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Interest on Deposits

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Will Buy	Will Sell
Adams Express	American Bank Note
Am. Cotton Oil	Amer. Europ'n Secs.
Am. Writing Paper	Amer. Express
Am. Zinc	Bethlehem Steel
Amalgam. Copper	Borden's Milk
Am. Hide & Leather	Chicago Subway
Chino Copper	Cons. Cigar
Chicago Subway	Corn Products Ref.
Cons. Cigar	Distillers Sec. Corp.
Corn Products Ref.	Elec. Bond & Share
Distillers Sec. Corp.	Elec. Storage Batt.
Elec. Bond & Share	Gen. Asphalt
Elec. Storage Batt.	Guantanamo Sugar
Gen. Asphalt	Int. Harvester Pfd.
Guantanamo Sugar	Lackawanna Steel
Int. Harvester	Nat. Biscuit Pfd.
Lackawanna Steel	New York Central
Nat. Biscuit	Nor. Sec. & Pacific
Nat. Lead	Pacific Mail
Nat. Sugar Ref.	Pullman Co.
Nev. Consol.	Reading
Pullman Co.	Rock Island Co.
Reading	Sloss Sheffield
Rock Island Co.	Standard Milling
Sloss Sheffield	Standard Milling pf
Standard Milling	Tonopah Mining
Standard Milling pf	Union Mines
Tonopah Mining	United Cigar Mfg.
Union Mines	United Copper pf.
United Cigar Mfg.	United Fruit
United Copper pf.	Utah Copper
United Fruit	Va.-Car. Chem.
Utah Copper	Wabash
Va.-Car. Chem.	Wabash pf.
Wabash	Western Union
Wabash pf.	Westinghouse
Western Union	Yukon Gold
Westinghouse	
Yukon Gold	

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FINANCIAL AND COMMERCIAL.

The stock market broke over the week-end and above the latter part of July when it rebounded successfully after the Senate investigation of the affairs of the Pennsylvania Railroad, yesterday for the first time in the course of that movement was not impelled by purely technical considerations, as was the movement in July. Then the market was begun in earnest and the advance was the principally to the precipitate covering of short contracts under the movement was in accordance with matters logically and properly warranting instant higher prices and the maintenance of higher prices. Friday also the upward movement in stocks and the great increase of activity was accompanied by an activity in the bond market that has not been witnessed for a much longer period than that intervening between the present and July. Sales of bonds on the Stock Exchange aggregated about $2,000,000, whereas on Monday of this week the turnover was considerable below $1,000,000. There was no question whatever that these greatly increased purchases of stocks and bonds and the great gain in the range of the security markets represented operations by men of ripe financial judgment who for the time being at least see no reason for hesitancy in the important matters that have retarded progress in the security markets for several weeks. One of the important reasons for this change of attitude is of course the assurance given by the Government crop report that the crops this year are much more abundant than had been imagined by the most optimistic prior to this week, and that the force of this knowledge had not been spent by the advances Monday afternoon and Tuesday was shown by a further decline in the grain markets carrying wheat, corn and oats to new low records for the year, as well as by the advance in stocks. Equally important and more timely considerations were the concise and cogent arguments of Mr. Dix for the removal of the greatest menace American business has had since the first Bryan campaign and the testimony of President McCrea of the Pennsylvania Railroad before the Interstate Commerce Commission in Washington. In general business and financial circles the opinion was held that Mr. Dix's position could not be successfully assailed by the acrobatic advocate of the new nationalism, and it was everywhere appreciated that Mr. McCrea's presentation of the railroad claim for higher rates was altogether the most thorough and forceful that has yet appeared. His argument in regard to the relationship between surplus earnings and improvement of traffic facilities was considered to be novel, particularly convincing as coming from the head of a company which has been most venturesome in expenses for new construction and improvement, and irrefutable. On account of it the belief was held that the cause of the railroads was greatly strengthened.

Other developments of the day were of mixed character, though the tendency was to place a bullish construction upon them, sentiment having been favorably impressed by the more important news. The Rio Tintos Copper Company reduced its dividend rate, but the explanation was officially made that the company had made effective a policy of curtailment of output under an agreement with important producers in this country and elsewhere. Accordingly, notwithstanding the cut in the Rio Tintos dividend, the copper shares were strong and the copper metal market firmer on the idea that a world-wide policy of curtailment will readjust unfavorable conditions in the trade. Similarly an advance of more than $1 a bale in cotton was not received unfavorably, for the reason that the advance was brought about by no bad crop news but principally by the more active operations of spinners in this country and by the settlement of the troubles between spinners and their employees abroad, with a consequent increased export movement of the staple. Call money touched 3½ per cent., the advance being due in part to increased activity in the security markets and in part to the circumstance that since the crops are larger than had been supposed more money will be required to move them. The banks have this week lost more than $1,000,000 on operations with the Sub-Treasury and have made direct shipments to the interior necessitated by the extraordinary crop yields in many sections. The Bank of England's weekly statement showed no material change from last week, and both foreign and local time money rates were practically unchanged.

New York Stock Exchange Sales, Oct. 13.

CLOSING PRICES OF UNITED STATES BONDS

	Bid.	Asked.		Bid.	Asked.
2s reg.	100¾	101¼	4s reg.	114¾	115¼
2s coup.	100¾	101¼	4s coup.	115	115½
3s reg.	101¾	102¾	Pan 2s	101¼	101¾
3s coup.	101¾	102¾	Pan 2s ‡	100¾	

RAILROAD AND OTHER BONDS.

Adams Exp 4s	91¾	Interboro RT 5s series A 1962	So Pacific cv 4s
Alb & Susq 3½s	100	2000	15000 99⅛
Allis Chal. cv 5s	94	Interboro Met	10000 98⅞
3000	79¼	col trust 4½s	43000 98⅞
AmSpirits 1st 6s	70	17000 81	46000 99
1000	10	20000 81⅛	So Pacific ref 4s
Am T & Tr cv 4s	103¾	5000 81¼	10000 95⅛
2000	103⅝	6000 81¼	So Rwy gn 4s
32000	103¾	2000 81¼	17000 78¼
94000	103⅞	Int & Gt Nor 2d	1000 111
17000	104	certificates	Third Avenue 4s
6000	104	10000 103½	10000 57¼
11000	104	Inter Paper 6s	ctfs stamped
10000	104⅛	1000 101⅝	10000 61
15000	104	Int Paper cv 5s	10000 60½
25000	104	5000 94	5000 60¼
Am Tobacco 6s		Japanese 4½s	3000 60
1000	105¼	5000 94½	2000 59¾
1000	105¼	Kan C Fts&M 4s	28000 59½
12000	105¼	12000 78½	10000 59¼
Am Tobacco 4s		1000 78⅝	5000 59
43000	80⅝	Kan City So 2s	15000 58¾
2000	80½	8000 74	36000 58½
3000	80⅝	Lacledes&Suq	25000 58
49000	80⅞	1000 95	5000 57¾
Ann Arbor 1st 4s		L S & M S 4s	45000 57½
1000	78½	2000 94	5000 57⅛
Armour 4½s		L S & M S 4s	57000 57½
14000	93¾	4000 93⅛	4000 57¾
2000	92⅞	5000 93½	5000 58
Atch T&SF cv 4s		2000 93⅝	2000 58¼
20000	109	Louis & Nash 4s	10000 58½
Atch T&SF cv 4s		2000 98⅞	7000 58¼
5000	106	Manhat Ry 4½s	2000 58½
13000	105½	10000 s15 66	5000 58¼
7000	105¾	5000 66	Underground of
8000	105⅞	30000 s15 65¾	London 4½s
15000	106	5000 66	12000 85¾
2000	106¼	Mo Kan&Tex 2d	Mion Pacific 4s
40000	106	5000 84¾	5000 101½
16000	106⅛	Mo Pacific 4s	4000 101¼
A T & S F gen 4s		1000 78¾	20000 101½
500	99⅞	Mob & Lower 1st	1000 101⅛
1000	99¾	1000 108½	Pacific pref 4s
13000	99⅞	Nat Railways 4½s	10000 97¼
6000	100	10000 93¾	Union Pac cv 4s
Atl Coast line 4s		5000 94½	15000 103⅝
15000	94⅛	Nat Rys Mex 4s	1000 103½
24000	94	4000 91¾	12000 103⅝
17000	93⅞	NY Air Brake 6s	23000 103¾
3000	93¾	6000 104	10000 103⅞
Balt & Ohio 4s		N Y Cent deb 4s	48000 104
1000	99⅛	1000 94¾	S Ry reg.
Bklyn City 1st		1000 94½	1000 102
B R T cv 4s		N Y Central 3½s	S Realty 4½s
1000	84¼	1000 89¾	2000 87
10000	84¼	N Y City 4½s 1957	N Steel 5s
30000	84	1000	15000 104⅛
registered		2000 108½	3000 104¼
1000	83⅛	N Y City 4s	1000 104⅛
Brooklyn Ed 1st		3000 101¼	5000 104¼
8000	102¼	3000 101⅛	1000 104⅛
9000	102½	16000 101¼	25000 104¼
Central Ga 2d 5s		N Y City 4s 1955	1000 104¼
2000	87	5000 99½	10000 104¼
Cen Leather 5s		N Y City 4s 1957	registered
1000 s15 99⅝		1000 99½	1000 104
1000 99⅝		15000 99⅝	Va Carolina 1st
1000 99¾		N Y Gas Elec Lt	21000 100
10000 99⅞		H & P 5s	Wabash 1st
8000 s15 99⅝		1000 102	3000 108¾
2000 s15 99⅝		NY Lack & W 4s	Wabash 2d

FOREIGN BONDS.

	Bid.	Asked.
Canada Consols 5s	87	88
German Consols 2s	89¼	89¾
Prussian Government 4s	100½	100¾
Russian Government 5s	100¾	101¼
Hessian Government 4½s	90¼	91¼
Saxony Government 3s	82¼	83¼
Hamburg Government 3s	91¼	93¼
City of Berlin 4s	100	101
City of Cologne 4s	99½	100¾
City of Augsburg 4s	99¼	100¼
City of Munich 4s	99½	100¼
City of Frankfort on Main 4½s	99¼	99¾
City of Vienna 4s	90¼	90¾
Mexican Government gold 4s	99¼	100¼
Russian Government gold 4s	91¼	92¼
French Government Rente 3s	95¼	95¾
British Consols 2½s	75¼	75¾

RAILROAD AND OTHER SHARES.

Sales.		High est.	Low est.	Closing.	Net Chge.
100	Allis Chal.	10⅛	10⅛	10⅛	+ ⅛
200	Allis Ch pf	35¼	35	35	+ 1
19500	Amalgam	68⅝	67¼	68½	+ 1¼
2700	Am Ag Ch	47⅝	46¾	47¼	+ ¾
1000	Am B Su	39⅞	39½	39½	
100	Am B S pf	94¼	94¼	94¼	+ 1¼
100	AmBrkep	126½	126½	126½	+ 3¼
1200	Am Can	9	8⅞	9	+ ⅛
400	Am Can pf	71	70⅞	71	+ ⅞
2400	Am Car F	52	50½	52	+2
700	Am C F pf	116	115½	116	+ ½
1000	Am Cot O	67⅝	66⅞	67	
100	Am C O pf	107	107	107	+3½
400	Am H L pf	22½	22⅜	22½	+ ⅜
300	A Ice Sec	19	18⅞	18⅞	+ ¾
700	A L seed p	34	33½	34	+ ½
300	Am Loco.	39	39	39	+1½
650	A M Crp pf	32⅛	32⅛	32⅛	+1⅜
12900	Am Smelt	73⅝	71⅞	72⅞	+2⅛
100	A Smelt p	103	103	103	+ ½
300	Am SteelF	44½	44	44½	+1
100	Am Sugar	117⅝	117⅝	117⅝	+ ⅞
100	A Sugar p	115½	115½	115½	− ½
100	Am Tel C.	86	86	86	−2
1950	Am T & T	139¼	138¼	139¼	+1¼
200	A Tob pf.	93¾	93¾	93¾	− ¾
100	Am Wool.	31	31	31	+ ⅜
100	A Wool pf	95¼	95¼	95¼	+ ¼
2600	Anaconda	41½	41	41	
19200	A T & S F	103⅞	101⅞	103½	+1⅞
300	A T S F pf	101	100½	100¾	+ ¼
1100	At C Line	118	115½	118	+2¼
1800	Balt & O	108¾	108	108¾	+ ⅞
1100	Beth Steel	29	28	29	+ ⅝
400	Beth St pf	59¾	58¾	59¾	+1⅛
6300	B & N Y	77¾	77	77⅝	+ ¾
200	Bkn U Gas	137	136	137	+1⅞
100	Brunsk'k	12	12	12	
1700	Can Pac	195¾	195	195	
3000	Cen Leather	36⅝	36⅛	36½	+ ¼
500	Cen L pf.	105½	105¼	105½	+ ½
16400	Ches & Ohio	82¾	81¼	82½	+1
1000	Chi N W	149	147⅞	149	+1⅝
900	C G W new	24¾	24	24	
1100	C G W pf new	48½	48	48½	+ ⅜
12250	C M S P	125¼	123¾	124¾	+1
500	C M S P pf	149¾	149	149¼	+ ¾
100	C I T stmpd	23¾	23¾	23¾	
100	C C C & S L	75½	75½	75½	
2000	Col F & I	35½	34½	35	+1¼
100	Col H C I	51¼	51¼	51¼	
500	Col Southn	60⅛	59⅞	59⅞	− ½
150	Col So 1 pf	76¼	76¼	76¼	+1¼
14000	Consolidated	136¼	134¼	135¾	+1¼
2900	Corn P R.	17¼	16½	17¼	+ ⅜
500	Corn PR p	79	78⅝	79	+1½
950	Del Hud	168	166½	168	−1
200	D L & W	550	550	550	+25
1800	Den R G	33⅝	33	33⅝	+ ⅜
700	Den RG pf	76¼	74¼	76¼	+2½
1900	Distillers	32⅛	30¼	32	+1¾
300	D S S A pf	26½	25¾	26½	+1¼
13200	Erie	29⅝	28⅝	29½	+1
6349	Erie 1st pf	49⅞	47½	49½	+1¾
2500	Erie 2d pf	39	37¾	39	+1⅞
700	Fed M&S.	21	20	20	+ ⅛
100	Fed M S pf	59½	59½	59½	−1
1600	Gen Elec	153¾	152½	153¾	+1¾
5100	Gt Nor pf	130¼	129	130	+ ⅞
1450	G N Ore	58	57¾	58	+ ½
3500	Goldfield	8	7⅞	7⅞	
6000	Harvester	105½	103	105¾	+2¼
250	Harv pf.	122	122	122	+1
700	Ill Cent.	135	133½	135	+1½
200	Int Paper.	12¼	12¼	12¼	− ⅛
510	Int Pap pf	52¾	52¼	52¾	+ ¼
960	Int Pump.	44	43	44	+1¼
200	I Pump pf	85½	85¼	85½	+ ½
3700	Inter-Met	21¼	20⅝	20¾	− ⅛
4800	Int-Met pf	57¼	56½	57	+ ½
900	Iowa Cent	19⅜	19	19⅛	+ ⅝
1100	Ia Cen pf.	35¾	35⅛	35¾	+ ⅝
1100	Kan C So.	32⅞	32¾	32⅞	
100	K C So pf.	67	67	67	− ¼
100	K C F S pf	75	75	75	+4
100	Lack Steel	38½	38½	38½	+4½
1850	Lac Gas.	10¾	10¾	10¾	+1
1800	Lou Nash.	148¼	147	148¼	+1¼
300	Mackay.	97	96	97	+ ¼
100	Manhat'n	144½	144½	144½	− ¾
105	Marine pf.	17⅞	17⅞	17⅞	+ ¼
900	Minn St L.	29¼	26	28¾	+3¼
200	M & St.L.	50	49	50	+2
300	MSP SSM	132⅞	132¾	132¾	+ ¼
2700	M K & Tex	35⅜	34⅞	35⅛	+ ⅜
100	M K & T p	65¼	65¼	65¼	+ ⅜
3300	Mo Pac.	58½	57	58	+ ⅝
100	Nash C St L	137½	137½	137½	+2½
2400	Nat Bis.	113⅛	110¾	112⅞	+2¾
200	Nat Bis pf	122	122	122	+ ¼
2700	Nat Lead.	60¼	57½	59¾	+2¾
350	NRy M 1 pf	70	69½	70	− ¾
800	NRy M 2 pf	33	32¾	32⅞	+ ⅛
6600	New Cons.	21⅛	20½	21	+ ⅜
310	N J Cent.	285	280	285	+18
925	N Y Air Br	79½	78	79¼	+3¾
8600	N Y Cent.	115½	114⅝	115⅛	+ ⅞
160	N Y N H.	154	154	154	− ⅛
200	N Y N H	148	148	148	+ ⅛
3300	N Y O & W	42⅞	42	42⅞	+ ⅞
700	Nor & W.	99	98½	99	+ ⅜
700	Nor Am.	69⅜	68½	69⅜	+1⅜
8700	Nor Pac.	120	*119	119⅜	+ ⅞
100	Pac Coast	100	100	100	−1½
100	Pac Mail.	32¼	31¾	32¼	+ ½
300	Pac T&T.	4¾	4¾	4¾	+1
13200	Penn RR.	131⅛	130¾	130⅞	+ ½
1200	Peo Gas.	109	108½	109	+ ¾
100	PCC & S L	98	97½	98	+1
800	Pitts Coal.	19⅝	19	19½	+1¼
300	Pt Coal p.	69⅞	69	69⅞	+ ⅞
300	Press S C.	36	35	36	+2
100	Press SC p	96¾	96¾	96¾	− ⅛
400	Pullman.	166	165	166	
400	Ry St Sng.	35¼	34½	35¼	+1
800	Rep Steel.	33⅜	33	33⅜	+2⅛
200	Rep St pf.	95⅜	95	95⅜	+1⅜
26000	Reading.	150⅛	148⅛	149⅞	+2
100	Read 1st p	86½	86½	86½	−2
400	Read 2d p.	99	98	99	+1
13350	Rock Isld.	32¾	32⅛	32¾	+ ⅞
1700	Rock I pf.	65⅞	64⅞	65½	+1
100	S-Roebuck	168	168	168	
400	Sloss-Shef	54	54	54	+1
	Manhattan	144⅞	143¼		
	Marine	18⅛	18		
	Market pf	78	78		
	Marine	9⅛	9		
	Minn & St L	28⅛	27⅞		
	M St P & S S M	134	133		
	M S P & S S M pf	143	140		
	M K & T	35	35¼		
	Mo Pacific	57⅞	58		
	Nat Bis Co	112	112¼		
	Nat Biscuit	120	124		
	Nat Lead	59⅞	60		
	Nat Lead pf	103½	105		
	Nat Music p	70	70¾		
	Nat Mex 2 pf	32¼	32⅞		
	New Cons	20⅞	21		
	N J Central	285	300		
	N Y A B	79½	80		
	N Y Central	115	115¼		
	N Y C & St L	66	67¾		
	N Y C & St L 1 p	106¼	110		
	N Y C & St L 2 pf	88¼	91		
	N Y N H & H	153	155		
	N Y O & W	42⅞	42⅞		
	North Am	69	69⅛		
	Nor & West	98¾	99		
	Nor & W pf	83	90		
	Nor Pacific	119¼	*119½		
	Pac Coast	100½	112		
	Pac Coast 1 pf	90	110		
	Pac Coast 2 pf	100	115		
	Pacific Mail	32	32⅛		
	Pac Tel & Tel	42	43		
	Penna RR	130⅞	131		
	Peo G L & C	108⅞	109¼		
	Pittsburg C	194	194		
	Pittsbg C pf	89	70		
	P C C & St L	97⅞	98		
	P C C & St L pf	108	118		
	Pr Steel Car	35½	36		
	P Steel C pf	—	—		
	Pull P Car	165	167		
	Ry St Spg	35½	35⅞		
	Reading	149⅞	149⅞		
	Read 1st pf	86½	89		
	Read 2d pf	99	100		
	Repub Steel	33¼	33½		
	Rep Steel pf	95¼	95½		
	Rock Island	32⅞	32¾		
	Rock Isld pf	65	65¾		
	Sloss Shef	53⅞	53¾		
	St L & SF 1 pf	58	65		
	St L & SF 2 pf	42	42⅞		
	St L S W	29½	30		
	St L S W pf	68	69		
	Sl P & Om	135	150		
	So Pacific	117½	117⅞		
	So P R Sug	82	—		
	Southern Ry	25⅞	25¾		
	So Ry pf	57⅞	58		
	Tenn Cop	38¾	37		
	Texas Co	135½	136½		
	Texas Pac	28¾	29		
	Third Av	59¼	60½		
	T St L & W	27½	28⅛		
	T St L & W pf	60	60¼		
	Twin City	112⅞	113½		
	Un Bag & P	7	8½		
	Un Bag & P pf	54	59		
	Un Pacific	170½	170¾		
	Un Pac pf	92	93		
	Union R Inv	31	32		
	Un R Inv pf	60	60¾		
	Un Cigar pf	100	108		
	Un Dry Gds	102	104		
	Un Dry Gds pf	105	107		
	U S C I Pipe	16	16¼		
	U S C I Pipe pf	58	59		
	U S Express	101	110		
	U S Ply & L	68½	70½		
	U S Red & R	6	8		
	U S R & R pf	15⅛	25		
	U S Rubber	37	38		
	U S Rub 1 pf	111½	112½		
	U S Rub 2 pf	73½	75½		
	U S Steel	73⅛	73⅜		
	U S Steel pf	119½	119¾		
	Utah Copper	50⅛	50¼		
	Va-Car	61⅞	61⅞		
	Va-Car pf	123½	124½		
	Wabash	17⅞	18⅛		
	Wabash pf	38⅞	38½		
	Wells F Ex	162	170		
	Westhouse	72	72½		
	West Md	48⅛	48¾		
	West Md pf	70	71		
	West Un Tel	74⅛	74¾		
	Wheel & L E	5⅛	5½		
	W & L E 1 pf	11	11½		
	W & L E 2 pf	6½	7		
	Wis Central	58	59		

Total sales of stocks, 943,200 shares.

*Ex dividend.

CLOSING PRICES.

	Bid.	Asked.		Bid.	Asked.
Adams Exp	220		Manhattan	144⅞	145¼
Atlas Chal	18	19¼	Mercan	98½	97
Atlas Chal pf	34½	35	Mother pf	18	18
Amal Cop	68⅞	68½	Marine	9⅛	9½
Am Ag Ch	47	47¼	Marine pf	17½	17⅞
Am B Sug	39¼	39½	Minn & St L	28⅛	31
Am Can	8⅛	8	M & St L pf	50	51
Am Can pf	70⅞	71	M S P & S S M	132½	133
Am Car F	51⅞	52	M S P S S M pf	143	150
Am Car F pf	115⅞	116½	M K & T	35	35¼
Am Cot Oil	67	67¼	M K & T pf	63	66¼
Am Cot Oil pf	—	—	Mo Pacific	57⅞	58
Am Express	235	270	Nat Bis Co	112	112¼
Am Hide & L	4⅛	4¾	Nat Bis pf	120	124
Am H&L pf	22½	23	Nat Lead	59⅞	60
Am Ice Sec	18½	19	Nat Lead pf	103½	105
Am Linseed	12	13	Nat Music p	70	70¾
Am Lin pf	34	35	Nat Mex 2 pf	32¼	32⅞
Am Loco	39¼	39½	New Cons	20⅞	21
Am Loco pf	105	106	N J Central	285	300
Am Malt C	4½	5	N Y A B	79½	80
Am M C pf	32½	33	N Y Central	115	115¼
Am Smelt g	72⅞	73	N Y C & St L	66	67¾
Am Smelt pf	103½	104	N Y C & St L 1 p	106¼	110
Am Sm Sec	87½	88	N Y C & St L 2 pf	88¼	91
Am Snuff	240	300	N Y N H & H	153	155
Am Snuff pf	100	101½	N Y O & W	42½	42⅞
Am St F	44½	45	North Am	69	69¼
Am Sugar	117⅞	118	Nor & West	98¾	99
Am Sug pf	115	116	Nor & W pf	83	90
Am T & T	139	139¼	Nor Pacific	119¼	*119½
Am Tob pf	94	94½	Pac Coast	100½	112
Am Wool	30¼	31	Pac Coast 1 pf	90	110
Am Wool pf	94	96	Pac Coast 2 pf	100	115
Anaconda	41	41¼	Pacific Mail	32	32⅛
A T & S F	103½	103¾	Pac Tel & Tel	42	43
A T & S F pf	100⅛	100¼	Penna RR	130⅞	131
Atl Coast L	117	118	Peo G L & C	108⅞	109¼
Balt & Ohio	108½	108¾	Pittsburg C	194¼	194¾
Balt & O pf	90	90½	Pittsbg C pf	69	70
Batopilas M	2⅛	2¼	P C C & St L	97⅞	98
Beth Steel	28¾	29	P C C & St L p