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FINANCIAL AND COMMERCIAL.

FRIDAY, May 6.

The news regarding the serious illness of the King of England constituted of course the one controlling factor in the movement of prices on the Stock Exchange to-day, and inasmuch as the tidings regarding the King's condition became continually more grave as the day advanced the feeling appeared to be general in financial circles that the death of the monarch was near at hand. Considering therefore that this expectation was in full view and that every investor or speculator who would be inclined to sell stocks because of the demise of the King had an ample opportunity to do so, it was the consensus in banking circles that the adverse effect of the circumstances in a financial sense had already been pretty well discounted in the decline in security prices that took place. Wall Street was full of constitutional lawyers during the day who were not slow in expressing their opinions pro and con as to the results upon the world's political, financial and economic affairs that might, could or should follow the passing of the British monarch; but there seemed to be little dissent from the prevailing opinion at the close of the day that the matter would accomplish no more than a temporary disturbance in these concerns. More important than the life of any ruler to the prosperity of England and the world just now is the healthful development of economic affairs themselves. It is well understood that the death of a monarch in England always involves a certain amount of unsettlement in business, and in particular such an event right at the moment would prove more or less embarrassing for the London retail trade. But the fleeting character of such drawbacks must be equally well understood and it would seem as if no sensible man would be in the slightest degree disposed to sell investments because of them.

It must be said, reviewing the entire action of the security market to-day, that it plainly indicated that a distinct and far reaching change for the better in the general character of the financial situation has lately taken place. To-day's news came immediately following an advance of three points in the leading railroad issues, in the course of which a very considerable portion of the short interest latterly accumulated in the market must have been extinguished. London naturally turned up as a heavy seller of stocks, and prices of our securities in the London market before the beginning of business here were generally at net declines of nearly two points from yesterday's closing parity. But it was obvious from the outset that the market was reluctant to decline. An opening recession of something over a point in the prominent stocks was quickly recovered, and before half an hour was over these stocks in many instances were selling as high as they did at any time on the day before. Profit taking, however, set in, especially prompted by the character of current developments and largely assisted by a renewal of speculative operations for the fall. Under this impetus prices again receded and touched a new low level for the day, but closing at a recovery which left net losses of not much more than a point as a rule in the greater number of shares. Aside from the English news, the entire trend of events to-day was favorable to values. The Bank of France made a good weekly statement, showing a large decrease in loans. Time money rates were quotably easier and call money renewals were again at a lower level, being made at 3½ per cent. Wheat prices were once more higher on a further driving in of commitments for the decline in the issue, but the news from the Western wheat fields was, nevertheless, of continual improvement in crop conditions and especially of a good rainfall in districts where moisture was mostly needed. Discounts inevitably hardened in the open market in London consequent upon a fall in consols there, but here the favorable trend of affairs in this regard was once more emphasized in renewed signs of a larger movement of money from the West to this side. Of this the clearest, perhaps, is the high premium now demanded by the New York exchange in Chicago and other large cities in the interior. Indications for the bank statement to-morrow were of the most cheerful character. A large decrease in loans is looked for, a considerable increase in cash and a resultant decided enlargement of the bank surplus reserve.

New York Stock Exchange Sales, May 6.

CLOSING PRICES OF UNITED STATES BONDS.

	Bid.	Asked.		Bid.	Asked.
2s reg...	100⅝	101¼	4s coup...	114⅛	115¼
2s coup...	100⅝	—	Pan 2s r...	100⅝	101
3s reg...	102⅝	103¼	Pan 2s c...	100⅝	101
3s coup...	102⅝	103¼	P 4s...	100⅛	—
4s reg...	114⅝	115			

RAILROAD AND OTHER BONDS.

Amer Ag ch 5s		Colo Southern 4s		Or Rail & Nav 4s	
2000	101¼	1000	96	10000	95
Am Hide & L 6s		Colo So ext 4½s		Or Short Line 6s	
6000	100½	1000	97	1000	114
1000	100	1000	97¼	Or N Line 1st g 4s	
Am T & T col tr 4s		Consumers' Gas		10000	92
50000	101	of Chicago 5s		Pac T & T 6½s	
20000	101½	1000	100¼	4000	96⅞
5000	101	Del & Hud cv 4s		Penna 4½s 1921	
10000	100½	28000	99	1000	104½
Am T & T col 4s		Del & Hud ref 4s		Penna 4s 1944	
3000	99½	6000	97¾	5000	103⅛
Am Tobacco 4s		Den & Rio ref 5s		15000	103
6000	78½	10000	92	Pa cv 3½s 1912	
Argentine Gov 5s		Gen Elec cv 3s		5000	100
JPM&Co ctf's		1000	138	Pa cv 3½s 1915	
2000	96½	Ill Cent ref 4s 1955		2000	95⅞
Armour 4½s		3000	96	7000	95¾
1000	92	Interboro RT 5s		1000	95⅞
Atch T&SF cv 4s		series A 1952		13000	95¾
37000	112	5000	101⅞	2000	95⅞
Atch T&SF cv 4s		Interboro - Met		Pa 3½s 1941 B	
20000	109¼	col trust 4½s		15000	89¾
20000	109½	21000	80¾	Reading gen 4s	
25000	109¼	10000	80½	10000	97¾
10000	109⅝	107000	80½	7000	97⅞
2000	109½	3000	80⅜	20000	97¾
Atl&Pac cv 4s w i		Inter Paper 5s		St L. & Iron Mt	
49000	102¾	5000	102	Riv & Gulf 4s	
Atch T & S F 4s		Japanese 4½s		5000	85¾
6000	98¾	500	95	6000	85½
2000	98⅝	Japanese 4½s 2d		St L&SF g 4s 1927	
8000	98⅜	5000	94¾	10000	88
A T & S F adj 4s		Kan C Fts&M 4s		Stl. & San F fdg	
stamped		1000	77¾	5000	81¾
10000	89½	1000	78	5000	82
Atl Coast Line 4s		Kan City So 5s		StP M&M Dak	
12000	94½	1000	72⅞	2000	100½
1000	94½	Kentucky Cen 4s		San A&A Pass 4s	
Atl Line col tr 4s		1000	97	5000	87
2000	90⅞	Lack Steel 5s		Seaboard A L adj	
1000	91	6000	95	57000	71
5000	90⅞	L Sh & M So 4s		5000	71½
Balt & O gold 4s		1000	92⅞	So Pacific cv 4s	
4000	98	10000	93	10000	100⅝
Balt & Ohio 3½s		L S & Mich 4s 1931		10000	100¾
1000	90¼	8000	92½	230000	101
Balt & O SW 3½s		2000	92¼	2000	101⅛
10000	90½	Long Island 7dg		27000	101
Beth Steel cv 5s		7000	97	54000	100⅞
25000	87	Lou & Nash 4s		25000	100¾
Bkn Rap Tr cv 4s		11000	98½	7000	100½
20000	84½	Marine cv tr 4½s		So Pacific ref 4s	
29000	84¼	6000	67½	2000	94½
5000	84⅝	5000	63⅞	Southern Ry 5s	
8000	84½	Mex Cen 1st inc		2000	105½
5000	84¾	5000	31⅞	1000	106
1000	84⅞	Mo Kan&T ex 5s		So Ry gm 4s	
3000	84¾	2000	101½	5000	77¾
11000	84½	Mo Kan&Tex 4s		2000	77⅝
20000	84¾	11500	97⅝	35000	77½
6000	84⅝	Mo K&T of 4½s		Union Pacific 4s	
9000	84¾	2000	88	13000	100¾
5000	84½	Mo Kan & T fdg		2000	100⅞
12000	84¾	3000	84½	9000	101¼
2000	84½	2000	82½	4000	101⅛
10000	84⅛	Mo Pacific 5s 1917		8000	101½
5000	84½	2000	100¾	U Pacific ref 4s	
1000	84⅝	Mo Pacific cv 5s		9000	96½
4000	84¾	full paid rcts		1000	96⅝
Bkn Un Gas 1st		1000	93¾	Union Pac cv 4s	
2000	106	Mo Pacific 4s		27000	106
Canada Southern 2d		3000	78½	5000	106¼
1000	101½	Nat Rys Mex 4½s		31000	106½
Central Germ 5s		3000	94¼	5000	106¼
1000	104⅞	N Y Air Brk cv 5s		14000	106⅛
Cen Leather 5s		1000	103	15000	106
22000	99¾	N Y Cen deb 4s		3000	105¾
Ches & Ohio 4½s		6000	93	20000	105½
4000	100	N Y Central 3½s		5000	108½
C & O cv 4½s w i		10000	89¼	U S of Mexico 4s	
2500	93⅝	NYCity 4½s 1917		series A	
35000	93¾	10000	100½	27000	96¼
48000	93⅝	1000 at	100¼	1000	96¼
Ches & O fdg 5s		new		5000	102⅞
15000	103½	5000	100¼	U S Steel sf 5s	
Chi B & Q gm 4s		1000	100½	3000	104
12000	98⅝	NYCity 4½s 1917		2000	103⅞
C B & Q joint 4s		1000	103½	2000	104
5000	95	NYCity 4½s rcts		9000	103⅞

8000	95¼	20000	101½	6000	104
1000	96	N Y City 4s 1958		registered	
15000	95½	20000	99½	500	104¼
Chi R&Q Ill 5½s		N Y City 4s 1958		Wabash 1st	
1000	86½	1000	99½	1000	108½
Chi Mil & StP 4s		N Y Gas Elec Lt		Wabash 2d	
10000	99½	H & P 5s		1000	101½
2000	99¼	1000	101	9000	101
C M&StP deb 4s		3000	100½	Wab Pitts 1st 4s	
1000	92⅝	N Y Gas Elec Lt		certificates	
Chi R&P RR 4s		H & P 5s		12000	38
10000	77⅞	2000	87½	Wabash ext 4s	
5000	77¼	N Y N&H cv 6s		10000	87⅞
12000	77⅝	9000	131¼	5000	68¾
32000	77½	N Y State 4s 1960		8000	68⅞
20000	77	20000	106¼	2000	68¾
Chi R&P Ry 4s		Nort & W cv 4s		41000	68½
1000	96¼	24000	102½	Westing Elec 5s	
Chi R&P ref 4s		2000	102	4000	80½
3000	86½	rcts full paid		Wn Maryland 4s	
10000	86¼	16000	101¾	2000	84½
1000	86⅝	30000	101½	West Shore 4s	
8000	86¼	7000	101¼	registered	
1000	86	32000	101	1000	99½
Chi St L & N O 5s		North Pacific 4s		Wisconsin Cen 4s	
1000	116¾	10000	100½	3000	90½
Choc O&G gm 5s		2000	100⅝	2000	90
2000	104	4000	100⅜	1000	90¼

Total sales of bonds (par value), $2,384,000

FOREIGN BONDS.

	Bid.	Asked.
German Consols 2½s	82¼	83¾
German Consols 3s	84¼	85¼
Prussian Government 4s	101⅝	102¾
Bavarian Government 4s	101½	102½
Hessian Government 3½s	81½	82½
Saxony Government 3s	83½	84½
Hamburg Government 3s	82½	83½
City of Berlin 4s	100¾	101¾
City of Cologne 4s	100	101
City of Augsburg 4s	100½	101½
City of Munich 4s	100	101
City of Frankfort-on-Main 3½s	92½	93½
City of Vienna 4s	97	98
Mexican Government gold 5s	100	101
Russian Government gold 4s	92½	93½
French Government Rente 3s	96	98¾
British Consols 2½s	81	82

RAILROAD AND OTHER SHARES.

Sales.	High-est.	Low-est.	Clos-ing.	Net Ch'ge.
200 Allis Chal.	10¼	10	10	
100 Am Ag Ch	43	43	43	+ ¾
54100 Amal Cop.	66½	64⅞	65¾	—1
700 Am B Su..	36½	36	36	— ⅜
500 Am Can...	10	9⅝	9⅝	— ⅜
100 Am Can pf	71¾	71¾	71¾	— ¼
800 Am Car F.	58¾	58⅜	58⅜	— ⅞
100 Am C F pf	115	115	115	
600 Am Cot O.	65	64½	65	— ¼
600 Am H L pf	32¼	31½	31½	—1
1100 A Ice Secs	24¾	24	24½	— ½
100 A L'seed p	33⅜	33⅜	33⅜	— ¾
500 Am Loco..	47¼	47	47	— ½
500 A M Crp pf	36½	35½	35½	— ½
34200 Am Smelt.	77	75	76½	— ⅜
100 A Smelt pf	103½	103½	103½	+ ½
100 Am SteelF	56½*	56½	56½	— ¼
900 Am T & T.	135¼	134¾	134¾	— ¾
1200 Am Wool.	36	34	34½	+1½
2700 Anaconda	41	40⅛	40½	+ ½
16600 A T & S F.	109⅜	108½	108⅝	—1⅛
210 A T S F pf.	102	101⅞	101⅞	— ⅛
200 At C Line.	123½	123	123	— ½
1300 Balt & O..	109	108¼	108½	—1
21950 Bkn R T..	79⅜	77¼	78⅜	— ⅛
3510 Can Pac..	184⅞	182⅝	183	—3
7100 Cen Lther	42½	41¼	41½	—1⅜
8800 Ches Ohio.	86¼	84½	85	—1
200 Chi Alton.	46¾	45	45	—1¼
1100 Chi N W..	150	148½	148½	—1⅜
1000 C G W new	27	26⅜	26⅜	—1⅛
200 CGW pfnew	51	50¼	51	— ½
5753 C M St P..	139½	137½	138	—1⅞
100 CM SP pf.	156¾	156¾	156¾	—1¼
100 CCC & S L	81½	81½	81½	— ½
400 Col Fuel I.	38	38	38	+ ¼
100 Col F I pf.	115	115	115	+ ⅞
200 Col H C I..	10	10	10	+1⅛
3790 Col South.	62	60¾	61¼	— ¾
4630 Cons Gas..	136¼	133⅝	133¾	—2
400 Corn P R..	15¾	15	15	— ½
300 Del Hud..	170	169½	170	+ ½
1375 Den & Gr..	40	39	39⅛	—1⅛
100 Distil'g S..	29¾	29¾	29¾	— ¾
200 Dul S S A.	14	14	14	
100 D S S A pf.	25	25	25	
2500 Erie.....	28½	27¾	28⅛	— ½
400 Erie 1st pf	45	44½	44½	—1
100 Erie 2d pf.	35¾	35¾	35¾	—1¼
200 Gen Elec..	147	146⅛	147	
5400 Gt Nor pf.	134⅛	132¾	133¼	— ⅞
1700 G N O ctfs	63½	62¼	62¼	—1¾
1180 Harvester	92	91⅝	91⅝	— ⅜
200 Ill Cent...	133¼	133	133	
200 Int Pap pf	49	48½	48½	+ ½
600 Int Pump.	46	44½	46	+2
100 I Pump pf	85¼	85¼	85¼	+ ¾
4100 Inter-Met	20⅞	20⅛	20¼	- ¾
4100 Int-Met pf	55	53¼	53⅜	—1⅜
300 Iowa Cent	20¼	19½	19½	— ⅞
200 Ia Cen pf..	38⅞	38¾	38⅞	— ⅛
254 Kan & M..	95	95	95	
1110 Kan C So..	33¾	32⅛	32½	—1⅜
200 K C So pf.	66	66	66	+1
200 Lac Gas..	100½	99¾	99¾	— ½
100 L Erie & W	17	17	17	
600 Lou Nash.	145⅞	145	145	—1
200 Manhat'n	133¼	133	133¼	+ ⅛
100 Marine pf.	17¼	17¼	17¼	
400 Minn St L.	35½	34	35½	+1¾
210 M & St L p.	68	68	68	+ ¾
430 M S P S S M.	136½	135¼	135¼	—2¼
5300 M K & Tex	42	40⅝	41	—1⅛
1300 No Pac...	68¾	68	68½	+ ⅝
1600 Nat Lead.	76	74½	75	—1
10300 N Y Cent	29⅞	28½	28⅝	—1
150 N Y Air Br	72½	72½	72½	— ½
6100 N Y Cent..	120⅛	118¾	118¾	—1⅜
200 N Y N H.	152½	152	152½	+1½
100 N Y N H ctfs	145¼	145¼	145¼	— ¾
500 N Y O & W..	43⅝	43	43	—1
1700 Nor & W..	102¾	101½	101½	—1¼
3200 Nor Pac..	129½	127¾	128¼	—1½
100 Ont Silver	2⅛	2⅛	2⅛	— ⅜
100 Pac Mail..	26	26	26	— ⅝
13600 Penn RR..	132	130¾	131	—1⅜
900 Peo Gas..	107¾	107⅛	107⅛	— ⅞
100 Phila Co..	98	98	98	—1
400 PCC & S L	100¼	99⅞	99⅞	+ ½
400 Pitts Coal.	18¾	18½	18¾	+ ½
200 Pit Coal p.	71	68	71	+1
200 Press S C.	38	38	38	
100 Press S C p	98½	98½	98½	+1
130 Pullman..	161	161	161	—1
300 Rep Steel.	33½	33½	33½	+ ¼
600 Rep St pf.	97¼	97	97	—1
117200 Reading..	158½	155⅝	156¼	—2½
11500 Rock Isld.	44⅞	42¾	43¼	—2¼
200 Sloss-Shef	73	72½	73	
100 StL SF 1p.	66	66	66	
500 StL SF 2p.	46⅜	46	46¼	— ¼
200 StL S W...	29¼	29	29¼	+ ¼
200 StL S W p.	72¼	72	72	— ¾
50600 Sou Pac..	125	122⅝	123⅜	—1⅝
400 Sou Ry Co	26	25½	25½	—1¼
200 So Ry Co p	60	59¼	59¼	—1¾
400 Tex Pac..	31¾	31½	31½	
100 Tol StL W	38	38	38	—1⅛
300 Tol StL Wp	64⅛	64	64⅛	— ⅜
110 Twin CRT	111½	111½	111½	—1½
100200 Un Pac...	181⅛	178⅝	179½	—1⅞
100 Un Pac pf	94½	94½	94½	—1
100 U Dry G pf	109	109	109	+ ¼
100 US R & Im	73½	73½	73½	+ ½
700 U S Rub..	41	40½	40½	+ ⅛
300 US Rub 1p	111½	111⅜	111½	
150700 US Steel..	82¾	80⅝	81	—1⅞
1600 US Steel p.	118	116⅞	116⅞	— ⅞
2125 Utah Cop.	44	42½	42½	— ¾
1400 Va-Car C.	58	56⅞	57	—1¼
100 Va-Car pf.	123¼	123¼	123¼	+ ¾
110 Vulc Det..	18	18	18	
500 Wabash..	19⅞	19½	19½	— ⅜
5900 Wab pf...	44¼	42½	42¾	—1½
600 West'h'se.	63⅝	62½	62½	
100 West Md..	44	44	44	— ¼
600 West U T.	68⅝	68½	68½	+ ¼
200 Wheel L E	33¾	31½	31½	

Total sales of stocks, 698,300 shares.

*Ex dividend.

CLOSING PRICES.

	Bid.	Asked.		Bid.	Asked.
Adams Exp...	65	—	Manhattan..	132	135
Allis Chal...	9⅞	10½	Mackay....	85	88
Allis Ch pf...	35	39	Mackay pf..	75½	77
Amal Cop...	65¼	65⅞	Marine.....	5¾	6
Am Ag Ch...	42½	43¼	Marine pf..	17	17¼
Am B Sug...	25½	26¼	Minn & St L.	3⅜	5
Am Can....	9½	10	M & St L pf.	63	68
Am Can pf...	71⅛	73	MSP & SSM.	134	134½
Am C & F...	58¼	59	MSP SSM pf	143	143
Am C & F pf.	113	115½	M K & T....	40¼	41⅛
Am Cot Oil..	64½	64⅝	M K & T pf..	68½	70
Am Cot O pf.	101	104½	Mo Pacific..	68½	68¾
Am Express.	255	260	Nat Biscuit..	101	109
Am Hide & L	6	6¼	Nat Bis Co pf.	122¼	123¾
Am H&L pf..	37½	52	Nat Lead....	75	75⅝
Am Ice Sec..	24¼	24¼	Nat Lead pf.	106½	106½
Am Linseed.	13	13½	Nat Malting p	63	65
Am Lin pf...	73½	74½	Nat Mex 1 pf	28⅛	29
Am Loco....	46½	47	Nat E&S Co.	19½	21½
Am Loco pf.	103	110½	N J Central.	270	290
Am Malt C...	5¾	6	N Y A B.....	72	72½
Am M Cpf...	35	35¼	N Y Central.	119½	119½
Am Smelt'g.	76½	76⅝	NYC & StL..	56	58
Am Smelt pf	103	103¾	NYC&StL 1pf	100	110
Am Sug Ref.	85½	87½	NYC&StL 2pf	85	87

	Bid.	Asked.		Bid.	Asked.
Am Sugar....	130	131	N Y N H & H.	151½	152½
Am Sugar pf	122	124	N Y O & W..	42½	43
Am T & T....	124⅝	125	North Am...	10½	11
Am Tob pf..	94	95	Nor & West	101½	102
Am Wool....	34½	35½	Nor & W pf..	90	93
Anaconda...	40¼	40⅞	Nor Pacific..	128½	128½
A T & S F....	108½	108⅝	Pac Coast...	106	112
At T & S F pf	101½	102	Pac Coast pf	90	108
Atl Coast L..	121	122½	Pac Coast 2pf	108	114
Balt & Ohio.	108½	108⅝	Pacific Mail.	35	35¼
Balt & O pf..	58	61	Pac Tel&Tel.	33	35
Bateplias M.	2½	3	Pac T&T pf..	85	90
Beth Steel...	27¼	29½	Pittsburg C.	18¼	18⅝
Beth Steel pf	—	55	Pittsbg-C pf	70	81
Bklyn RT...	78⅝	78½	PCC & St L.	99⅝	100
Bkn Un Gas.	137	142	PCC & St L pf.	105	116
Brunswick..	11	13	Pr Steel Car.	37½	38
Butterick...	30½	35	P Steel C pf..	98	99
Can South...	65	69	Pull P Car...	160	163
Can Pac....	183½	183¼	Ry St Spg...	28	38¾
Cen Leather.	41½	42	Ry St Spg pf	100	103½
Cen Lither pf.	106	107	Reading....	156¼	156⅝
Ches & Ohio.	85	85¼	Read 1st pf..	88½	91½
Chi & Alton..	40	46	Read 2d pf..	98	100
C Gt W new..	16¼	16½	Repub Steel.	33¼	33½
CGW new pf.	51½	52½	Rep Steel pf.	97	98
Chi & N W...	149¾	150	Rock Island.	43⅝	43½
Ch M & St P.	138	138½	Rock Isld pf.	88	89
C M & St P pf.	156½	158	S-Reebuck..	155¼	164
C C C & St L.	80¼	82½	Sloss-Shef..	72	73
C C C & St L pf	100	110	St L & SF 1pf	66	68
Col Fuel & I.	37⅞	38	St L & SF 2pf	46¼	46¾
Col H C & I..	8½	12	St L S W....	29½	29½
Col South...	61⅛	61½	St L S W pf..	72	72½
Col So 1st pf.	76	78	St P & Om...	140	150
Col So 2d pf.	75	77	So Pacific...	123⅝	123½
Con Gas.....	133¾	124½	So Pr Sug...	8½	—
Corn Pd Ref.	14⅞	15½	So Pr Sug pf	111	—
Corn P Ref p	74¾	76½	Southern Ry	25¾	26¼
Del & Hud...	169	172	So Ry pf.....	59⅝	59¾
Del L & W...	155	165	Texas Pac...	31¼	32
Den & RG...	39	39½	Third Av...	61¼	61½
Den & RG pf	78¼	79	T St L & W..	37½	39
Dis Secur...	29¾	31	C St L W pf..	63	64¼
D S S & A...	13½	14½	Twin City...	111¼	113
D S S & A pf.	35	36	Un Bag & P..	8	9
Du Pont P pf	84	90	Un Bag&P pf	55	60
Erie.....	28½	28¼	Un Pacific...	179¼	179½
Erie 1st pf...	44	44½	Un Pac pf..	93½	94½
Erie 2d pf...	35	36	Union R lav.	32	34
Fed Min & S.	39	41	Un R lav pf.	62	64
Fed M&S pf.	95	101½	Un Cigar pf.	106	110
Gen Elec....	146	147½	Un Dry Gds.	106	110½
Gt North pf.	133¼	133½	Un Dry G pf.	108	109¼
Gt N O ctfs..	62¼	63	US Cl Pipe..	20	32
Harvester...	91½	92½	US Cl P pf..	70	72
Harv'ter pf.	122	125	US Express.	104	110
Havana El..	92½	94	US Rlty & I..	72¾	73¾
Havana pf..	—	97¾	US Red & R..	5	8¾
Hock V rcts.	120	124	US R&R pf..	18	25
Hock Val pf.	100	100	US Rubber..	40	41
Illinois Cen..	133	134	US Rub 1 pf.	110	112½
Inter-B Met.	20¼	20¼	US Rub 2 pf.	75	80
Int-B Met pf	53¼	53½	US Steel....	81	81½
Int Paper...	11½	12	U S Steel pf.	117	117½
Int Paper pf.	49	50	Utah Copper	42⅝	43
Int Pump...	46	46½	Va-Car.....	56¾	58½
Int Pump pf.	84½	85	Va-Car pf...	120	123¼
Iowa Central	19½	20	Wabash.....	19¼	19½
Iowa Cent pf	37	39	Wabash pf..	42⅝	43
Kan City So.	32¼	32½	Wells-F Ex..	168	178
Kan C So pf.	66	70	Westhouse..	42½	43
Lackawanna	99½	99¾	West Un Tel.	68½	68⅝
Lake E & W.	16	18	Wheel & L E.	3½	4½
L E & W pf..	45	60	W & L E 1 pf.	8	10
Long Island.	64	66	W & L E 2 pf.	4½	5
Lou & Nash.	144	144	Wis Central..	47½	50

THE CURB MARKET.

Although slightly increased as compared with the preceding session, only a very moderate volume of business was transacted in curb stocks yesterday. The market was mostly in the copper shares, which maintained a fairly steady tone in the face of a renewal of selling in the forenoon. The most active issue was Ray Central, which was dealt in heavily at 2¼ and later at 2½. United Copper made a new low record at 4, and then rallied quickly to 4½. Standard Oil sold at 627, but American Tobacco