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FINANCIAL AND COMMERCIAL.

FRIDAY, January 28.

While the day's stock market obviously underwent a quieting down it was yet in all essential particulars of exactly the same character as those which have preceded it in the last fortnight and notably in the present week. Prices having fallen violently yesterday were due to-day to recover. An alternating movement of this kind has gone on for quite some time and to-day the programme was still adhered to. The parallel was the more closely followed to-day, moreover, in that just as heretofore the activity of the market was greatest in the morning hours of business and that after that time reaction and dulness set in. The recovering movement in stocks began yesterday about midday and lasted up to noon to-day. To-day the declining movement occupied the major portion of the last two hours of the Stock Exchange session. Probably all this means that the market is moving slowly to an equilibrium, but it is still manifest that financial sentiment is unsettled if not positively depressed, and in the main conservative opinion is to the effect that no decided resumption of the advancing movement can be looked for until there is a dissipation of the forces that have operated to pull down values with such rapidity in the present month. There were few if any particular features in the day's market. Yesterday as much of a factor as any in the advance that occurred was a rumor to the effect that at Tuesday's meeting of the directors of the Pennsylvania Railroad Company the company's stock might be placed upon a 7 per cent. basis. To-day Wall Street was not in the same receptive mood that it was yesterday, and Pennsylvania stock made an extreme decline of 1⅝ points because of scepticism over the probability of such action by the Pennsylvania directors as that referred to. It may be said that in banking circles there is considered to be no likelihood whatever that under existing circumstances the management of the Pennsylvania will wish to increase the company's dividend distribution. Another stock whose fluctuations were watched with very considerable interest to-day was Union Pacific common, principally because at the higher levels touched by the security upon its railroad yielding movement a good deal of stock seemed to be supplied. An impression exists in some quarters that a specific reason for the peculiar and notable weakness displayed by the stock lately is the apprehension that in an important case now pending concerning the reasonableness of what are known as the "intermountain" railway rates the Interstate Commerce Commission may hand down a decision reducing very considerably the freight tariffs on such traffic now in force over the Western lines of the Union Pacific company. Doubt has of course all along been felt as to the ability of the Union Pacific to maintain its freight charges at levels so much higher than those prevailing in other parts of the country.

The most important actual news of the day was perhaps the further disquieting despatches from Paris regarding the damage done there by the floods. Efforts to make exact estimates upon this point have little data to rest upon and therefore represent merely guesses. But it is evident that the losses will be much greater than have hitherto been supposed and that such prospective losses as those coming from the cutting down of tourist travel to the city during the summer will be great. Talk of large claims made by the miners' union at Indianapolis for increased wages and further discussion in Washington of the revision of the Federal charter bill to be introduced in Congress next week interested people in Wall Street but little. The weakness in American Smelting and Refining common stock was doubtless directly due to the publication of the semi-annual statement of the company indicating earnings of but 6½ per cent. applicable to dividends upon the common stock for the full year period. Regarding conditions in the iron and steel trade one of the Wall Street news agencies printed a summary of interviews had with the managers of the large railway equipment companies, all of these uniting in the general statement that orders from railways for new cars and the like had recently fallen off from 25 to 30 per cent. This was partly attributed to the decline in the stock market, which is always unsettling to business of this sort, and partly to fears of political agitation against the railways. All this coincides with the statements made by the leading steel manufacturers as to the falling off recently in orders for steel rails. The money situation is in such a state of extreme ease at present and promises to be so for many weeks to come that little if any comment was made upon the day's usual forecasts of to-morrow's bank return. These indicated that the banks have gained heavily in cash as the result of the week's transactions. Business was quiet to-day on the London Stock Exchange, but little if any word was received as to the course of the market in Paris. It appeared to be the case that financial business in that city had been practically stopped by the floods.

New York Stock Exchange Sales, Jan. 28.

CLOSING PRICES OF UNITED STATES BONDS.

	Bid.	Asked.		Bid.	Asked.
2s reg..	100⅝	101¼	4s reg...	114½	115¼
2s coup	100⅝	—	4s coup..	114⅝	115⅝
3s reg..	101¾	102½	Pan 2s.r	100	101
3s coup	101⅝	102½	Pan 2s'36	100	101

RAILROAD AND OTHER BONDS.

Adams Exp 4s	90	Erie cv 4s ser A	North Pacific 3s
5000....92 7/8		15000....79	500....73
Ch Chic 5s		5000....78¾	Pacific Coast 1st
3000....82 7/8		4000....78½	2000....108
2000....82¾		22000....78¾	Pac T & T pt 5s
Amer Ag cv 5s		Erie-Penn Coal	1000....99⅛
10000....102¼		col tr 4s	8000....99
AmSpirits 1st 6s		10000....86⅛	Penna 4s 1948
5000....96		Erie g m lien 4s	4000....104½
Am T&T cv 4s		1000....75¾	2000....104⅝
6000....102		Flint & Pere M 6s	Pa cv 3½s 1912
10000....101 7/8		5000....112¼	2000....100¾
70000....102		Ft Worth & D 1st	Penna 4s 1936
11000....102⅛		1000....113⅛	1000....98⅜
46000....102		Ft W & Rio G 4s	Pa cv 3½s 1915
20000....102⅛		13000....86	13000....96⅜
21000....102		Ga & Ala cn 5s	15000....96½
Am T & T col 4s		40800....104	500....96⅝
5000....92⅜		Han & St Jo con	50000....96½
Am Tobacco 6s		1000.s6102	60000....96¼
10000....101½		3000.s101 0 1⅝	14000....96⅜
7000....100⅝		Hous & Tex C 4s	46000....96¼
1000....106¾		1000....94	Penn Mar ref 4s
Am Tobacco 4s		Ill Cent 4s 1952	2000....78¼
10000....76⅝		2000....100½	Pitts Cin Chi 4s
11000....76¾		Interboro Rt 5s	St L 4½s ser A
25000....77		series A 1953	2000....107⅛
Ann Arbor 1st 4s		8000....103¼	Reading g m 4s
6000....79		IntboroRT cv 6s	11000....99¼
Argentine Gov 5s		1000....103⅛	2000....99½
JPM&Co ctfs		Interboro - Met	Rich&Dbhls std
8000....96½		col trust 4½s	9000....106½
2000....100⅝		28000....80¾	St Jo & Gr Isl 1st
Armour 4½s		1000....80⅞	1000....94
11000....92¾		1000....81	St L & Iron M 4s
Atch T&SF cv 5s		15000....81¼	8000....84⅞
16000....117½		1000....81⅜	1000....84¾
Atch T&SF cv 4s		50000....81¼	StL & SF gen 5s
106000....116½		7000....81⅛	1927
Atch T & SF 4s		22000....81¼	1000....88¼
13000....100⅛		2000....81⅛	1000....88½
2000....100		58000....81¼	StL & SanFr fdg
500....100⅜		4000....81⅛	5000....83⅝
2000....100		Ill Central 3½s	StLouS W cn 4s
20000....99⅞		1000....92	2000....78
2000....100		Int Paper cv 5s	So Pacific cv 4s
9000....99⅞		1000....85	2000....102¾
AT & SF adj 4s		Iowa Central 4s	10000....102⅝
3000....94¼		6000....74½	10000....102¾
stamped		3000....75	12000....102⅝
10000....94⅜		Japanese 4½s	10000....102⅞
1000....94½		5000....95¼	36000....102⅝
AtlCoast Line 4s		Japanese 4½s 2d	24000....102½
1000....95⅛		5000....94⅞	10000....102⅝
4000....95		Japanese 4s	So Pacific ref 4s
Atl Line gen 4s		1000....88⅞	18000....94¾
1000....92¼		Kan & Mich 4s	1000....94½
3000....92⅜		2000....93	South Pacific 4s
24000....92½		Kan C Fis&M 4s	25000....93
7000....92¾		10000....80¾	Southern Ry 5s
17000....93		Kan City So 3s	3000....107½
Balt & O conv 4s		5000....73½	1000....98
10000....100⅛		L Shore 3½s	Tenn C I&R 5s
1000....100		registered	2000....104¼

10000....100⅛	10000....90¼	Term R R Assn	
16000....100¼	LS & MS 4s 1931	of St L cn 5s	
10000....100⅛	1000....94¼	2000....114½	
10000....100	5000....94⅛	Third Avenue 4s	
Balt & Ohio 3½s	Lehigh Val 4½s	2000....67	
registered	7000....108⅛	ctfs stamped	
1000....90½	Lou & Nash 4s	12000....66⅛	
Balt & O P L E	1000....99⅝	registered	
& W Va 4s	2000....99½	1000....63	
2000....92¾	Manhattan Ry 4s	T St L & W 4s	
Balt & O SW 3½s	stamped	4000....85¼	
25000....90½	1000....99¼	5000....85½	
Beth Steel ex 5s	Marine ct tr 4½s	Tol St L & West 4s	
4000....88	3000....68¾	2000....80⅜	
1000....88¼	Milw Gas 1st 4s	Union Pac cv 4s	
10000....88½	1000....91¾	11000....110	
1000....87½	Mo Kan&Tex 4s	500....110¼	
3000....88¼	2000....99¼	10000....110¼	
B R T cv 4s	Mo K&T st 4½s	2000....110	
14000....83¾	3000....89¾	30000....109⅞	
24000....84	2000....90	25000....109¾	
2000....83⅞	Mo Kan&Tex 2d	1000....109⅞	
Bkn Union El 1st	500....87	5000....109¾	
8000....102	Mo Pacific cv 5s	Union Pacific 4s	
7000....102⅞	reg. full paid	4000....101½	
Can So ext 1st	5000....95⅝	2000....101⅝	
2000....104⅞	1000....95¼	20000....101⅝	
Cen Leather 5s	Nat En&Stmp 5s	1000....101¼	
1000....99½	2000....97	1000....101½	
1000....99¼	Nat Rys Mex 4½s	13000....101⅝	
18000....99½	1000....94¾	U Pacific ref 4s	
2000....99⅜	4000....94⅞	1000....97	
Cent Pacific 1st	Nat Rys Mex 4s	5000....97⅛	
5000....97	2000....89	United Ry St L 4s	
19000.3....97¼	1000....90¼	1000....82¾	
3000....97¼	500....90¼	U S 4s cpn	
Cent Pac S L 4s	NY Air Brk cv 5s	2000....115¾	
5000....92½	5000....109¾	U S Realty & I 5s	
Cent Pacific 3½s	N Y Gas Elec Lt	1000....93	
10000....89⅛	H & P 5s	U S Rubber 6s	
Cent R R N J 5s	2000....102½	10000....104	
3000....124½	N Y Gas Elec Lt	5000....102⅞	
Ches & Ohio 5s	H & P 4s	U S Steel sf 5s	
5000....114	2000....84½	20000....105	
Ches & Ohio 4½s	N Y Cen deb 4s	2000....104⅞	
1000....102½	5000....95½	55000....105	
5000....102¾	5000....95⅝	12000....104⅞	
Chi & Alton 3½s	10000....95½	8000....104¾	
7000....73½	N Y Central 3½s	19000....104⅞	
Chi B & Q cn 4s	1000....91¼	1000....105	
2000....99	N Y Cen L 3½s	6000....104⅞	
C B & Q joint 4s	1000....81¼	30000....105	
6000....97	NY City 4½s 1913	registered	
9000....96⅞	4000....108½	500....104⅝	
5000....97	new	Va Carolina C 1st	
2000....96⅞	2000....108⅛	2000....98½	
28000....97	11000....108⅜	5000....98¼	
1000....96⅞	1000....108½	4000....98⅛	
Chi Mil & St P 4s	N Y City 4s 1960	20000....98	
1000....100½	tem rctsf	Wab Pfer 2d 4s	
Chi R I & P Ry 4s	1000....99½	certificates	
2000....98½	1000....99⅜	8000....63⅜	
10000....98¾	4000....99½	5000....6	
Chi R I & P ref 4s	5000....99⅜	2000....61¼	
15000....91¼	NY NH & H cv 6s	5000....6	
1000....91⅛	1000....134½	20000....61⅛	
Chi R I & P RR 4s	10000....134⅝	Wabash ext 4s	
1000....79½	N Y N H & H cv	10000....72⅛	
7000....79¼	3½s	4000....72½	
3000....79⅞	1000....100⅜	11000....72⅝	
3000....79¾	4000....100¾	11000....72½	
12000....79⅞	NY NH & H db 4s	7000....72⅝	
Chi & W Ind 4s	1955	5000....72⅞	
2000....92¾	5000....96	1000....72¾	
Col & Hock Val 4s	N Y Ont & W 4s	Wn Maryland 4s	
1000....95	1000....97	3000....85	
Colo So ext 4½s	10000....97¼	Westn Md cv 4s	
13000....97⅞	N Y Tel 4½s 1962	10000....71¾	
6000....98	Co full pd rcts	certificates	
Cuban 5s	4000....98½	2000....71¾	
2000....103⅜	1000....98¾	West Shore 4s	
Del & Hud cv 4s	3000....98½	registered	
12000....100	N Y Dock 4s	4000....100	
16000....99⅜	5000....94	WestUnion cv 4s	
Den & RG ref 5s	Norf & W cv 4s	40000....102	
6000....93⅞	31000....100¼	5000....102⅜	
Detroit - Edison	10000....101½	Westing El cv 5s	
coll tr 5s	Norf & W Pocah 4s	1000....92	
2000....100¼	14000....89¼	Wisconsin Cent 4s	
Distillers Securities Corp 5s	Norf & W div 4s	1000....94¼	
1000....72¼	3000....92⅝	6000....94⅜	
Edison Elec Ill Co	North Pacific 4s	7000....94½	
of N Y 1st	5000....101¾	3000....94⅜	
1000....100¼	1000....101½	1000....94¼	

Total sales of bonds (par value), $2,830,500

FOREIGN BONDS.

	Bid.	Asked.
German Consols 3½s	94	95
German Consols 3s	85	86
Prussian Government 4s	102	103
Bavarian Government 4s	102	103
Hessian Government 3½s	92¾	93¾
Saxony Government 3s	85	86
Hamburg Government 3s	84	85
City of Berlin 4s	100½	101½
City of Cologne 4s	100½	101½
City of Augsburg 4s	100¼	101¼
City of Munich 4s	100¼	101¼
City of Frankfort-on-Main 3½s	88¾	94¾
City of Vienna 4s	96	97
Mexican Government Gold 5s	100¾	101¾
Russian Government Gold 4s	92½	93½
French Government Rente 3s	99½	99½
British Consols 2½s	82	83

RAILROAD AND OTHER SHARES.

Sales.		High-est.	Low-est.	Closing.	Net Ch'ge.
100	Allis Chal.	13½	13½	13½	+1½
32800	Amal Cop.	82½	80⅞	81⅜	−¾
400	Am Ag Ch.	44½	44	44⅜	+1⅜
500	Am B Su..	37	35⅞	36⅝	−⅛
2700	Am Can...	11¼	10⅞	11	
300	Am Can pf	75⅞	75⅞	75⅞	+⅞
1800	Am Car F.	65	64	64⅞	+1
100	Am C F pf	117	117	117	
975	Am Cot O.	61¾	60¼	61	−¼
300	Am H L pf	39¼	39⅛	39¼	+¼
400	A Ice Secs	21⅞	21⅛	21⅞	+¼
200	A L'seed p	40⅝	40⅝	40⅝	+1⅝
400	Am Loco..	52	51¾	51¾	+¼
200	A Malt Crp	6¼	6	6¼	+¼
300	A M Crp pf	36¾	36	36½	+1¼
23900	Am Smelt.	92⅜	90½	91⅝	−⅜
200	A Smelt pf	109	109	109	+¼
300	A Sm Sec.	89½	89½	89½	+⅝
300	Am Steel F	61	60½	60½	−½
600	Am Sugar	122¾	121	122⅝	+1⅝
1800	Am T & T.	137⅜	136½	136⅞	+⅜
300	A Tob pf..	92½	92¼	92¼	
1425	Am Wool.	36½	35¾	36½	+½
5700	Anaconda	52	51	51⅜	+⅝
8100	A T & S F.	116⅞	115¾	116	+¼
500	A T S F pf.	103½	103⅜	103½	+⅛
400	At C Line.	128½	128½	128½	+½
2400	Balt & O..	116	115¼	115¾	+½
700	Beth Steel	30	30	30	−1
4070	Bkn R T...	73	71⅞	72⅝	+⅝
100	Bkn U Gas	150¼	150¼	150¼	−23¼
100	Butterick.	32⅛	32⅛	32⅛	+⅛
850	Can Pac..	180	179½	179½	+¼
3700	Cen Lther	41⅜	39½	40⅝	+1⅛
150	Cen L pf..	106	106	106	
9425	Ches Ohio	85	83½	83⅞	+⅜
600	Chi N W..	158	157½	158	+1
1900	C G W new	31¼	30¼	31	−⅜
9800	C M St P..	148⅜	147¼	148	+⅝
100	CM SP pf.	165¾	165¾	165¾	+⅛
100	CUT stmpd	4	4	4	−½
100	CUT pstm	10	10	10	−¼
5500	Col Fuel i.	39⅛	37⅝	38¾	+¾
200	Col F I pf.	112¼	112¼	112¼	−¾
200	Col H C i..	14	14	14	+⅞
500	Col South.	58	57¾	58	+1⅛
100	Col So 1 pf	81½	81½	81½	+¼
300	Col So 2 pf	80½	80½	80½	
6800	Cons Gas..	144	141	142⅝	−⅛
600	Corn P R..	19⅜	19	19⅜	+⅜
500	Del Hud..	173	172½	172⅞	+⅞
900	Den R Gr..	42½	42¼	42⅜	+⅞
200	Den RG pf	79¾	79½	79½	
400	Distils' S..	32⅛	32	32	+⅛
200	D S S A pf.	26¾	26½	26¾	+⅝
3300	Erie.....	29⅝	29⅛	29⅜	+⅝
300	Erie 1st pf	47	46⅝	46⅝	−¼
200	Erie 2d pf.	36½	36⅜	36½	+1
125	Gen Chem	99½	99½	99½	+5½
600	Gen Elec..	152	151⅞	152	+⅞
9500	Gt Nor pf.	137	134½	135⅝	+⅞
1100	G N O ctfs	74½	72¾	73¼	+½
500	Harvester	121¼	121	121	−½
100	Harv pf...	124½	124½	124½	
500	Ill Cent...	143	143	143	+⅜
400	Int Paper.	13⅞	13¼	13½	+¼
200	Int Pap pf	56⅛	56⅛	56⅛	+1⅛
300	Int Pump.	49¼	49	49¼	+1¼
7200	Inter-Met	22	21½	21⅝	+¼
7100	Int-Met pf	56½	55¼	55¾	+1
600	Iowa Cent	23⅞	22¾	23¼	−¾
200	Ia Cen pf..	44	44	44	−3
400	Kan C So..	38	38	38	
100	K C So pf.	68⅛	68⅛	68⅛	
4930	Lac Gas...	106	105	105	−½
700	Lou Nash.	147	145	146½	+1¼
100	Mackay p.	77¾	77¾	77¾	+¼
300	Marine pf	20¼	20	20¼	+¼
300	Minn St L	45½	45	45½	+½
300	MSP SSM	136½	135	136	+1⅜
3400	M & S Tex	43⅜	41¾	42¾	+¾
100	M K & T p	71	71	71	−¾
1300	Mo Pac...	69½	68⅝	69⅛	+⅛
100	Nat Bis...	110	110	110	
100	Nat Bis pf	123	123	123	
300	Nat Lead.	83⅞	83½	83⅞	+⅝
200	Nat E & S.	24	23⅞	24	+½
100	N Rym 1pf	61	61	61	
500	N Rym 2pf	27½	27⅛	27¼	+¼
1010	N Y Air Br	80	77	80	+2
8400	N Y Cent..	120	118¾	119	−⅜
100	N Y Dk pf	83	83	83	+2½
500	NY NH H.	157¾	156¾	157½	+1
200	NY NH cts	146½	146	146½	+½
600	Nor & W..	97⅜	96½	97⅜	−⅛
1500	Nor Am...	78¼	77¾	77¾	−⅛
6550	Nor Pac..	137¾	136	136½	+⅜
700	Ont & Wes	45¼	44½	44⅝	−⅛
100	Ont Silver	23¾	23¾	23¾	
600	Pac Mail..	33½	33¼	33¼	−¼
200	Pac T&T..	36	36	36	+1
92500	Penn RR..	135	133⅜	133¾	−¼
1920	Peo Gas..	110¼	109⅛	109⅝	
220	PCC & S L	98¼	98	98¼	+½
1100	Pitts Coal	21¾	21	21½	+⅛
1300	Pit Coal p.	70½	69½	70½	+1½
450	Press S C.	42⅞	42¼	42½	−⅜
800	Pullman..	194	191½	191½	−1½
1800	Ry St Spg	43	42	43	+½
1900	Rep Steel.	37¾	37	37⅜	−⅜

Sales.		High-est.	Low-est.	Closing.	Net Ch'ge.
100	Rep St pf.	100⅜	100⅜	100⅜	−⅜
114200	Reading..	158⅜	156⅜	157½	+1⅜
200	Read 2d p.	104½	104	104½	+3
7500	Rock Isld.	42	41⅜	41¾	+⅜
900	Rock I pf.	82¾	82½	82¾	+¼
400	Sloss-Shef	77½	76¼	77½	+1
200	St L/SF 1 p	69⅞	69¼	69¼	−1¼
600	St L SF 2 p	52	51¼	52	
100	St L S W p	72½	72½	72½	
100	St P & Om	150	150	150	
33500	Spu Pac...	129⅛	127⅝	128½	+½
2000	Seu Ry Co	29½	29	29¼	−⅛
550	So Ry Co p	67¾	67½	67¾	+½
300	Tenn Cop.	34¾	34¼	34¾	+¼
300	Texas Pac.	31¼	31	31¼	+¼
100	Third Av R	15⅝	15⅝	15⅝	+½
200	Tol Rys...	12	11¾	12	+½
500	Tol St L W	45	44	44½	−1⅞
200	Twin CRT	113	113	113	+1¼
400	Un Bag P.	10	10	10	+¾
112000	Un Pac...	187¼	185½	185¾	+⅞
1000	Un Pac pf	99¾	98¾	99	
170	U Dry G pf.	111¾	111¾	111¾	−¼
300	Un R In p.	60⅜	60	60	+1½
130	US Cl Pipe	28	28	28	+1
100	US Cl P p.	79	79	79	+½
500	US R & Im	75½	74	75½	−½
700	U S Rub..	44	43½	43¾	+¾
200	USRub 1p	111¼	111¼	111¼	+¼
100	USRub 2p	78½	78½	78½	+½
195200	US Steel..	84½	82⅞	83¾	+⅞
1500	US Steel p	123¾	122½	123⅝	+¾
3000	Utah Cop.	52⅞	52	52½	+½
1800	Va-Car C.	52¼	50½	52	+
500	Wabash..	21¼	20⅞	21⅛	+⅜
3300	Wab pf...	48½	47¾	47¾	+⅜
100	Wells-F E	179	179	179	+2
2200	West'h'se	71	68¼	70	+1
685	West U T.	71	70½	71	+½
100	W & LE 1p	105⅜	105⅜	105⅜	−⅜

Total sales of stocks, 815,200 shares.

CLOSING PRICES.

	Bid.	Asked.		Bid.	Asked.
Adams Exp.	245	275	Mackay...	88⅝	90
Allis Ch'rs...	13	13½	Mackay pf..	77½	8
Allis Ch pf...	44	46½	Marine.....	19⅝	19¾
Amal Cop...	81¾	81⅝	Marine pf...	20¾	20½
Am Ag Ch...	44¾	44½	Minn & St L.	44	47
Am B Sug...	36½	37	M & St L pf..	75	82
Am Can.....	11	11⅛	MSP & SSM..	135	136
Am Can pf...	75½	76	MSP SSM pf	152⅜	154
Am C & F...	64½	74¾	M K & T.....	42⅝	42¾
Am C & F pf.	116½	120	M K & T pf..	71	71½
Am Cot Oil..	60½	61	Mo Pacific...	69	69½
Am Cot O pf.	101	107	Nat Bis Co...	108¼	109¾
Am Express.	280	290	Nat Bis Co pf.	121	124
Am Hide & L	6¾	7	Nat Lead...	83	83½
Am H&L pf..	39½	39½	Nat Lead pf.	109	110
Am Ice Sec..	11½	12	NatMexl st p	61	62
Am Linseed.	14¾	15	Nat Mex 2 pf	27½	27¾
Am Lin pf...	40¾	41	Nat E&S Co.	23⅝	24
Am Loco....	51	51½	N J Central.	200	205
Am Loco pf.	112	113	N Y A B.....	77½	78
Am Malt C...	6½	8	N Y Central.	118⅝	119
Am M C pf...	76½	78	NYC & St L..	60	62
Am Smelt'g.	91⅝	91½	NYC&SL 1pf	104	108
Am Smelt pf	108½	109¼	NYC&SL 2pf	72	76
Am Sm Sec..	19	21½	NY NH & H.	157	157½
Am Snuff....	[illegible]	—	North Am...	77⅝	78½
Am Snuff pf.	95½	96⅝	Nor & West..	96⅞	97¾
Am St Fy....	60	61	Nor & W pf..	88	92
Am Sugar...	121½	122½	Nor Pacific..	136¾	136½
Am Sugar pf	120	122	Ont & West.	44⅝	44¾
Am T & T....	126⅞	127	Pac Coast...	107	114
Am Tob pf..	124	125	Pac Coast 1pf	100	110
Am Wool....	35⅞	36½	Pac Coast 2pf	107	114
Anaconda...	51⅛	51½	Pacific Mail.	33⅝	34
A T & S F ..	116	116¼	Pac Tel & Tel.	35	36½
At T & SF pf.	103⅛	103½	Pac T&T pf..	80	90
Atl Coast L.	128	129	Penna RR...	133⅝	133¾
Balt & Ohio..	115½	115⅝	Peo G L & C.	109⅝	109⅞
Balt & O pf..	63	64¼	Pittsburg C.	211½	213⅝
Batopilas M.	3	3½	Pittsbg-C pf	70	71
Beth Steel...	29⅝	30	PCC & St L.	18	18½
Beth Steel pf	61½	63	PCC & SL pf.	100	120
Bklyn R T...	72⅝	72⅞	Pr Steel Car.	42¾	43
Bkn Un Gas.	150	154	P Steel C pf..	103	105
Brunswick..	15	17	Pull P Car...	191½	193
Butterick...	31½	32½	Ry St Spg...	42¾	43
Can South...	69¾	70¼	Ry St Spg pf	103⅝	107
Can Pac.....	179¾	180	Reading.....	157½	157⅝
Cen Leather.	40½	40¾	Read 1st pf..	91	93
Cen L