KIDDER, PEABODY & CO.
115 Devonshire Street, Boston — 66 Wall Street, New York
Investment Securities
Foreign Exchange
Letters of Credit
Correspondents of
BARING BROTHERS & CO., Ltd
LONDON

We Offer a Selected List of
Tax Exempt BONDS
Eligible for Savings Banks and Trust Funds in New York
Particulars Upon Application.
A. B. Leach & Co.
149 BROADWAY, NEW YORK

MEGARGEL & CO.
BANKERS
O'Gara Coal 5s, 1955
Paint Creek Collieries 5s, 1950
Penn. Coal & Coke 5s, 1953
Schwarzschild & Sulzberger 6s, 1916
5 NASSAU ST. NEW YORK

TUCKER, ANTHONY & CO.
Bankers and Brokers
24 Broad Street
MEMBERS OF NEW YORK AND BOSTON STOCK EXCHANGES
53 State Street, Boston — 17 Pleasant Street, New Bedford

J.K. Rice, Jr. & Co.
FOR SALE
132 Baring Cross Bridge
100 Brooklyn Union "L" Com.
200 Bush Terminal Com.
28 Int. Silver Pfd.
100 Int. Time Recording Com.
50 Mohawk Valley Co.
100 Nat. Light, Heat & Power Com.
50 Nat. Light, Heat & Power Pfd.
25 New York Curtain
100 N. Y. State Rys. Com.
20 Old Dominion S. S.
50 Park Bank "Rights"
25 Sen-Sen Chiclet
10 Singer Manufacturing
50 Texas Company
125 United States Motor Com.
50 Wells Fargo Express
100 Western Pacific
We have good markets in unlisted and inactive securities and respectfully invite inquiries.
J.K. Rice, Jr. & Co.
'Phones 7490 to 7496 Hanover. 33 Wall St., N. Y.

E.F. Hutton & Co
33 New Street, New York
WIRES TO
WASHINGTON, PHILADELPHIA, CINCINNATI, CHICAGO, SAN FRANCISCO and LOS ANGELES.
STOCKS BONDS
COTTON GRAIN
Members New York Stock Exchange

Bonds
Legal Investments
for
Savings Banks and Trustees.
List on request.
White, Weld & Co.,
8 Nassau St., New York — The Rookery, Chicago

Listed Stocks
Write for our Circular No. 83, describing over 100 different stocks listed on the New York Stock Exchange
Spencer Trask & Co.
43 Exchange Place, New York.

FOR SALE
Paterson & Passaic Gas & Electric Co. Stock
W. E. R. SMITH & CO.
20 BROAD ST., NEW YORK.

Edward B. Smith & Co
Bankers
Philadelphia — New York

FINANCIAL AND COMMERCIAL.

MONDAY, June 6.

Although at first to-day the stock market displayed strength and for a long period thereafter was steady even if dull at a level of prices but little below the day's highest it became demoralized later on by a renewal of heavy selling both for speculative and investment account, due ostensibly to a recurrence of anxiety regarding the status of affairs in the country's railway and other important interests necessitated by the recent action of the Government in taking steps to prevent an advance in railway rates. It may be questioned whether this was in fact the reason of the break in the market this afternoon. The decline that occurred bore every outward indication of being a speculative drive, even if it did succeed in bringing about a good deal of selling of what Wall Street calls "long" stock and of carrying the prices of many active issues down to new low points for the year. It did not escape the attention of close observers of the market that a few minutes before the close of the Stock Exchange session prices rallied with a vigor that they have not shown on any previous occasion during the recent period of market weakness. This might have been due, and perhaps it was in large measure, to the mere retirement at a good profit of speculative contracts for the fall, but even if this was the case such retirement went on with a greater rush than at any time hitherto, and it was so actively conducted as to cancel a very large share of the declines that had been made in the preceding hour. These declines were, it must be admitted, of rather surprising proportions considering the extent of the break in the market last week, and they excited general predictions among the curb stone trading element that terrible things were about to happen. But they did not alter the conviction of sober minded people that there was every fair ground for the presumption that at the conference to be held later in the afternoon between President Taft and the representatives of the Western railway companies now under injunction some resolution would be made of the existing difficulties that have lately arisen between the Government and the railway organizations.

It can hardly be supposed that either those organizations or the President wishes to bring about a period of business depression in the land or that either of them is in such a frame of mind as not to be willing to secure such an adjustment of existing matters in controversy as will call a halt in the slowing down in business that has already obviously set in. While, therefore, nothing was actually known of what the railroads might propose to the President at the meeting to-day or what the President might propose to the railroads, several ways of arriving at such a compromise in the trouble presented themselves to common sense persons as being those which might easily be adopted and would redound to the credit of both parties to the transaction. The railroad companies for their part might, for instance, offer to submit the justice of the proposed increase in rates to the Interstate Commerce Commission for an immediate adjudication, the Government on its part stopping the hastily begun proceedings under the anti-trust law. This was a suggestion made to-day by President Brown of the New York Central Railroad Company. Another arrangement might be for the Western railways to withdraw the notices of increased rates filed with the Interstate Commerce Commission and to make the notices over again in individual form, following the method adopted by the Eastern lines. And the sentiment was very strong in banking circles to-day that if the national Administration insisted upon pursuing without any alteration or deviation whatever the course that it lately mapped out in the matter, and without any reconsideration of the subject in view of the results of large investigation into the customs that in all past time have governed the relations of the railway companies and the Interstate Commerce Commission in such procedures as those that are now the object of debate, it would have to shoulder a heavy load of responsibility for the consequences to the business world. While the stock market was without specific feature to-day the decided weakness of St. Paul stock when prices broke in the afternoon contributed as much to the general fall of the market as anything. The American Sugar Refining shares also fell heavily upon repeated stories that the Government was about to proceed against the sugar refining company as an unlawful combination under the Sherman law. Both the grain and cotton markets advanced for no known reason except that both have been weak lately and that an upward reaction in them was natural for technical reasons. Sterling exchange was weak, especially for French remittance.

New York Stock Exchange Sales, June 6.

CLOSING PRICES OF UNITED STATES BONDS

	Bid.	Asked.		Bid.	Asked.
2s reg.	100⅜	101⅛	4s coup.	114⅛	115⅛
2s coup.	100⅜	—	Pan 2s r.	100⅜	101
3s reg.	102	103	Pan 2s c	100⅜	101
3s coup.	102	103	Philip.	100⅛	—
4s reg.	114⅜	115			

RAILROAD AND OTHER BONDS

Sales.		High-est.	Low-est.	Close-ing.	Net Ch'ge.
200	Allis Chal	8¼	8	8¼	− ¼
200	Allis Ch pf	32	31	31	− ¾
54500	Amal Cop.	65	62⅞	64	
300	Am Ag Ch	42	42	42	+ ¼
1500	Am B Su	32⅞	32	32	− 1
980	Am Can	9⅛	9	9	
500	Am Can pf	70½	69⅞	69⅞	− ⅞
2800	Am Car F.	53½	50½	51½	−1½
300	Am C F pf	113¾	113¼	113¼	− ¼
2400	Am Cot O.	60¼	58⅛	58¼	−1⅜
400	Am H L pf	34⅝	34	34	− ⅝
600	A Ice Secs	22	21¼	21¾	
100	A Linseed.	12½	12½	12½	
200	A L'seed p	34	33⅞	33⅞	+1⅜
1500	Am Loco.	42½	41	41	− ½
200	A Malt'Crp	5¾	5¾	5¾	
100	A M Crp pf	33½	33½	33½	− ½
17800	Am Smelt.	75	72	73⅝	− ⅜
300	A Smelt pf	102¾	102⅝	102⅝	+ ⅛
100	AmSteel F	49⅛	49⅛	49⅛	− ⅜
6100	Am Sugar	118¾	114¼	114¾	-4⅜
600	A Sugar p	118	115	115	−5¼
4200	Am T & T.	133¼	132	132	− 1
200	A Tob pf.	95⅝	95½	95½	
100	Am Wool.	32	32	32	− ½
200	A Wool pf	98½	97⅞	98½	+ ½
5900	Anaconda	41	38	39¼	−1
18300	A T & S F.	103¼	100⅜	101½	−1
300	A T S F pf	100¼	100	100¼	− ¼
600	At C Line	118	117½	117½	− ⅜
5600	Balt & O.	111¼	109⅝	110¼	− ¾
5800	Bkn R T.	77⅜	76	76	− 1
100	Bkn U Gas	136	136	136	+1
100	Butterick.	29½	29½	29½	
2000	Can Pac	194⅞	193½	193¾	− ½
1700	Cen Leather	36	35	35	−1
300	Cen L pf	106	106	106	
17300	Ches Ohio.	82	78	79¼	−1⅞
500	Chi Alton.	41½	40	40	−1
1300	Chi N W	144	142	142	−1
500	C G W new	26	25½	25¼	+ ⅛
300	C G W pf new	46	45¾	45¾	+ ⅝
24100	C M St P.	127	121	122¼	−4
200	C M St P pf	151	150	150	−1¼
200	C C C & S L	79	78	78	−1
1500	Col Fuel I.	34	32¼	32¼	−1¼
100	Col F I pf	111⅜	112⅜	112⅜	− ½
100	Col H C I.	51¼	51¼	51¼	− ¾
1000	Col South.	56½	55¼	55¼	−1⅜
17300	Cons Gas.	134	129	130¼	−2¼
800	Corn P R.	14¾	14½	14½	
200	Corn PR p	73	72⅝	73	
500	Del Hud.	163⅝	161	161	−2¼
1800	Den R Gr.	35	32⅝	33½	− ⅞
300	Den RG pf	77	76⅝	77	− ⅞
400	Distils' N.	28½	28	28	− ½
200	D S S A pf	24½	24¼	24¼	− ¼
3000	Erie	26	25⅛	25⅛	− ⅝
1200	Erie 1st pf	44	42	42	−1¾
1600	Gen Elec.	142¼	140	140	−1
5800	Gt Nor pf	130	126	126½	−1¼
2100	G N O ctfs	60½	57½	57½	−1½
4300	Harvester	96⅞	95	95	+ ¼
100	Harv pf.	122	122	122	
200	Hock Vy	117½	117¼	117¼	+ ¼
1200	Ill Cent.	131	129⅛	129⅛	−1⅛
800	Int Paper.	11⅛	10¾	10¾	− ¼
300	Int Pap pf	50	48½	48½	−1½
900	Int Pump.	44⅞	44½	44½	− ½
4700	Inter Met	18⅜	17½	17½	− ⅜
5700	Int Met pf	49¾	47¾	48½	− ⅛
800	Ia Cen pf.	35¼	34¾	34¾	+ ¾
1000	Kan C So.	32	31	31	
1800	K C So pf.	64½	62⅝	62⅝	−1⅜
900	Lac Gas.	101⅛	100⅜	100⅜	− ¼
1800	Lou Nash.	142	140	140	−1¾
100	Mackay.	85	85	85	
300	Manhat'n	133	132	132	− ⅛
100	Marine.	5¼	5¼	5¼	
300	Marine pf.	18	17½	18	+ ¼
300	MSP SSM.	136⅜	136	136⅜	+ ⅞
200	MSPSM p.	145½	144	144	− ¼
8600	M K & Tex	38¾	37¼	37¾	− ¼
100	M K & T p.	66½	66½	66½	+1½
3200	Mo Pac.	67	64½	64½	− ½
100	Nat Bis	104¼	104¼	104¼	+1¼
200	Nat Bis pf	123	123	123	
2600	Nat Lead.	72¾	71¼	71½	− ¾
100	Nat L pf	107	107	107	
200	Nat E & S.	19¾	18½	18½	− ⅛
100	NRyM 1pf	65¾	65¾	65¾	+1¾
300	NRyM 2pf	27	26⅞	26⅞	
1000	Nev Consol.	19⅝	19⅛	19⅛	− ⅛
1700	N Y Air Br	61¼	59	59	−2
13600	N Y Cent.	114¾	113½	113¼	−1
400	N Y C & L.	61	60¾	60¾	+ ¼
100	N Y N H & H.	150	150	150	− ¾
2500	N Y O & W.	43¾	42¾	43	− ¼
1600	Nor & W.	99⅞	98½	98¾	− ⅝
400	Nor Am.	67½	66⅛	66⅛	
9100	Nor Pac.	124⅛	122¼	122⅝	− ⅜
600	Pac Mail	24¼	23½	23½	+ ⅜
200	Pac T&T.	33	33	33	+1½
33300	Penn RR.	130⅜	128	128⅞	−1
2500	Peo Gas.	104½	103¼	103⅜	− ⅝
100	Phila Co.	94	94	94	−3
700	PCC & S L.	97½	95⅛	97	+2
200	Pit Coal p.	63	63	63	
800	Press S C.	33	32¼	32¾	
100	Press SC p	93½	93⅛	93⅛	−1½
100	Pullman	161	161	161	+1
200	Q Ck'siv pf	45⅝	41½	41½	− ¼
2000	Ry St Spg.	32½	31¾	31¾	− ¾
100	Ry S Sp p.	100	100	100	
3600	Rep Steel.	29	27	27½	− ⅝
700	Rep St pf.	93⅞	91¼	91¼	−2¾
133500	Reading	152⅝	147½	149¼	−2
400	Read 2d p.	97	96	96	−2
12800	Rock Isld.	40	38¼	38⅞	− ⅝
1300	Rock I pf.	85¼	82¾	82¾	−2⅜
600	Sloss Shef	69	66¾	66¾	−2¼
3500	StL SF 2p.	42	37	39	−2
100	SLSFCEl c	125	125	125	−17
400	StL S W.	29½	29¼	29¼	− ¼
100	StL S W p.	74¼	73⅝	74¼	+1¼
45200	Sou Pac.	119¼	115¼	117	−1¼
3050	Sou Ry Co	25¼	24	24	− ⅞
1200	So Ry Co p	59½	58	58	− ¾
100	Tenn Cop.	25	25	25	+ ½
100	Tex Land.	88	88	88	−2
1000	Tex Pac.	28½	28	28	− ½
100	Tol Rys	9	9	9	+ ½
500	Tol StL W	28¼	27¼	27¼	− ¾
100	Twin CRT	109	109	109	+1
135600	Un Pac.	170	164⅜	167½	−1⅛
1300	Un Pac pf	93	91	91	− ½
200	Un Dry G	105¼	105	105	−1
300	US C I Pipe	19½	19	19	− ½
1400	U S Rub.	38	37	37	
700	USRub 1p	108½	107⅝	107⅞	− ⅜
200	USRub 2p	76	75¼	76	−1
235700	U S Steel.	77⅜	74½	75⅞	− ¾
6800	USSteel p	115⅜	114⅜	114⅞	− ¾
5400	Utah Cop.	43¾	41⅝	43	+1
4100	Va-Car C.	59½	57½	57½	−1¼
100	Vule Det.	15	15	15	−3
2000	Wabash.	19¼	18⅛	18¼	− ¼
4500	Wab pf.	42	40⅛	41	− ⅞
2600	West'h'se.	60	59	59	− ½
1300	West Md.	43½	42	42	−2
700	West U T.	65	62½	62½	−2½
200	W & LE 2p	5	4¼	4¼	

Total sales of stocks, 986,500 shares.

		High-est.	Low-est.	Close-ing.	Net Ch'ge.
200	Allis Chal	8¼	8	8¼	− ¼
200	Allis Ch pf	32	31	31	− ¾
54500	Amal Cop.	65	62¾	64	
300	Am Ag Ch	42	42	42	+ ¼
1500	Am B Su	32⅞	32	32	− 1
980	Am Can	9⅛	9	9	
500	Am Can pf	70½	69⅞	69⅞	− ⅞
2800	Am Car F.	53½	50½	51½	−1½
300	Am C F pf	113¾	113¼	113¼	− ¼
2400	Am Cot O.	60¼	58⅛	58¼	−1⅜
400	Am H L pf	34⅝	34	34	− ⅝
600	A Ice Secs	22	21¼	21¾	
100	A Linseed.	12½	12½	12½	
200	A L'seed p	34	33⅞	33⅞	+1⅜
1500	Am Loco.	42½	41	41	− ½
200	A Malt'Crp	5¾	5¾	5¾	
100	A M Crp pf	33½	33½	33½	− ½
17800	Am Smelt.	75	72	73⅝	− ⅜
300	A Smelt pf	102¾	102⅝	102⅝	+ ⅛
100	AmSteel F	49⅛	49⅛	49⅛	− ⅜
6100	Am Sugar	118¾	114¼	114¾	-4⅜
600	A Sugar p	118	115	115	−5¼
4200	Am T & T.	133¼	132	132	− 1
200	A Tob pf.	95⅝	95½	95½	
100	Am Wool.	32	32	32	− ½
200	A Wool pf	98½	97⅞	98½	+ ½
5900	Anaconda	41	38	39¼	−1
18300	A T & S F.	103¼	100⅜	101½	−1
300	A T S F pf	100¼	100	100¼	− ¼
600	At C Line	118	117½	117½	− ⅜
5600	Balt & O.	111¼	109⅝	110¼	− ¾
5800	Bkn R T.	77⅜	76	76	−1
100	Bkn U Gas	136	136	136	+1
100	Butterick.	29½	29½	29½	
2000	Can Pac	194⅞	193½	193¾	− ½
1700	Cen Leather	36	35	35	−1
300	Cen L pf	106	106	106	
17300	Ches Ohio.	82	78	79¼	−1⅞
500	Chi Alton.	41½	40	40	−1
1300	Chi N W	144	142	142	−1
500	C G W new	26	25½	25¼	+ ⅛
300	C G W pf new	46	45¾	45¾	+ ⅝
24100	C M St P.	127	121	122¼	−4
200	C M St P pf	151	150	150	−1¼
200	C C C & S L	79	78	78	−1
1500	Col Fuel I.	34	32¼	32¼	−1¼
100	Col F I pf	111⅜	112⅜	112⅜	− ½
100	Col H C I.	51¼	51¼	51¼	− ¾
1000	Col South.	56½	55¼	55¼	−1⅜
17300	Cons Gas.	134	129	130¼	−2¼
800	Corn P R.	14¾	14½	14½	
200	Corn PR p	73	72⅝	73	
500	Del Hud.	163⅝	161	161	−2¼
1800	Den R Gr.	35	32⅝	33½	− ⅞
300	Den RG pf	77	76⅝	77	− ⅞
400	Distils' N.	28½	28	28	− ½
200	D S S A pf	24½	24¼	24¼	− ¼
3000	Erie	26	25⅛	25⅛	− ⅝
1200	Erie 1st pf	44	42	42	−1¾
1600	Gen Elec.	142¼	140	140	−1
5800	Gt Nor pf	130	126	126½	−1¼
2100	G N O ctfs	60½	57½	57½	−1½
4300	Harvester	96⅞	95	95	+ ¼
100	Harv pf.	122	122	122	
200	Hock Vy	117½	117¼	117¼	+ ¼
1200	Ill Cent.	131	129⅛	129⅛	−1⅛
800	Int Paper.	11⅛	10¾	10¾	− ¼
300	Int Pap pf	50	48½	48½	−1½
900	Int Pump.	44⅞	44½	44½	− ½
4700	Inter Met	18⅜	17½	17½	− ⅜
5700	Int Met pf	49¾	47¾	48½	− ⅛
800	Ia Cen pf.	35¼	34¾	34¾	+ ¾
1000	Kan C So.	32	31	31	
1800	K C So pf.	64½	62⅝	62⅝	−1⅜
900	Lac Gas.	101⅛	100⅜	100⅜	− ¼
1800	Lou Nash.	142	140	140	−1¾
100	Mackay.	85	85	85	
300	Manhat'n	133	132	132	− ⅛
100	Marine.	5¼	5¼	5¼	
300	Marine pf.	18	17½	18	+ ¼
300	MSP SSM.	136⅜	136	136⅜	+ ⅞
200	MSPSM p.	145½	144	144	− ¼
8600	M K & Tex	38¾	37¼	37¾	− ¼
100	M K & T p.	66½	66½	66½	+1½
3200	Mo Pac.	67	64½	64½	− ½
100	Nat Bis	104¼	104¼	104¼	+1¼
200	Nat Bis pf	123	123	123	
2600	Nat Lead.	72¾	71¼	71½	− ¾
100	Nat L pf	107	107	107	
200	Nat E & S.	19¾	18½	18½	− ⅛
100	NRyM 1pf	65¾	65¾	65¾	+1¾
300	NRyM 2pf	27	26⅞	26⅞	
1000	Nev Consol.	19⅝	19⅛	19⅛	− ⅛
1700	N Y Air Br	61¼	59	59	−2
13600	N Y Cent.	114¾	113½	113¼	−1
400	N Y C & L.	61	60¾	60¾	+ ¼
100	N Y N H & H.	150	150	150	− ¾
2500	N Y O & W.	43¾	42¾	43	− ¼
1600	Nor & W.	99⅞	98½	98¾	− ⅝
400	Nor Am.	67½	66⅛	66⅛	
9100	Nor Pac.	124⅛	122¼	122⅝	− ⅜
600	Pac Mail	24¼	23½	23½	+ ⅜
200	Pac T&T.	33	33	33	+1½
33300	Penn RR.	130⅜	128	128⅞	−1
2500	Peo Gas.	104½	103¼	103⅜	− ⅝
100	Phila Co.	94	94	94	−3
700	PCC & S L.	97½	95⅛	97	+2
200	Pit Coal p.	63	63	63	
800	Press S C.	33	32¼	32¾	
100	Press SC p	93½	93⅛	93⅛	−1½
100	Pullman	161	161	161	+1
200	Q Ck'siv pf	45⅝	41½	41½	− ¼
2000	Ry St Spg.	32½	31¾	31¾	− ¾
100	Ry S Sp p.	100	100	100	
3600	Rep Steel.	29	27	27½	− ⅝
700	Rep St pf.	93⅞	91¼	91¼	−2¾
133500	Reading	152⅝	147½	149¼	−2
400	Read 2d p.	97	96	96	−2
12800	Rock Isld.	40	38¼	38⅞	− ⅝
1300	Rock I pf.	85¼	82¾	82¾	−2⅜
600	Sloss Shef	69	66¾	66¾	−2¼
3500	StL SF 2p.	42	37	39	−2
100	SLSFCEl c	125	125	125	−17
400	StL S W.	29½	29¼	29¼	− ¼
100	StL S W p.	74¼	73⅝	74¼	+1¼
45200	Sou Pac.	119¼	115¼	117	−1¼
3050	Sou Ry Co	25¼	24	24	− ⅞
1200	So Ry Co p	59½	58	58	− ¾
100	Tenn Cop.	25	25	25	+ ½
100	Tex Land.	88	88	88	−2
1000	Tex Pac.	28½	28	28	− ½
100	Tol Rys	9	9	9	+ ½
500	Tol StL W	28¼	27¼	27¼	− ¾
100	Twin CRT	109	109	109	+1
135600	Un Pac.	170	164⅜	167½	−1⅛
1300	Un Pac pf	93	91	91	− ½
200	Un Dry G	105¼	105	105	−1
300	US C I Pipe	19½	19	19	− ½
1400	U S Rub.	38	37	37	
700	USRub 1p	108½	107⅝	107⅞	− ⅜
200	USRub 2p	76	75¼	76	−1
235700	U S Steel.	77⅜	74½	75⅞	− ¾
6800	USSteel p	115⅜	114⅜	114⅞	− ¾
5400	Utah Cop.	43¾	41⅝	43	+1
4100	Va-Car C.	59½	57½	57½	−1¼
100	Vule Det.	15	15	15	−3
2000	Wabash.	19¼	18⅛	18¼	− ¼
4500	Wab pf.	42	40⅛	41	− ⅞
2600	West'h'se.	60	59	59	− ½
1300	West Md.	43½	42	42	−2
700	West U T.	65	62½	62½	−2½
200	W & LE 2p	5	4¼	4¼	

Total sales of stocks, 986,500 shares.

Chi & Alton 3½s	70	Mobile & Ohio	1000	100½	
3000	70	St L & C 4s 1931			
C B & Q joint 4s		1000	96	U Pacific ref 4s	
3000	95¼	NatRysMex 4½s		9000	96¼
1000	95⅛	1500	94	Union Pac cv 4s	
7000	95	2000	94¼	10000	102⅞
46000	94⅞	NY Air Brk cv 4s		9000	102¾
Chi R & Q ill 4s		1000	102	26000	102⅝
1000	98½	7000	100	9000	102¾
Chi B&Q ill 3½s		N Y Cen L S 3½s		20000	102⅞
10000	87	10000	80¾	35000	102¾
Chi Mil & St Paul		N Y Cen MC 3½s		56000	102½
C & P W 5s		2000	79	U S Leather 6s	
4000	106⅛	NYCity 4½s 1957		2000	104⅛
C M & St P deb 4s		1000	107⅛	U S Realty & I 5s	
1000	92	10000	107	3000	88⅛
Chi & N W 3½s		new		2000	88
6000	87½	10000	107	U S Rubber 6s	
Chi Rl & P RR 4s		NYCity 4½s 1917		1000	102⅛
9000	75½	new		1000	102
10000	75⅜	3000	102¾	2000	102⅜
20000	75½	NYCity 4½s reg		U S Steel s f 5s	
5000	75⅜	6000	101	12000	103
10000	75¼	N Y City 4s 1955		3000	102⅞
5000	75⅛	25000	99	11000	103
20000	75	N Y City 4s 1958		5000	102⅞
Chi Rl & P Ry 4s		15000	99	4000	103
1000	95	N Y City 4s 1957		4000	102¾
Chi Rl & P ref 4s		1000	99	20000	103
1000	87⅞	N Y Gas Elec Lt		Wab Pier 1st 4s	
10000	87¾	H & P 5s		3000	81½
11000	87½	4000	100½	3000	81½
10000	87¼	N Y Gas Elec Lt		certificates	
10000	87⅜	H & P 4s		1000	87
C C C & St L gen 4s		1000	83⅛	10000	36
1000	90½	NY N H & H cv 6s		Wabash ext 4s	
Colf & I cv deb 5s		10000	131½	9000	66¾
15000	96½	4000	131¼	16000	66½
Colo In col tr 5s		NY N H & H cv 3½s		7000	66⅜
7000	77	1000	94¼	38000	66½
Colo Midland 4s		N Y Tel gen 4½s		45000	66¾
1000	72	4000	97	6000	66⅞
Colo So ext 4½s		1000	96⅞	5000	66¾
3000	96¼	3000	96½	32000	66½
Del & Hud ref 4s		Norfolk & W 4s		12000	66¼
10000	98⅜	10000	98	32000	66½
Den & Rio ref 5s		Norf & W cv 4s		10000	66¼
1000	91¾	10000	100½	45000	66⅛
3000	91½	10000	100⅜	5000	66¼
Distillers Secur		22000	100½	7000	66⅛
Ilies Corp 5s		8000	100¼	5000	66¼
1000	67½	7000	100	Westing El cv 5s	
E T V & Gas 5s		North Pacific 4s		2000	88¼
10000	110	10000	101	Wa Maryland 4s	
Erie cv 4s ser A		10000	100⅞	1000	83
4000	73	9000	100¾	West Shore 4s	
2000	70½	Or Short Line 6s		1000	100⅞
Erie Penn Coal		3000	113⅜	4000	100½
col tr 4s		Or S Line 1st g 4s		Wh & L Erie 5s	
1000	84½	1000	93	1000	102
Gen Elec cv 5s		Pacific Coast 1st		Wisconsin Cent 4s	
10000	136	1000	105	1000	90¾

Total sales of bonds (par value), $2,022,000

RAILROAD AND OTHER SHARES.

Sales.		High-est.	Low-est.	Close-ing.	Net Ch'ge.
200	Allis Chal	8¼	8	8¼	− ¼
200	Allis Ch pf	32	31	31	− ¾
54500	Amal Cop.	65	62¾	64	
300	Am Ag Ch	42	42	42	+ ¼
1500	Am B Su	32⅞	32	32	− 1
980	Am Can	9⅛	9	9	
500	Am Can pf	70½	69⅞	69⅞	− ⅞
2800	Am Car F.	53½	50½	51½	−1½
300	Am C F pf	113¾	113¼	113¼	− ¼
2400	Am Cot O.	60¼	58⅛	58¼	−1⅜
400	Am H L pf	34⅝	34	34	− ⅝
600	A Ice Secs	22	21¼	21¾	
100	A Linseed.	12½	12½	12½	
200	A L'seed p	34	33⅞	33⅞	+1⅜