCoast Line 4s		5000	83¼	1000	89⅜
1000	96	45000	83⅜	10000	89¼
1000	96⅜	1000	83½	1000	89
1000	96½	45000	83⅝	SoPac cv 4s rcts	
Balt & O gold 4s		30000	83¾	full paid	
2000	100⅜	30000	83⅞	40000	105⅜
5000	100½	20000	83¾	140000	105½
1000	100⅜	42000	83⅞	30000	105½
Balt & Ohio 3½s		55000	83⅝	120000	105½

1000	94⅛	25000	83¾	1000	105⅝
4000	94	14000	83⅝	10000	105½
Balt & O SW 3½s		11000	83¾	16000	105⅝
6000	90⅞	12000	83⅝	South Pacific 4s	
10000	91	10000	83¾	25000	93½
Beth Steel ex 5s		10000	83½	500	94¼
11000	89¾	70000	83⅝	So Pacific ref 4s	
20000	89½	5000	83¾	10000	95⅜
10000	89⅝	10000	83⅝	1000.3	95⅜
25000	89¾	10000	83¾	9000	95⅜
55000	89⅞	20000	83⅝	2000	95½
13000	89¾	20000	83¾	500	95¼
Bkn Rap Tr cv 4s		60000	83⅝	5000	95½
7000	87¼	30000	83¾	20000	95⅜
10000	87⅜	37000	83⅝	So Rwy gm 4s	
40000	87½	3000	83¾	1000	83⅜
2000	87¼	5000	83⅝	31000	83¼
2000	87⅜	35000	83½	Tenn C I & RR 5s	
15000	87½	20000	83¼	2000	103½
40000	87¾	11000	83⅜	Third Avenue 4s	
11000	87⅞	10000	83½	ctfs stamped	
5000	87¾	10000	83⅜	7000	68½
1000	87½	40000	83½	20000	69
Bkn Union El 1st		Inter Paper 6s		26000	69¼
5000	103½	1000	105	Tol St L & West 4s	
stamped		Int Paper cv 5s		14000	86½
10000	104	1000	87	Underground of	
Ces Leather 5s		Japanese 4½s		London 4½s	
16000	100	5000	94½	10000	84¾
10000	100⅛	Japanese 4½s 20		U Pacific ref 4s	
Cent Pacific 1st		2000	93	15000	99½
3000	97⅝	Japanese 4s		Union Pac cv 4s	
13000	97½	500	86½	10000	114⅜
Ches & Ohio 4½s		Kan C Ft S & M 4s		7500	114⅜
1000	104⅜	15000	84	10000	114¼
6000	104½	Kan City S ref 5s		15000	114⅝
Ches & O fdg 5s		interim ctfs		10000	114¼
5000	101¼	20000	100⅞	50000	114⅛
Ches & Ohio		10000	100¾	88000	114½
Big Sandy 4s		Kan City So 3s		25000	114⅝
2000	89¾	2000	74⅞	65000	114¾
Chi B & Q cm 4s		Lack Steel 5s		500	114½
1000	100⅛	5000	98	23000	114⅞
9000	100¼	5000	98⅛	35000	115
C B & Q joint 4s		Laclede Gas 5s		20000	114⅞
33000	98¼	1000	103½	500	114¾
33000	98⅛	L Sh & M So 4s		41000	114⅞
29000	98¼	15000	95	163000	115
reristered		L S & M S 4s 1931		Un RR San Fdg	
10000	97⅞	15000	95	1000	75
45000	97¾	L Sh & M So 3½s		U Sor Mexico 5s	
Chi B & Q Ill 4s		4000	93½	25000	99
5000	101⅛	Long Isl con 5s		U S Rubber 4s	
Chi R&Q Ill 3½s		2000	111¾	1000	105⅜
2000	91	Lou & Nash 4s		3000	105½
Chi Mil & StP 4s		10000	100½	6000	105⅜
gen ctfs		Manhattan Ry 4s		U S Steel sf 5s	
16000	94¾	10000	94¼	2000	106⅛
Chi RI&Pac R R		stamped		1000	106¼
gold 5s		5000	100¼	22000	106⅛
1000	93½	9000	100⅜	2000	106¼
20000	93⅝	Marine cl tr 4½s		12000	106⅛
1000	93¾	5000	70	3000	106
Chi RI&P RR 4s		10000	70¼	25000	106⅛
1000	81⅛	1000	70⅜	6000	106
1000	81	Minn & StL 4s		4000	106⅛
68000	81⅛	6000	85½	26000	106
37000	81¼	Mo Kan&Tex 4s		Va Carolina C 1st	
Chi RI&P Ry 4s		1000	100⅞	9000	99⅛
1000	99⅝	5000	100½	1000	99¼
Chi RI&P ref 4s		Mo Kan&Tex 2d		Wabash 1st	
51000	92	11000	85	2000	113
37000	92⅛	Mo Kan & T fdg		Wab P Ter 1st 4s	
8000	92¼	10000	86	certificates	
Cin In St L & C 4s		Mo Pacific 5s 1917		33000	48
8000	98⅝	2000	101½	Wab P Ter 2d 4s	
CCC & St L gm 4s		Mo Pacific 4s		certificates	
5000	98⅛	25000	82¼	15000	71½
CCC & St Louis		35000	82½	Wabash ext 4s	
Cairo div 4s		Nat Rys Mex 4½s		4000	76⅝
1000	94½	5000	94⅞	10000	76½
Colo In col tr 5s		Nat Rys Mex 4s		17000	76⅝
10000	83½	1000	88⅛	30000	76¾
14000	84	N Y Cen deb 4s		72000	76⅞
Colo Southern 4s		7000	95½	23000	77
1000	98¼	N Y Central 3½s		5000	77¼
10000	98¾	5000	92⅛	21000	77⅜
Colo So ext 4½s		N Y Cen L S 3½s		22000	77⅛
5000	93⅝	1000	82½	7000	77¼
Cuban 5s		10000	82½	27000	77⅜
1000	102	registered		27000	77¼
Del & Hud cv 4s		1000	81¾	14000	77⅛
7000	106	NYCity 4½s 1957		37000	77¼
5000	106⅛	new		50000	77⅛
Den & RG ref 4s		12000	112⅛	10000	77
6000	95½	N Y City 4s 1959		10000	76¾
31000	95⅜	ten rcts		Westing Elec 5s	
4000	95½	1000	101⅞	2000	94
18000	95⅜	5000	101¼	5000	94¼
Distillers Secur		10000	101⅜	Wn Maryland 4s	
Ilies Corp 5s		15000	101¼	14000	86½
17000	77	NY Lack & W 1st		1000	86⅜
5000	77¼	3000	119	10000	86½
5000	77½	N Y Ont & W 4s		Westn Md cv 4s	
10000	77¼	1000	98⅜	certificates	
14000	77	Norfolk & W 4s		60000	69
Erie prior lien 4s		5000	99¾	West Shore 4s	
3000	89½	10000	100	registered	
Erie cv 4s ser A		Norf & W cv 4s		10000	110⅛
47000	87	20000	101⅛	WestUnion cv 4s	
Erie cv 4s ser B		25000	101¼	70000	95
10000	78¼	19000	101⅜	25000	94¾
Erie gen lien 4s		52000	101½	Wisconsin Cen 4s	
1000	78⅞	34000	101⅜	1000	95⅝
4000	78¾			2000	95¾

Total sales of bonds (par value), $7,265,500

FOREIGN BONDS.

	Bid.	Asked.
German Consols 3½s	96	96
German Consols 3s	75½	77½
Prussian Government 4s	102½	103½
Bavarian Government 4s	101½	102½
Hessian Government 3½s	94½	96½
Hamburg Government 3s	84½	85½
Saxony Government 3s	83¼	86¼
City of Berlin 4s	101½	102½
City of Cologne 4s	101	102
City of Augsburg 4s	100	101
City of Munich 4s	101	102
City of Frankfort-on-Main 3½	95	96
City of Vienna 4s	97	98

RAILROAD AND OTHER SHARES.

Sales	High-est.	Low-est.	Clos-ing.	Net Ch'ge.
2500 Allis Chal.	16⅞	16⅜	16½	+ ⅛
1600 Allis Ch p.	57⅜	56¾	56¾	— ⅛
49000 Amal Cop.	86⅜	84⅛	85⅝	+ ⅞
1300 Am Ag Ch	45	44¾	45	+ ⅝
125 Am A C pf	103	103	103	+1
4400 Am B Su.	49	48½	49	+ ¼
100 Am B S pf	96	96	96	
10600 Am Can.	13½	12⅛	13⅜	+ ⅞
3300 Am Can p.	84½	82¾	83⅝	+ ⅝
9300 Am Car F.	70	69⅛	69⅛	— ⅜
1300 Am C F pf	124¾	120	124¾	+5
800 Am Cot O.	76¾	76⅛	76⅛	— ¼
7200 Am H & L.	9⅞	9¼	9⅝	+ ⅜
13700 Am H L p.	51⅞	48½	49¼	+ ¼
3800 A Ice Secs	38½	37⅛	38	— ⅞
100 A Linseed	17⅛	17⅛	17⅛	+ ⅜
300 A L'seed p	45¼	45⅛	45¼	— ¾
8300 Am Loco.	67⅝	67	67⅝	+ ⅜
100 A Malt Crp	9¾	9¾	9¾	+ ⅛
300 A M Crp p.	54	53¼	54	+1
38400 Am Smelt.	100¼	98⅛	99½	+ ⅝
3510 A Smelt p.	115⅛	114⅜	115	+ ⅞
500 A Sm Sec.	89¼	89	89¼	— ⅜
1877 Am Steel F	59	58	59	+2
500 Am Sugar	131	131	131	
3600 Am T & T.	143⅜	143	143	— ¼
1100 A Tob pf.	102	102	102	
800 Am Wool.	37½	37	37½	+1½
1400 A Wool pf	105½	105⅛	105½	+ ⅞
8000 Anaconda	50¼	48⅞	49½	
23700 A T & S F.	119¼	118½	119	— ⅛
850 A T S F pf	105	104⅝	104⅝	
800 At C Line.	134¾	134	134¾	+ ½
9000 Balt & O.	120	119½	119¾	+ ⅛
200 Batopilas.	5⅛	5⅛	5⅛	— ⅛
11000 Beth Steel	34⅛	31¼	32½	+1
1300 Beth St pf	66	64	65½	+2
13000 Bkn R T.	81⅜	80½	81¼	+ ¾
300 Bkn U Gas	143	143	143	+1
300 Bruns'k.	18¾	18¼	18¾	— ¼
3500 Can Pac.	188⅜	188	188	—1
8400 Cen Leather	36¾	36	36¾	+ ½
510 Cen L pf.	109¾	108⅞	109¾	+1¼
5400 Ches Ohio	79⅛	78½	78⅝	— ¼
5645 Chi N W.	190	187	189¼	+2¼
2600 Chi Gt W.	7⅜	7⅛	7⅜	+ ½
400 C G W p B.	5⅜	4⅝	5⅜	+ ⅝
16800 C M St P.	159⅛	158½	158¾	— ¼
3600 CM SP pf.	172	170¼	171	+ ½
1400 CUT stmpd	5⅞	5	5⅞	+ ⅞
800 CUT p stm	14⅞	13½	14⅞	+1⅜
500 CCC & S L	76	75½	75½	—1⅞
8300 Col Fuel I.	48⅜	47½	47⅝	
100 Col H C I.	63⅝	63⅝	63⅝	— ¾
200 Col So 1 pf	82	82	82	+ ½
1800 Cons Gas.	143¼	142¾	142¾	— ¼
2700 Corn P R.	25⅛	24⅞	24⅞	— ⅛
292 Corn PR p	89⅛	88¾	89⅛	
1500 Del Hud.	195⅞	195	195⅝	+ ⅝
13200 Den R Gr.	50¾	49¼	50½	+1½
900 Den RG pf	86½	85¾	86	+ ½
4900 Distils S.	40¾	39½	39¾	— ⅛
12000 Erie	38¼	37⅝	37⅝	— ⅝
1500 Erie 1st pf	56	55⅝	55⅝	— ⅜
1500 Erie 2d pf.	46	45½	45½	— ½
1600 Fed M S p	92	90	92	+3⅞
100 F Sug pf.	95	95	95	
100 Gen Chem	90	90	90	+5
1500 Gen Elect.	172	170½	172	+2
200 Granby.	103½	103½	103½	—1½
9700 Gt Nor pf.	154⅞	153½	154⅛	— ¼
8700 G N O ctfs	78⅝	77⅞	78¼	+ ⅛
900 Harvester	89¾	87½	89¾	+2¼
400 Harv pf.	122	122	122	
200 H V rcts.	114	114	114	
3100 Ill Cent.	154¼	154¼	154½	— ¼
4200 Int Paper.	17⅞	17	17⅜	+ ⅝
1550 Int Pap p.	69¾	68¼	69⅜	+1⅝
4700 Int Pump.	41	39⅜	41	+1½
1300 I Pump pf	88⅜	87½	88¼	+ ¾
8200 Inter-Met	16¼	15⅛	15¾	— ⅜
18500 Int-Met p.	50	47½	49⅞	+1⅞
950 Iowa Cent	32¼	31⅞	31⅞	— ½
700 Ia Cen pf.	57⅜	57¼	57⅜	— ¼
2870 Kan C So.	48½	47½	47⅞	— ¼
100 K C So pf.	73⅛	73⅛	73⅛	+ ⅛
2500 Lou Nash.	147¼	146½	146½	— ½
100 Manhat'n	144⅝	144⅝	144⅝	+ ⅛
200 Marine pf	22⅝	22½	22½	
300 Met St Ry	24	22	24	+4
700 MSP SSM	144½	143⅝	144	— ¼
25500 M K & Tex	44	43¼	43¼	— ⅜
400 M K & T p	74⅝	74½	74½	
7000 Mo Pac.	76	74⅝	75½	+ ¼
300 Nat Bis.	108	106⅞	108	+1¼
7600 Nat Lead.	90	89¼	89⅜	
550 Nat L pf.	113½	113½	113½	+ ½
1400 Nat E & S.	17½	16¾	17½	+ ⅞
8700 N Ry M 2pf	25	23⅞	25	+1¼

Sales.	High-est.	Low-est.	Clos-ing.	Net Ch'ge.
100 Newh'se.	27⅞	27⅞	27⅞	+ ⅝
1225 N J Cent.	303	296	303	+7
900 N Y Air Br	94⅜	93⅛	94	+1¼
15900 N Y Cent.	141⅜	140⅜	140½	— ⅝
100 N Y C S L.	57⅞	57⅞	57⅞	+ ⅛
100 N Y Dk pf	82	82	82	+2
100 NYC SL 2.	87	87	87	
350 NY&NJ T.	142½	142½	142½	+ ½
3200 Nor & W.	95¾	95	95	— ½
1030 Nor Am.	85¾	85	85	— ⅜
12800 Nor Pac.	156½	154⅞	155⅝	
35200 Ont & Wes	52½	51½	52¼	+ ½
900 Pac Mail.	33⅞	33¼	33½	
33500 Penn RR.	141¼	140⅜	140⅞	— ¼
5000 Peo Gas.	115¾	114¾	115½	+ ⅜
2065 PCC & S L	94⅞	93½	94¼	+ ¾
100 PCC SL pf	116	116	116	+9
21500 Pitts Coal	17⅜	14⅜	17¼	+2⅞
5200 Pit Coal p.	54½	52	54½	+2¼
18200 Press S C.	51	53½	55	+2½
540 Press SC p	110	108⅞	110	+1
386 Pullm P C	190½	190	190½	+3
800 Quicksilv.	6⅜	6	6	— ⅜
300 Q'ksilv pf.	5¾	5	5	—1¼
8600 Ry St Spg	52½	50¼	52½	+2½
100 Ry S Sp p.	108½	108½	108½	+ ½
2450 Rep Steel.	37¼	36¾	36¾	— ⅜
1100 Rep St pf.	106⅞	106½	106½	+ ¼
113200 Reading.	162¾	160½	162	+ ⅛
13000 Rock Isld.	39⅛	38½	38¾	— ⅜
3400 Rock I pf.	76½	76	76	— ½
1400 Sloss-Shef	86¼	85⅞	86	
1500 StL SF 2 p	55¾	55	55	—1
400 StL S W.	27¼	27⅛	27¼	+ ¼
1200 StL S W p	66⅝	66	66½	+ ¼
58200 Sou Pac.	136⅜	135⅜	135⅝	— ⅞
8200 Sou Ry Co	33¼	32½	32¾	— ⅜
1100 So Ry Co p	73	72½	73	— ¾
800 Tenn Cop.	38⅞	38	38⅞	+ ⅜
15300 Tex Pac.	36½	35¾	36⅛	+ ¾
1200 Third AvR	20¾	19	20¾	+ ¾
700 Tol StL W	51⅝	51½	51½	
800 Tol SLW p	70¾	70½	70½	+ ⅛
100 Un B P pf.	79	79	79	—1
78100 Un Pac.	202⅜	200¼	202	+1½
900 Un Pac pf	104⅜	103¾	103¾	— ⅝
100 Un Cigs p.	109	109	109	+1½
300 U Dry G p	111¼	111	111¼	+ ¼
900 Un R In p.	56	55⅜	56	
1460 US CI Pipe	34¾	33¾	34½	+1¾
200 US CI P p.	85	84½	85	+ ½
300 US R & Im	83⅜	83	83⅜	+ ½
12700 U S Rub.	47	44½	46⅝	+2⅛
2500 USRub 1p	119	117¾	119	+1⅛
2145 USRub 2p	86½	85⅞	86½	+ ½
108100 US Steel.	75¼	74⅛	75	+ ¼
9485 USSteel p	129½	128½	129¼	+ ¾
1100 Utah Cop.	52⅝	51½	52⅛	+ ⅛
1900 Va-Car C.	54	53½	53⅞	+ ⅛
3400 Wabash.	22¼	21½	21⅞	+ ⅜
21800 Wab pf.	58¾	57⅛	57⅞	+ ⅝
4700