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THE FINANCIAL SITUATION.

Up to the middle of last week substantially all that was left for commentators upon the stock market to do was to continue to expatiate on the dulness and listlessness of the market just as they had been doing for six weeks past, and due emphasis was laid upon the fact that in this period the movement of the active stocks in the market had been within a range of barely two points and that the market seemed to be tending more and more toward a dead centre. If the market really was upon a dead centre, or nearly so, the fact was important since it would go far toward indicating that the movement of liquidation in stocks that had been running ever since August a year ago was on the point of ending. It was realized on the other hand that several times in the course of the present year the market had become dull after a decline and that the dulness did not then attest that the declining movement was over. It is still true, however, that an accurate simile of a declining market is that of a coiled spring. As prices decline the "technical position" of the market becomes more and more strong, securities pass from weak hands to strong hands, the volume of speculative commitments for the rise becomes lessened and the resilience of the market is increased. After a period it is noticed that bad news does not affect the market as unfavorably as it formerly did and that good news affects it more and more favorably; and then finally the day arrives when prices actually rise upon bad news, all this going to show that the market has discounted pretty nearly everything adverse to it that can happen. Toward the latter part of last week values were for a little time almost buoyant upon the announcement that the master in chancery appointed by the United States Circuit Court in Minnesota for the purpose of taking testimony and making a report upon the application of the railway companies in the State to have set aside the reduction ordered by the State Legislature of railway passenger and freight tariffs there had handed down a decision holding, first, that the action of the State authorities was unconstitutional in that it would interfere with the supervision over the railway companies by the Interstate Commerce Commission and, secondly, that investigation proved that the value of the railway companies in the State, or at least the Great Northern and Northern Pacific companies, was so great as to entitle them to maintain the old time freight and passenger tariffs. Of course this opinion both as to law and facts must be passed upon by the Federal courts. But a fair presumption is that at least as to the facts the decision will be sustained; and the matter is broadly encouraging because it again demonstrates that in the last result the railway companies of the land and other legally formed corporations will be entitled under the law to make such earnings as to allow them to distribute a fair return to their stockholders for the services rendered.

Looking over the situation generally it is clear that as compared with the state of affairs existing at the beginning of the summer two favorable developments of the highest order have taken place. First, the crops of the country have been made and they are turning out not only very well but much larger than it was thought they would in the first days of July. We are to have a wheat crop, as seems, of nearly 700,000,000 bushels, as against the 650,000,000 calculated at one time. In the last month the weather has been so favorable for corn that it now appears to be the consensus in the grain trade that if frost holds off over the corn belt for a week or ten days further a crop of fully 3,000,000,000 bushels will be gathered. It is admitted that as the case stands 75 per cent. of the crop is already safe, so that the question regarding frost, even if this should come immediately, would be as to the locality of the frost, that is to say, whether the particular corn affected was or was not already beyond frost damage. The indications are that a record breaking crop of oats will be harvested. The weather recently too has been favorable for cotton, so that a 12,000,000 bale crop is commonly looked for; and the cotton crop prospect will of course be enlarged the longer frost holds from the cotton belt. Secondly, the financial situation itself has assumed such shape that all fears of possible money stringency through the remainder of the year have vanished. There are those who assert that it was these selfsame fears of stringency and the precautions taken by the banks to avert it that were the sole and only cause of the decline in the stock market in recent months. Early in the summer it was discovered that credit relations over the country, and particularly in the western part of the country, had become extended and that it would be perilous to enter the crop moving season unless they were curtailed. Pressure was therefore brought to bear upon the Western banks to place themselves in a stronger position, while in the Eastern financial centres and particularly in our own city the banks enforced a pretty thorough housecleaning. The result is that we have already safely passed through the first month of the crop moving season with larger reserves still standing in the banks than have been known in pretty nearly all recent years and that the crops have moved to the primary markets much more rapidly than usual, the Western banks declining to encourage in any way a desire on the part of farmers, even if such were expressed, to hold farm products for higher prices. Probably some time before the year is over money rates will be a little higher than they are now, and the Bank of England will sooner or later advance its discount rate from its present low level for reasons incident to the regular course of affairs in the fall months. Practically speaking, however, a money "pinch" has become impossible. Call money still holds at a nominal price, and the current tendency of time money rates is downward, reductions of ¼ of 1 per cent. in all maturities being made here last week. A matter that is still of interest in this respect, although by no means occupying such a prominent place in discussion as it did some time since, is the question of validating cotton bills which the English bankers raised early in the year. Of course if the English banks are not to accept bills drawn after the old fashion our own bankers will have to temporarily finance the movement of the cotton crop themselves and send a great deal of money for a short space of time to the Southern plantations. But, on the other hand, this would mean that the English consumers of cotton would have to pay cash for the commodity when they received it, which would lay upon them the necessity of buying such a great amount of exchange in this country within a limited period as to force a large gold export movement to this side. All parties in interest therefore have the best reasons for coming to some amicable agreement in the matter, and it is accepted by our bankers as a foregone conclusion that this agreement will be reached.

Now, in view of the foregoing circumstances, one other phenomenon has very logically put in an appearance and that is a stronger bond market, and also to some extent for preferred stocks. If the crops are safe and we are to have no money stringency, with something like a glut of money when funds begin to return from the agricultural sections, all this being increased by a more moderate pace in general business, a buying movement in investment securities will inevitably be stimulated unless some great calamity is thought to be possible or imminent, such, for instance, as was the case at the time of the free silver agitation in 1896. But no such calamity can be conjured up; and therefore the bond dealers are replenishing their shelves now practically empty of high grade bonds and stocks, and trust companies and similar financial institutions are entering the bond market as they have not done for a year or more in the past. Nearly all the best bonds have already in the course of the last few weeks moved up decidedly, and the inference is irresistible that with conditions remaining the same they will continue to advance until their price becomes prohibitive, and investment will then direct itself to securities of the second class. There can be no occurrence more favorable than this from the point of view of the stock market itself. After a long period of liquidation, business depression and the like, when the bond market begins to exhibit signs of broad and general strength it is apt to mean that even if the period of business depression may run indefinitely further the security market has turned its face upward rather than downward. It is true that on several occasions in the present year the bond market has acted for a few days as if it were on the point of moving up and then has lapsed once more into inertness and weakness. But the strength this time seems of quite a different sort. There are many observers who think that our greatest general drawback just now is the state of our foreign trade as shown in the Government's monthly reports of the value of exports and imports, these exhibiting a continuing excess of imports over exports. It is interesting to note, however, that in banking and foreign exchange circles the deduction drawn from these figures is in no way alarming and is more to the effect that our people have been somewhat extravagant lately than that the nation as a whole is becoming impoverished. The matter of foreign exchange is an extremely complicated affair where superficial appearances are sometimes misleading, and political economists have long since discovered that an apparent heavy trade balance against the country does not necessarily indicate lack of prosperity. Some months since a ship left this port for Liverpool laden with a cargo of choice lumber valued at $24,000. In Liverpool the lumber was exchanged for articles known as China goods, being of the sort readily sold in the Orient, and these goods were exchanged in Shanghai for a cargo of tea which when laid down in New York had an estimated value of $64,000. The country really was a large gainer by the series of transactions, although the export and import figures taken by themselves indicated a loss. It may be that there is more of this sort of thing going on than is commonly realized, and at any rate attention must rest upon the immense home market and constant profitable interchange of commodities within our own borders. Meantime the extravagance of the country's living is obviously becoming abated. A very considerable portion of the increased imports lately has been in rubber for use in automobile tires. It is altogether unlikely that in the coming year these imports, to mention one instance only, will be as great as in the preceding. With regard to political affairs the force of adverse elements here is unquestionably less than it was a month since. Thought is being taken of the fact that the next Presidential election is two years off, that the results of the coming fall election are already pretty fully outlined and that these results are not likely to be of a character detrimental in any true or real sense to financial interests. So far as Mr. Roosevelt's new nationalism is concerned few sensible people have any fears that it will ever receive indorsement from the country at large, and as regards Mr Roosevelt his personal influence is plainly becoming less and less every day and he himself disclosed as a self-seeking, insincere and dishonest man.

FINANCIAL AND COMMERCIAL.

RAILROAD AND OTHER BONDS.

Sales		High- est.	Low- est.	Clos- ing.	Net ch'ge.	1910 High.	1910 Low.
	2 C C C & St L						
	Cin W&M 4s	91	91	91	+1	94½	90
1	CF&I gen 5s	99⅝	99⅝	99⅝	+ ⅛	99⅝	97
30	Col In col tr 5s	77¾	77	77¾	+1¼	82¼	70
2	Col Mid 4s	70	69	70		81⅝	65
8	Col So 4s	95¼	95	95¼	+ ¼	97⅞	93
106	Col So ex 4½s	97⅝	95¼	97½	+ ¾	99	94½
1	Corn Prod 6s 1931	94½	94½	94½		97	93½
6	Corn Prod 6s 1934	94⅝	93⅞	94¼	+ ⅛	97	93½
20	Cuban 5s	103¼	102⅝	103¼	+1¼	104	101¼
2	D & H eq 4½s	100¼	100¼	100¼	+ ¼	103	100
25	Del&H cv 4s	97⅝	97½	97¾	+ ⅝	102	95½
23	Del&H ref 4s	95⅝	95⅝	95⅝	+ ⅛	100½	97⅝
2	D&H Gr 4s	95¼	95	95¼	+1¼	97¾	93⅝
31	D&H Gr ref 5s	92	91¼	92	+ ⅝	94½	90⅝
2	Det & Mac 1st	94	94	94		97⅞	91
13	Dis Sec Cor 5s	70⅝	69½	70½	+ ⅞	74⅛	67
25	Dul Mis&N 5s	105	105	105	—1	105	105
1	EqGas NY 1st	105½	105½	105½	+4	108½	101½
42	Erie 1st cons	84½	84	84¼	+ ¼	87½	80
1	Erie cv 4s ser A	70	70	70		83	66¾
18	Erie cv 4s ser B	65¼	65	65¼	+ ¼	72½	56
3	Erie Pa Coal col 6s	97	97	97	+1¾	97¾	93½
53	Erie gen 4s	73	72½	73	+1	76⅞	67
1	Flt&PereM 6s	108½	108½	108½	—3	112¾	108½
7	GenElec cv5s	138½	138½	138½	+ ½	147¼	130
2	Ga Pac 1st	113⅝	113⅝	113⅝	+2¾	113⅝	111¼
46	GH&W deb B	14⅝	13	14½	+1½	18½	11
12	HockVal 4½s	102½	102	102	— ½	104	99¼
1	H&TexC 1st	110	110	110	+ ¼	110½	109½
1	HudCoGas 5s	102	102	102	+ ½	103¾	101½
65	Ill Cent 4s 1953	97⅝	96⅞	97⅝	+ ½	99⅝	96
4	Ill Cen 4s 1952	99½	99½	99½	+ ½	100¾	99
2	Ill Cen 4s 1953	96½	96½	96½	+ ¼	100¼	97¼
398	Interboro R T cv 6s	103	101¼	103	+1¾	104	100
83	Interboro R T 5s Ser A 1952	102¼	101	102½	+1½	103⅝	100
2569	Interboro Met col tr 4½s	82¼	81	82	+ ⅝	83¼	77
9	Int & GtN 1st	107½	107½	107½	—1	110¾	107½
24	Int & Gt N 2d certificates	108½	107	107½	+ ⅝	112¾	106
5	Int Paper 6s	100¼	100¼	100¼		104	$100
17	Japanese 4½s	94½	94⅛	94⅛	+ ⅛	99½	94⅛
1	Jap4½s 2d	93¼	93¼	93¼		95⅞	93½
3	Japanese 4s	90	90	90	— ⅛	92½	88½
66	KC Ft S&M 4s	78	77¼	77¼		82¾	76½
2	KanC So rf 5s	101	100¾	101		103	99½
19	KanCity So 3s	73¾	72½	73¾	+ ¾	74	71½
1	Ky Cent 4s	94¾	94¾	94¾	—2¼	97½	94¾
3	KC FL&P 6s	114	114	114	+2	115	110½
1	LkSteel 5s 1923	95	95	95	—1	100	95⅞
12	LkSteel 5s 1915	92	91⅞	92	— ⅛	92½	90
13	LS & MS 4s	94	93½	94	+ ⅛	95¾	92
90	LS&MS 4s 1931	95¾	95½	95½	+ ⅛	96½	91¼
5	L Isl gen 4s	95¾	95	95¾	+2¾	97¾	93
1	LI Ferry 4½s	97	97	97	—3½	100¼	97
1	L&N gm 6s	114½	114½	114½	+ ¾	119¾	112¾
1	L&N gold 5s	112½	112½	112½	—1½	116	112½
41	L&N 4s	98	97⅞	98	+ ¼	100½	96¾
3	L&N AtlKnox & Cin 4s	93½	93½	93½	+1	95¼	91
1	Manhattan 4s	96½	96½	96½		99¼	93⅞
8	Manhat 4s std	98	97¾	97¾	— ¼	99⅞	94½
117	Marine col tr 4½s	65¾	65⅞	65½	+2¼	71½	56
5	Met St Ry 5s	74¾	74¾	74¾	—1¼	82¾	74¾
40	MetStRy 5s ct	80	79½	80	+7	83½	73
12	MetStRy rf 4s	45¾	47½	45¾	+2¾	54	46
11	MetStRy 4s ct stamped	48¾	47½	48½	+3½	51	45
3	M & St L 5s	104½	104½	104½	+ ½	109	102¾
1	MSP&SSM 4s	97¼	97¼	97¼	— ¼	100	96½
12	Mo K & E 1st	109¾	109½	109¾	+3¾	112¼	106
5	Mo K&Ok 5s	108½	108½	108½	+5½	108½	103
16	MK&T of T 5s	104⅞	103	104⅞	+8¾	109¼	100¼
6	M K&T ex 5s	102½	102¼	102½	+3	104½	100
6	Mo K&T 4s	98	97½	97½	— ¼	100	96¾
6	Mo K&T 2d	84¾	84	84¾	+1½	87¾	81¾
69	MK&Tat4½s	87	86	86½	+ ⅛	90¾	85½
8	Mo K&T fd	81	80	81	+1	85¼	78½
5	Mo Pac con	109½	109½	109½	+1½	111	107
4	Mo Pac 6s 1920	100¼	100¼	100¼	+ ⅛	102¾	100
3	Mo Pac 6s 1917	101	100½	101	+ ½	102	100
16	Mo Pac cv 5s	92⅞	92⅝	92⅝	— ⅛	95½	89½
53	Mo Pac 4s	78½	78	78½	+ ½	81¼	75
6	M&O new 6s	118¼	117½	118¼	+3½	121½	113
1	Mob & O 4s	85½	85½	85½	— ½	90	85½
1	N C & St L 5s	110	110	110	+2½	110¾	107½
75	NatRys Mex 4½s	95	94¾	94¾	— ¼	95¾	93
10	Nat RR of M 1st con 4s	84¼	84¼	84¼	+1	85	82
2	N Y Air Brake cv 6s	102¾	102½	102¾	+ ¼	114¾	100
17	N Y Canal 4s	104⅞	104¾	104⅞	+ ⅝	104⅞	101½
33	NYC deb 4s	95½	95	95	— ¼	99¾	92
26	NY Cen 3½s	88½	88¼	88½	+ ¼	92	87¾
19	NYC L S 3½s	81¾	81½	81½		85½	79½
4	NYCh&StL 4s	99	99	99	+ ¾	100¾	97½
30	N Y City 4½s 1957	107	107	107	+1½	109¾	105
4	N Y City 4½s 1958	107½	107¼	107¼	+ ¾	110	106
14	N Y City 4s 1959 reg	99	99	99	— ¼	99½	99
40	NYCity 4s 1958	99½	98⅞	99½	+ ¾	100¾	94¼
14	NYCity 4s 1957	99	98¾	99	+ ¼	100½	98¼
9	NYCity 4s 1955 reg	97¼	97½	97¼	—2¾	97¼	97¼
20	NYCity 4s 1960 registered	97½	97½	97½	—1	99½	97½
71	N Y Gas El L H & P 5s	101¼	100⅞	101¼	+ ¾	103¼	99½
58	N Y Gas El L H & P 4s	85½	84¼	85¼	+1¼	87	—
6	NYL&W 1st	117	117	117	+2	117	114¾
61	N Y N H & H cv 6s	134⅞	134¼	134⅞	+1¼	136	130¾
9	NY N H & H 4s 1956	94⅞	94⅞	94⅞	+1¼	96¼	96¾
42	N Y N H & H cv 3½s	100½	100	100½	+1	103¾	94½
2	NYO&W 4s	96	96	96	—1¼	98	95
97	NY Tel gm 4½s	97⅝	97½	97⅝		99	95¾
1	Nor&W gen 6s	125	125	125		126½	123
20	Nor&W 4s	99½	99¼	99½	+1	100	97
44	Nor&W cv 4s	99¼	99	99		100½	94½
7	Nor&W div 4s	93	93	93	+ ½	98¼	91
30	N&W Poca 4s	89	88½	89	+ ¾	90½	86½
82	Nor Pac 4s	101¼	100⅝	101¼	+ ½	102½	99
10	Nor Pac 4s reg	99¼	99¼	99¼	+1	101	98¼
48	Nor Pac 3s	71½	71½	71½	+ ⅝	74	69½
5	Nor Pac 3s reg	70	70	70		72½	69
2	Og&LakeC 4s	81	80½	81	—4	91¼	80¼
9	Or Ry & Nav 4s	97	97	97	+1	98½	94¾
18	Or S L fdg 4s	93½	93	93½	+ ½	94¾	91
4	Pac Coast 1st	104½	104½	104½		108½	102½
23	Pac T&T cl 5s	97	96¾	97	+ ¾	99⅝	95
35	Pa 4s 1948	102¼	102	102¼	+ ⅛	104¼	101¼
3	Pac Ry 5s 1912	98⅞	98¾	98¾		102	98¼
93	Pac Ry 5s 1915	93¼	93	93		97½	95
1	Pa R 5s 1913 r	96	96	96	+ ¼	98¾	95¼
1	Pa R 5s 1941 B	88	88	88	—1¾	91½	88
1	Peo & E 1st	91½	91½	91½	+1½	94½	89
2	Pere Marq 1st Ch&W M 5s	101	101	101		102¾	100
5	PCC&StL 4½s ser C	106½	106½	106½		108½	106½
1	Prov Sec 4s	90	90	90		90	90
68	Rdg gen 4s	98¼	98¼	98¼	+ ½	100	97
1	Rdg gn 4s reg	98¼	98¼	98¼	+2¼	98¼	95
2	R I Arb & L 4½s	95½	95½	95½	+1½	98	93
2	St L&I M 5s	107½	107½	107½		110	106
23	StL&I Mt 4s	84½	84½	84½	+ ½	86	81
30	StL & Iron Mt Riv&G 4s	85¼	85½	85½	+ ¾	87¾	82¾
1	StL&SF gn 5s	107	107	107	+1½	109¾	105
11	StL&SF gm 5s 1927	87¼	87	87¼		90	81
10	StL&SF fdg	81¾	81¾	81½		85	78¾
31	StL SW 1st	91½	91½	91½	+ ½	93¾	88
2	StL SW 2d	79	79	79	—2¼	82	79
35	StLSW con 4s	75½	74	75½	+2	79⅞	72½
1	StPM&M 4½s	105	105	105	+1	107¾	103¾
8	StPM&MDak	100½	100½	100½		101¾	100½
13	SA&APass 4s	86½	86¼	86½	+ ¾	88¼	83½
17	Seabd A L 5s	99½	99¼	99⅞		100½	94
19	Seabd A L 4s stamped	83¾	82½	83¾	+1¼	85¾	81½
56	Seabd A L adj	70¼	69⅞	70½	+ ½	78¼	69¾
5	Seaboard Air L Atl & Birm	83¼	82¾	83¼	+1¼	87	80
164	So Pac cv 4s	97½	97¼	97¾	+ ¼	100¼	93
45	So Pac 4s	91½	91	91½	+ ½	93	89
239	So Pac ref 4s	95	94¾	95		98¾	93¾
7	South Ry 5s	107⅞	106¾	107⅞	+ ⅛	111¾	106¾
10	S Ry StL 4s	85½	85½	85½	+ ½	87	80½
217	So Ilwy gm 4s	75¾	75¾	75½	+ ¼	81⅞	73
1	TennC&I 1st B	104	104	104		107	103¾
31	Term R R As St L 4s	97½	97	97½		99½	96
1	Tex&Okla 5s	105	105	105		105½	105
2	Tex&P 1st 5s	110	110	110	+ ¾	112½	109¼
5	Third Av 5s	100⅝	100⅝	100⅝		108½	100½
67	Third Av 4s ct stamped	61	59	60¾	— ⅛	68¾	55
1	TStL&W cl 4s 1917	89½	89½	89½	— ½	89¼	80½
60	Underground of Lon 4½s	88½	88	88	— ½	89	83
20	Underground of Lon inc	38	38	38	— ¼	39¾	31½
245	U Pac 4s	101½	100⅞	101½	+ ½	102	99¾
44	U Pac ref 4s	97	96¾	97	+1	98⅞	96¾
273	U Pac cv 4s	102⅝	102¼	102⅝	+ ⅝	116½	101
1	UnRRSF fd 6s	67	67	67		74	65
10	US 4s coup	115½	115½	115½		115¾	114½
4	US of Mex 5s	97	97	97		99¾	96½
10	US Rd&Rf 6s	88	87½	88	+1	99½	86
38	US Rubber 6s	102¾	102½	102¾	+ ¾	104½	101¾
317	US Steel s f 5s	104½	103¾	104		105½	101½
10	Va 6s Brown Bros&Co ctf	45	45	45	— ½	56	40
22	Va Car Ch 1st	99½	99¼	99¼	— ¼	99½	97¾
12	Wabash 1st	110	109½	110	+1	112½	107
18	Wabash 2d	99½	99½	99½	+1¼	103½	98
177	Wab Pitts Ter Ry 1st 4s ctf	40	38¼	39½	+3¼	56	32
87	Wab Pitts Ter Ry 2d 4s ctf	6	5	5½	+ ¾	12½	4
112	Wab Pitts Ter Ry 2d 4s ctf.	5½	5	5½	+ ¾	12½	4
287	Wabash ref 4s	64¼	63½	63¾	+ ⅝	77⅝	57
2	Wab Om 3½s	74½	74½	74½	—2⅞	77	72½
26	Westinghouse Elec cv 5s	91	89½	91¼	+1¼	93	85
867	W Maryl'd 4s	85⅞	85¼	85¾	+ ¾	88¼	82¼
14	WestShore 4s	101½	100½	101½	— ½	102¾	99
8	West Sh 4s reg	99¾	99	99½	+1¾	100¼	98¼
1	West Un 6½s	94	94	94		97¼	93
130	West Un cv 4s	101¾	101¾	101¾	+ ¼	102¾	100¼
3	Wh & L E 1st	104	104	104	— ¾	104¾	104
62	Wis Cent 4s	93⅞	93¼	93⅞	— ⅛	95	90
11	WisconsinCen Sup&Dul 4s	93¾	93	93	—4	94	80

Total sales of bonds $13,717,000.

* Seller 5 days flat.

RAILROAD AND OTHER SHARES.

Sales		High est.	Low est.	Closing Sept. 24.	Net Ch'ge.
21550	Am Beet Sugar	39½	36¾	38	+ 1
200	Am Brake Shoe	86½	86	86½	+ 1
82400	Amal Copper	63⅞	60½	61¾	+ ⅛
500	Am Ag Chem	44	43	43¾	+ ¾
1400	Amer Can	8¼	8	8¼	+ ¼
1955	Amer Can pf	67¼	66½	67¼	+ 1
1540	Am Car & Fdy	47	46	46⅞	+ ⅞
1400	Am Cotton Oil	62	61	62	
200	Am Cot Oil pf	103½	103	103½	+ ⅝
100	Am Hide & L	4	4	4	
500	Am H & L pf	21½	20½	21½	+ ½
900	Am Ice Secur	18¾	17⅞	18¾	+ ⅛
215	Am Linseed	12	12	12	+ ⅞
700	Am Linseed pf	31	29⅞	31	1
1400	Am Locomotive	37¾	36¾	37¾	+ ½
100	Am Loc pf	104½	104½	104½	1½
200	Am Malt Cor	4¾	4½	4½	1
2000	Am Malt Cor pf	32½	29¾	30¼	¼
35620	Am Smelting	67	64¾	65¾	⅛
100	Am Smelt pf	101	101	101	
200	Am Smelt Sec	85¾	85¾	85¾	+ ½
100	Am Snuff pf	101½	101½	101½	- 2
400	Am Steel Fdy	44	42½	43½	
1700	Amer Sugar	117	115	116	— 1
200	Am Sugar pf	116½	115	115	+ ¾
100	Am Tel & C	71	71	71	+ 1
7970	Am T & T	137¾	134¾	137½	+ 2½
720	Am Tobacco pf	93	92	92	½
1600	Am Woollen	28½	27¾	28	¼
881	Am Woollen pf	95¾	93¼*	93¾	½
900	Anaconda	39	38¼	38¼	½
39200	At T & S Fe	99¾	97½	98¾	½
1014	At T & S F pf	100½	100	100¾	¾
700	Atlan C Line	111	109	109	¾
5400	Bal & Ohio	105¾	103¾	104½	¼
1400	Beth Steel	28¾	27	27¾	¼
800	Beth Steel pf	59¾	56½	58¾	¾
16500	Brooklyn R T	76¾	74½	76½	¾
200	Brook Un Gas	153	153	153	
100	Brunswick Co	9¼	9¼	9¼	+ ¼
7650	Canadian Pac	160¼	156¾	159¾	+ 1
2000	Central Leather	34½	32½	33	
500	Cent Leather pf	105	104½	105	+ ½
27975	Ches & Ohio	78	74¼	75¼	+ ¼
100	Chi & Alton	29¾	29¾	29¾	+ 2½
3000	Chi & Northwest	146¾	144	145	+ 1¼
1300	Chi Gt W new	23½	22¾	23½	+ 1¼
825	Chi Gt W n pf	47	45	47	- ⅛
25100	Chi M & S Paul	123	119½	120¾	- ¼
300	C M & S P pf	147	146	147	+ 2
100	C C C & S L pf	106¼	106¼	106¼	+ 1¼
1700	Col F & Iron	30¼	29½	30	
300	Col & H C & I	4¼	4	4	+ 1
200	Col Southern	55	53	53	
250	Col So 1st pf	72½	72	72	
13600	Consolid Gas	141¾	130	136¾	+ ½
1300	Corn Prod Ref	14¼	13¾	13¾	- ¼
600	Corn P Ref