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FINANCIAL AND COMMERCIAL.

TUESDAY, September 20.

To-day the action of the stock market was such as to give additional corroboration to the view that the present market is after all that can be said about it one way or the other only a dull, idle and drifting affair, with fluctuations in prices still betraying no tendency to depart from a narrow range. Within the last three business days a somewhat firmer undertone has been evident in the market and the feeling of the greater number of the rank and file of Wall Street speculators has been more optimistic. In this period prices have advanced continuously, even if very slightly, and in the first half hour of business this morning a further rise was recorded, making a net advance since the latter part of last week of nearly a couple of points in the two or three leading stocks on which activity chiefly converges. But this recovery served, as it has done all along for more than six weeks past, as an opportunity for immediate profit taking on the part of professional operators, and in a short time the market was back again at the level from which the rise started. The decline was led by a rather particular selling movement in United States Steel common stock, based upon the general idea that the period of depression in the iron and steel trade is by no means over and by specific rumors that a formal cut in iron and steel prices might be soon announced. No confirmation of these stories was to be had, and judging from the not infrequent action of the stock market in the past when such cuts have been made there was not a little ground for the opinion that even if reductions in the prices of iron and steel products were ordered their effect would be helpful rather than otherwise both to the iron and steel market proper and to the quotations for iron and steel stocks. It was also noticeable that the pressure upon Steel stock was only moderately communicated to the rest of the security list. At the close the general market rallied with considerable vigor, leaving net changes in prices irregular and with advances predominating. News of the day apart from the steel rumors was still unimportant. The weather continued fine for the crops everywhere, leading to renewed heaviness in the corn market. Wheat and cotton, however, were stronger, the latter upon the prevailing impression that recent selling of cotton had been somewhat overdone and the former upon an advance in grain in Liverpool. Stories were again in circulation, as they were yesterday, that representatives of some of the largest banking interests in the city were soon to enter the directorate of the Interborough-Metropolitan Company and that some plan of financing by this company would soon be made public. A formal statement that the stockholders of the Oregon Short Line Railroad would be asked to authorize an increase in the capital stock of the company of $72,500,000 attracted little attention, inasmuch as it was understood that the issue of stock when made would be solely for the purpose of paying off the indebtedness of the company to the Union Pacific Railroad Company, which is substantially the sole owner of the Oregon Short Line concern.

It was a development to-day worthy of more than passing note perhaps that the report of exports of merchandise from this city for the week ended September 17 told of a rise in the value of these exports from $12,833,000 last week to $14,182,000, comparison also being made with exports of $11,026,000 in the same week last year. The cotton validation question continued to be discussed in banking circles, but the opinion was universally expressed that this question, which is one in which foreign buyers of cotton no less than American producers are interested in seeing amicably settled, would in fact reach a satisfactory adjustment before it became a source of definite trouble in the financial sense. There is no doubt that up to the present time the matter has still operated as something of a financial drawback, inasmuch as it has led to preparations toward financing by Southern banks of the year's movement of cotton from the plantations to primary markets and seaport cities. The event may prove, however, that these preparations have been in the nature of a good thing. They have impressed upon Southern financial interests the necessity of keeping themselves strong in the crop moving season, just as other considerations earlier in the year served to effect a restriction of speculative enterprise in the West. It is obvious that taking the country over all our great staple crops are being hurried to market this year earlier than usual and that no such temptations are being offered by those having control of funds to induce producers of grain and cotton to hold their crops for higher prices as were offered with more or less unfortunate results last year and the year before.

New York Stock Exchange Sales, Sept. 20.

CLOSING PRICES OF UNITED STATES BONDS

	Bid.	Asked.		Bid.	Asked.
2s reg	100¼	101¼	4s reg	114¾	115¼
2s coup	100¼	101¼	4s coup	115	115½
3s reg	101¾	102¾	Pan 2s	100¼	101¼
3s coup	101¾	102¾	Pan 2s 2d	100¼	—

RAILROAD AND OTHER BONDS.

Adams Exp 4s		Cuban 5s		Or Rail & Nav 4s	
1000	92	4000	103	1000	96½
Alb & Susq 3½s		7000	103¼	Or S Line 6s	
20000	92½	Del & H reg 4s		2000	93½
Allis Chal 5s		2000	100¼	Pacific Coast 1st	
1000	77	Den & RG ref 4s		4000	104¼
Ames Agr cv 5s		5000	91½	Penna 4s 1948	
3000	101¼	Erie 1st con 4s		4000	102⅜
Am Ride & L 6s		7000	84	Pere Marq 5s 1955	
1000	93	Erie cv 4s ser B		7000	96¼
Am T & Tel 4s		8000	85	11000	96
15000	100½	Erie gen 4s		5000	96⅛
5000	100⅜	5000	73	2000	96
Am T & T coll 4s		Flint & Pere M 6s		5000	96⅛
14000	90	1000	108½	500	95¾
10000	90⅛	Georgia Pac 1st		registered	
10000	90	1000	113¾	1000	96
5000	90¼	Hocking Val 4½s		Reading gen 4s	
2000	90½	1000	119½	2000	98⅞
Am Tobacco 6s		Hi Central 4s 1952		1000	98¾
1000	105¼	15000	97	registered	
15000	105	Illinois Cent 4s 1953		1000	98¼
30000	105¼	2000	98½	St L & Iron Mt 4s	
Am Tobacco 4s		Interboro-Met 4s		2000	84⅛
35000	81½	45000	101¼	St L & Iron Mt	
20000	81⅝	Int Met 4½s		Riv & Gulf 4s	
5000	81⅞	51000	81⅜	5000	85½
5000	81⅞	20000	81½	St L & SF gen 5s	
5000	81⅞	5000	81⅜	192	
1000	81⅞	23000	81½	5000	87¼
1000	81⅞	17000	81¼	St L & San Fr 6s	
12000	82	4000	81¼	3000	81½
10000	82⅛	5000	81¼	St Lou S W con 4s	
21000	82¼	8000	81¼	20000	74
11000	82⅜	2000	81¼	Seaboard A L 5s	
11000	82⅛	25000	81⅛	4000	99⅞
18000	82	5000	81¼	Seaboard A L 4s	
19000	81⅞	10000	81⅛	stamped	
4000	81¼	49000	81	1000	82½
A T & S F 4s		20000	81¼	Seab A L adj	
1000	93¾	Int & Gt Nor 1st		15000	70
9000	93⅞	9000	107½	9000	69⅞
1000	99	Inter Paper 4s		So Pacific cv 4s	
A T & S F Sh L 4s		2000	100¼	35000	97⅞
10000	93	Japanese 4½s		1000	97½
5000	92¾	1000	94¼	4000	97⅝
A T & S F adj 4s		Japanese 4½s 30		South Pacific 4s	
7000	91½	1000	93¾	5000 s30	91½
stamped		Japanese 4s		So Pacific ref 4s	
4000	91½	500	90	1000 s30	94⅞
Atl Line col tr 4s		Kan C Ft S & M 4s		2000	95
2000	92¾	1000	77¾	1000	94⅞
1000	93	Kan City Sth 5s		1000	95
Balt & O gold 4s		2000	100⅝	6000	94¾
2000	99	L Sh & M Sc 4s		5000	94⅞
Balt & O P L F		1000	93½	Southern Ry 5s	
& M V 4s		L S & M S 4s 1931		1000	107
23000	91½	1000	93⅜	So Ry gen 4s	
Balt & Ohio 3½s		3000	93¼	5000	75½
1000	92⅞	15000	93½	Term R R Assn	
Balt & O S W 3½s		L I Ferry 4½s		of St L 4s	
5000	91¼	1000	98	4000	98
Beth Steel cv 5s		Lou & Nash 4s		2000	97
1000	84¼	2000	97⅞	Third Avenue 4s	
B R T con 4s		L & N All Knox		ctfs stamped	
10000	83	& Cin 4s		5000	59
6000	82⅞	5000	93½	Underground of	
1000	83	Marine cl tr 4½s		London 5s	

Bkn Union El 1st		$3000	65	18000	38
1000	101	Mo K&T of T 5s		Union Pacific 4s	
20000	102	2000	103	35000	100⅞
1000	101½	Mo Kan & Tex 2d		14000	101
4000	102	3000	84	Union Pacific 4s	
Can So 1st ext		Mo K&T of 4½s		6000	98⅝
4000	104½	9000	86	10000	98½
Central Ga 2d inc		1000	86½	10000	98⅝
5000	87	Mo Kan & T fdg		10000	98½
Ches & Ohio 4½s		2000	80	Union Pac cv 4s	
12000	101¼	500	81	5000	102¼
4000	101½	Mo Pacific cv 5s		14000	102½
C & O cv 4½s		1000	92⅞	17000	102⅜
12000	93	500	93½	5000	102¼
10000	92¾	Mo Pacific 4s		U S Rubber 5s	
Chi & Alton 3½s		3000	78½	2000	102⅝
1000	69¾	Nat Rys Mex 4½s		1000	102½
5000	69	50000	94⅞	10000	102⅝
C B & Q joint 4s		NY Air Brk cvds		U S Steel sf 5s	
7000	96¼	1000	102½	7000	104
20000	96⅜	N Y Central 3½s		6000	104⅛
Chi B & Q Ill 4s		22000	88¼	5000	104
4000	93¾	N Y Chi & St L 4s		1000	104⅛
22000	93⅞	4000	99	$1000	104
Chi B&Q Ill 3½s		NY City 4½s 1957		registered	
10000	88¾	2000	107	500	104⅛
12000	88½	new		Va Carolina C 1st	
Chi & East Ill 4s		4000	107	19000	99¼
1000	85½	N Y City 4½s		Wabash 1st	
Chi & Gt W 4s		16000	100⅞	1000	109½
9000	86⅝	N Y City 4s 1959		5000	109¼
41000	86¼	5000	98¾	Wabash 2d	
Chi Mil & St P 4s		registered		1000	99½
8000	90	1000	99	Wab Pitts ter 5s	
2000	98⅞	N Y City 4s 1984		certificates	
Chi & N W 3½s		3000	98⅞	9000	35¼
1000	89	N Y City 4s 1957		2000	35¾
Chi R&P RR 4s		1000	98⅝	Wab P Ter 2d 4s	
25000	74¼	N Y Gas Elec Lt		5000	5
12000	74½	H & P 5s		certificates	
1000	74¼	6000	101	5000	5
4030	74⅜	1000	101⅛	Wabash ext 4s	
5000	74¼	10000	101	10000	63¼
Chi R I & P Ry 4s		NY N H & H cv 6s		1000	63½
1000	97¼	5000	134⅜	30000	63¼
Chi R I & P ref 4s		N Y N H & Hartf 3½s		5000	63⅜
9000	80¾	17000	100	3000	63¼
4000	89⅞	N Y Ont & W 4s		Wm Maryland 4s	
1000	89¾	2000	96	5000	85⅝
5000	89⅞	N Y Tel gm 4½s		10000	85½
3000	90	21000	97⅝	10000	85¾
2000	90¼	Norfolk & W 4s		10000	85⅞
Chi & W Ind 4s		10000	98½	40000	85¾
11000	92	Norf & W Pocah 4s		5000	85½
CCC & St L gm 4s		14000	88¾	17000	85¾
3000	93½	North Pacific 4s		West Shore 4s	
Colo In col tr 6s		1000	100¾	1000	100¾
5000	77	6000	100⅞	1000	100½
Colo So ext 4½s		North Pacific 3s		registered	
3000	96⅝	25000	71¼	2000	98
1000	96½	1000	71⅜	1000	99
10000	96⅝	Og & Lake Ch 4s		Wis Central 4s	
		1000	80½	5000	93¾

Total sales of bonds (par value), $2,355,000

FOREIGN BONDS.

	Bid.	Asked.
German Consols 3½s	92¼	93¼
German Consols 3s	83¼	84¼
Prussian Government 4s	101¼	102¼
Bavarian Government 4s	100¼	101¼
Hessian Government 3½s	99¼	1¼
Saxony Government 3s	82½	83½
Hamburg Government 3s	81¼	82¼
City of Berlin 4s	100¼	101¼
City of Cologne 4s	99⅝	100⅝
City of Augsburg 4s	99⅝	100⅝
City of Munich 4s	99½	100½
City of Frankfort-on-Main 3½s	92½	93½
City of Vienna 4s	95⅝	96⅝
Mexican Government gold 5s	99½	100½
Russian Government gold 4s	81	82
French Government Rente 3s	91¼	92¼
Berlin Consols 4s	3	4

RAILROAD AND OTHER SHARES.

Sales.		High-est.	Low-est.	Clos-ing.	Net Ch'ge.
7000	Amal Cop.	63⅞	62⅝	63	— ⅝
100	Am Ag Ch	44	44	44	
7400	Am B Su	38⅛	36⅞	37⅝	+ ⅝
600	Am Can	8⅛	8	8⅛	+ ⅛
700	Am Can pf	67⅝	66½	66½	+ 1¼
200	Am Car F.	46⅝	46⅝	46⅝	— ⅛
200	Am C O pf	103½	103	103½	+ ⅝
200	A Ice Secs	18	17⅞	17⅞	— ⅝
100	A Linseed.	12	12	12	+ ⅞
300	Am Loco.	37¼	37¼	37¼	+ ¼
100	A Loco pf	104½	104½	104½	—1½
100	Am Snuff p	101½	101½	101½	+2
7200	Am Smelt.	66⅝	65¼	65¾	+ ¼
100	A Sm Sec.	85⅝	85⅝	85⅝	+ ¼
800	Am Sugar	116½	116	116	+ ½
100	Am Tel C.	71	71	71	+1
780	Am T & T.	135	134⅝	134⅝	— ⅝
1300	Am Wool.	28⅝	27⅞	28	+ ¼
200	A Wool pf	95½	95⅜	95⅜	+ ⅜
300	Anaconda	39	38⅝	39	+ ¼
3700	A T & S F.	98⅝	97⅞	98⅝	+ ½
100	A T S F pf	100¼	100¼	100¼	+ ⅛
1215	Balt & O.	104½	103¾	104¼	
600	Beth Steel	27⅞	27½	27½	— ½
300	Beth St pf	58	56½	58	—1⅜
800	Bkn R T	75¼	74⅝	74⅞	— ⅛
1200	Can Pac	190⅝	189⅞	189⅞	— ¼
600	Cen Leather	33	32⅝	32⅝	
3850	Ches Ohio.	75¼	74¼	74½	— ⅝
300	Chi N W.	144¾	144¼	144¾	+ ⅜
100	C G W new	22⅝	22⅝	22⅝	+ ¼
2100	C M St P.	121⅝	120¼	120¾	— ¼
100	C M SP pf	146	146	146	+1
100	Col H C L.	4	4	4	+1
200	Col So 1 pf	72½	72	72	
7000	Cons Gas	131⅞	130	130	— ⅝
200	Corn P R.	137⅞	137⅞	137⅞	— ⅛
200	Corn PR p	74	74	74	+ ½
100	D L & W	495	495	495	—15
300	Den R Gr.	30	30	30	
100	Den RG pf	71¾	71¾	71¾	+ ⅜
1100	Erie	25¾	25¼	25¼	
200	Erie 1st pf	43¼	43	43¼	+ ¼
400	Evans TH	61	60	61	+1
1700	Gt Nor pf	124¼	123½	123¾	
1600	G N Ore	56	54¼	54¼	—1½
600	Goldfield	8¼	8¼	8¼	
100	Harvester	97¾	97¾	97¾	+ ¼
100	Harv pf	120	120	120	
500	Ill Cent	129	128	128	—1
100	Int Paper.	10¼	10¼	10¼	+ ⅛
200	Int Pap pf	47½	47⅛	47⅛	
300	Int Pump.	39¾	39	39¾	
13300	Inter Met	21	19⅞	21	+ ⅝
15200	Int Met pf	53⅝	53⅝	53¼	+ ⅝
200	Ia Cen pf.	30	30	30	— ¼
200	Lac Gas.	100⅝	100¼	100⅝	
600	Lou Nash.	142½	142¼	142½	— ½
100	Mackay.	89	89	89	— ⅝
875	Manhat'n	136½	135	135	+ ⅜
900	Marine.	5	5	5	
1950	Marine pf.	17¼	16⅝	16⅞	+ ½
350	Minn St L.	23¾	23½	23½	— ⅝
300	MSP SSM.	132⅝	131⅞	132⅝	+ ¼
100	MSSM LL	86¼	*86¼	86¼	
200	M K & Tex	31⅝	31⅝	31⅝	+ ⅛
900	Mo Pac.	53¼	52½	52½	
350	Nat Lead.	50⅝	50⅜	50⅜	— ½
100	Nat L pf.	103	103	103	— ½
200	Nev Cons.	20⅛	20⅛	20⅛	
100	N J Cent	250	250	250	—5
2900	N Y Cent.	113⅝	112¾	113¼	+ ½
200	N Y C S L.	61⅛	61⅛	61⅛	— ⅛
400	Nor & W	96⅝	96½	96½	
100	N O T & L.	38½	38½	38½	+2¾
4800	Nor Pac	114⅛	113½	114	+ ¾
2700	Pac Mail.	29½	28⅝	28⅝	+ ⅜
3328	Penn RR.	128¾	128	128¼	— ¼
200	Peo Gas	107⅝	107¼	107⅜	+ ⅛
69200	Reading	141⅝	139⅝	140⅝	+ ⅛
850	Rock Isld.	31	30¾	30¾	
500	Rock I pf.	62	62	62	—2
100	Sloss-Shef	55½	55½	55½	+11½
200	StL SF 2p.	39	39	39	
100	StL S W p.	57⅝	57⅝	57⅝	— ½
7800	Sou Pac.	114¼	113¼	113¾	+ ⅛
600	Sou Ry Co	23¼	23	23¼	+ ½
200	So Ry Co p	52⅝	52	52	+ ½
6500	Tenn Cop.	32½	31½	32	+ ⅝
300	Third AvR	93¾	93¾	93¾	
300	Tol StL W	23⅛	23	23⅛	+ ⅛
300	Tol SL Wp	52⅛	52	52⅛	+ ⅜
100	Twin CRT	110¾	110¾	110¾	+ ⅜
48100	Un Pac	165¾	163⅞	164¾	
100	Un Pac pf	90¾	90¾	90¾	+ ¼
100	U S Rub	34	34	34	—1
109600	U S Steel	68¼	66⅛	66¾	— ⅞
1000	U S Steel p	116⅛	115¾	115¾	+ ¼
700	Utah Cop.	46¼	45½	45½	
1700	Va-Car C.	58	57	57	—1
400	Wabash.	16¼	16¼	16¼	+ ⅛
600	Wab pf.	35⅝	34¾	35	
500	West'h'se.	61	60	60	— ½
100	W h'se p	120	120	120	

Total sales of stocks, 366,400 shares.

*Ex dividend.

CLOSING PRICES.

	Bid.	Asked.		Bid.	Asked.
Adams Exp.	230	—	Manhattan	135	138⅛
Allis Chal.	8	8½	Mackay	88	90
Allis Chal pf.	29	35	Mackay pf.	73½	75
Amal Cop.	62⅞	63¼	Marine	4¾	5
Am Ag Ch	42½	43	Marine pf.	16⅞	17
Am B Sug	37⅝	37¾	Minn & St L.	23¼	24
Am Can.	7⅞	7⅞	M & St L pf.	40	45
Am Can pf	66¼	66½	MSP & SSM.	132⅝	132¾
Am Car Fy.	46¼	46½	MSP SSM pf	145	150
Am Car F pf.	110¼	114	M K & T.	30¾	31⅛
Am Cot Oil	61½	62⅛	M K & T pf.	61¾	63
Am Cot O pf.	101	105	Mo Pacific.	52½	53
Am Express.	225	230	Nat Bis Co.	112	114
Am Hide & L	3¾	4½	Nat Bis Co pf.	120	121½
Am H&L pf.	20¼	21	Nat Lead.	50½	51
Am Ice Sec.	17¾	19½	Nat Lead pf.	103	104
Am Linseed.	11¾	12	Nat Mexican p	69½	70¼
Am Lin pf	31	33	Nat Mex 2 pf	31¼	31⅝
Am Loco.	38½	37	Nev Cons.	20	20⅛
Am Loco pf	104¼	105	N J Central.	249	250
Am Malt C.	4¾	5½	N Y A B.	72	4
Am M C pf.	31¼	31½	N Y Central.	113	113⅛
Am Smelt'g.	65⅛	65¾	NTC & StL.	61	61⅝

	Bid.	Asked.		Bid.	Asked.
Am Smelt pf	101	101¼	NYC&SL 1pf	109	110
Am Sm Sec.	88	88⅝	NYC&SL 2pf	80	93
Am Snuff.	290	300	NY NH & H.	150	156
Am Snuff pf.	98	108	N Y O & W.	43	40⅝
Am St Fy.	42½	43½	North Am	64	66
Am Sugar.	115½	116¼	Nor & West.	98½	99¼
Am Sug pf.	115	117	Nor & W pf.	83	89
Am T & T.	134½	135	Nor Pacific.	113¼	114
Am Tob pf.	92¼	93	Pac Coast.	97	110
Am Wool.	28	28½	PacCoast1pf	80	110
Am Wool pf.	95	95¾	PacCoast2pf	98	114
Anaconda.	38¾	39	Pacific Mail.	28½	29
A T & S F.	98⅝	98⅝	PacTel&Tel.	31¼	35
A T & S F pf.	100	100⅝	Pac T&T pf.	—	—
Atl Coast L.	109	111	Penna RR.	128¼	128½
Balt & Ohio.	104¼	104¾	Peo G L & C.	106⅝	107
Balt & O pf.	86	89	Pittsburg C.	16⅝	17
Batopilas M.	2	2⅝	Pittsbg C pf	68⅝	71
Beth Steel.	27½	28	P C C & St L.	93	95
Beth Steel pf	57¾	59	PCC & SL pf.	101	116
Bklyn R T.	74⅞	75	PrSteel Car.	33	33½
Bkn Un Gas.	132	136	P Steel C pf.	93½	95
Brunswick.	8½	10	Pull P Car.	160	162
Butterick.	28½	30	Ry St Spg.	31	32
Can Pac.	189¾	190¼	Ry St Spg pf	90	99
Cen Leather.	32½	32⅝	Reading.	140¼	140⅝
Cen Leather pf.	104	105½	Read 1st pf.	86	88
Ches & Ohio.	74½	74¾	Read 2d pf.	90½	95
Chi & Alton.	28	30	Repub Steel.	30	30¼
C G W new.	22¾	23	Rep Steel pf.	91¼	91½
C G W new pf.	45½	46	Rock Island.	30½	31
Chi & N W.	144	144⅝	Rock Isld pf.	60	62
Ch M & St P.	120¼	121	Sloss-Shef.	53	55
C M & S P pf.	145	147	StL & SF 1pf	60	65
C C C & St L.	72	75	StL & SF 2pf	38¼	39
C C C&SL pf	99½	110	St L S W.	21	25
Col Fuel & I.	28⅞	29⅞	StL S W pf.	57½	59
Col H C & I.	3½	4½	StP & Om.	133	150
Col South.	53	55	So Pacific.	113⅝	113⅞
Col So 1st pf.	72	74	So P R Sug.	86	—
Col So 2d pf.	70½	71⅝	Southern Ry	23¼	23½
Con Gas.	130¼	130⅝	So Ry pf.	51⅝	52⅝
Corn Pd Ref.	13¾	14	Tenn Cop.	31¼	32
Corn P Ref p	74	74½	Texas Pac.	25½	26½
Del & Hud.	160	162	Third Av.	9¼	9¾
Del L & W.	490	575	T St L & W.	32	38¼
Den & RG.	29¼	30	T St L W pf.	50½	52¼
Den & RG pf	71⅝	71¾	Twin City.	109¼	111
Dis Secur.	27	27½	Un Bag & P.	7	9
D S S & A.	10	12	Un Bag&P pf	54	59
D S S & A pf.	20	23	Un Pacific.	164¾	164⅞
DuPont P pf	—	—	Un Pac pf.	90	91
Erie.	25½	25¾	Union R Inv.	27	30
Erie 1st pf.	41	43	Un R Inv pf.	55	57
Erie 2d pf.	32¼	32¾	Un Cigar pf.	99¼	108
Fed Min & S.	22¼	35	Un Dry Gds.	102	104
Fed M&S pf.	53¼	59	Un Dry G pf.	102	108
Gen Elec.	142	145	US C I Pipe.	15	16
Gt North pf.	123¾	124	US C I P pf.	51	56
G N O ctfs.	54	54½	US Express.	99	108
Goldfield.	8¼	8¼	US Rity & I.	70	71
Harvester.	97	97¾	US Red & R.	5¼	6
Harv'ter pf.	119½	120	US R&R pf.	15½	25
Havana El.	90	97	US Rubber.	33	34½
Havana pf.	—	96	US Rub 1 pf.	107	108
Hock V.	119	125	US Rub 2 pf.	67¼	71
Illinois Cen.	127	127¾	US Steel.	66⅝	66¾
Inter-B Met.	20¼	21	US Steel pf.	115½	116
Int-B Met pf	55	55⅝	Utah Copper	45¾	46
Int Paper.	10¼	10½	Va-Car.	57	58
Int Paper pf.	47	47½	Va-Car pf.	123	125
Int Pump.	39½	40¼	Wabash.	16	16¼
Int Pump pf.	82	84	Wabash pf.	35	35¾
Iowa Cent.	16¼	16¾	Wells-F Ex.	164	168
Iowa Cen pf.	29¼	30	Westhouse.	60	61
Kan City So.	27⅝	29¾	West Md.	43	44
Kan C So pf.	62	65	West Md pf.	67¼	68
Laclede Gas.	100¼	100½	West Un Tel.	63	*64
Lake E & W.	18	18	Wheel & L E.	4½	5½
L E & W pf.	35	40	W & L E 1 pf.	8½	9½
Long Island.	66½	69½	W & L E 2 pf.	6½	7
Lou & Nash.	142	143	Wis Central.	50	52¼

*Ex dividend.

THE BOSTON MARKET.

BOSTON, Sept. 20.—North Butte was the weak feature in the trading in copper shares to-day. The close was 1¼ points below the opening, with sales of 3,400 shares being recorded. The balance of the list showed nothing of special interest. Shattuck and Arizona declared its regular dividend of $1