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Business Troubles.

A creditors' petition in bankruptcy has been filed against Benjamin I. Montoyo and Frank H. Conlon, under the firm name of Montoyo & Conlon, jewelers, at 36 Maiden lane. Liabilities about $30,000. Judge Holt has appointed Edward Lewis Wise as receiver.

[illegible]

FINANCIAL AND COMMERCIAL.

WEDNESDAY, October 26.

The most important financial event to-day was the fall in the price of British consols to 78¾, this being as low as the quotation for the premier English investment security made in the great financial panic in 1847. Of course the declining movement in consols which has been in progress for a long period of time has been due to a considerable extent to local influences. The reduction in the rate of interest on the bond from 3 to 2½ per cent., the increase in the burden of taxation in England and the necessity on the part of holders of investment securities of procuring a larger interest return in view of the higher cost of living have all militated against the specific security in question. But it is interesting to note that the greatest of the three causes specified, the increased cost of living, or what is saving the same thing, the advance in the price of staple commodities, is common to all the great civilized nations and has been a factor in the world's investment market as a whole. Particularly does the low price of consols suggest inquiry as to the prospects for the industrial and railway bond market of our own country, which, as every intelligent person knows, lies at the basis of a permanently improving stock market. It has been very plain in the last fortnight that the one thing that is now relied upon to stimulate the country's iron and steel business is the placing of orders for cars, engines, rails and so forth by the railway companies. These orders have been scarce for several months past, but the shares of the iron and steel corporations have lately advanced upon the hope and belief that the volumes of orders would in a short time further be enlarged. It is not with the idea of making a pessimistic comment upon the current state of affairs that the observation seems pertinent that it would be just as well for everybody concerned if something a little more tangible than hopes and promises was witnessed in this regard. The present attitude of iron and steel interests in the matter was well shown in the weekly reports published to-day of the *Iron Trade Review* and the *Iron Age*. The first named paper declared that "the hope is generally entertained that the atmosphere will be clarified after the elections and after the attitude of the Interstate Commerce Commission concerning freight rates shall have been definitely determined." The *Iron Age* said that it was expected that "whatever improvement comes this year will be almost exactly measured by the business the railroads place," and that as pertinent to the report of the Steel Corporation for the third quarter of the year given out yesterday "for the fourth quarter a considerable falling off was to be expected in earnings, the same being true of unfilled orders unless large railway contracts come in to offset the steady reduction in other products."

The crucial importance therefore of an improving bond market which will facilitate the placing of these railway orders is manifest, and it will occur to many people that the poorer bond market noted since the recent speculative advance in stocks began is not in itself an overencouraging symptom. To-day liquidation in the stock market was again in evidence, but for no particular reason so far as could be seen except that recent speculative buyers were taking profits. The time money market still slowly hardened. Call loans to-day were renewed at 3½, per cent., the highest price charged in recent weeks, and the expectation is that the bank statement at the end of the week will show a large loss in cash. Money again seems to be moving out to the interior and the banks have lost this week in their Sub-Treasury transactions over $4,000,000, or very much more than they lost in the week preceding. Presumably, however, bank loans have been again reduced by a transfer of credits to the trust companies. The cotton market after its violent rise of yesterday suffered a decided reaction, owing doubtless to the prevalence of calmer views regarding the meaning of yesterday's cotton ginning report, with its estimate of the quantity of bales ginned much less than had been commonly looked for. Net declines in the stock market were in the main less than they were yesterday, but they were even more general. The American Smelting and Refining common shares formed an exception to the general tendency with an advance.

New York Stock Exchange Sales, Oct. 26.

CLOSING PRICES OF UNITED STATES BONDS

	Bid.	Asked.		Bid.	Asked.
2s reg.	100½	101	4s reg.	112	115½
2s coup.	100½		4s coup.	112½	
3s reg.	101⅛	102⅝	Pan 2s	100⅝	101⅛
3s coup.	101⅛	102½	Pan 2s ad	100⅝	—

RAILROAD AND OTHER BONDS.

Allis Chal. pf 5s	78	Erie gen 4s	N.Y. & SE gen 5s
2000	78	1000	1927
Am. Ag. Ch. 5s		Flint & Pere Mar	1000 97
25000	104½	5 Quotations	St. L. & San Fr. fdg
10000	104¾	1000 105	2000 81½
25000	104⅝	Fitchburg & Det	San A. & A. Pass. 4s
10000	104⅝	2000 113¼	1000 86¼
41000	104¾	Gen. Elec. cv.	seaboard A. L. 4s
27000	104½	20000 148½	stamped
1000	104¾	30000 149	3000 86¼
14000	104½	2000 148½	1000 86¼
Am. Tobacco 6s		Interboro R.T. cv. 4s	Seab. A. L. adj
3000	106⅝	1000 102	1000 72
15000	106½	3000 102⅛	So. Pacific cv. 4s
6000	106⅝	21000 102¼	9000 98¾
Am. Tobacco 4s		5000 102⅜	South. Pacific 4s
43000	80½	Interboro R.T. 5s	2000 92¼
1000	80⅜	series A 1962	16000 92¼
5000	80½	30000 101½	So. Pacific ref. 4s
4000	80⅜	Int. Met. cll. 4½s	3000 95
4000	80½	25000 81⅝	2000 94¾
Argentine Gov. 5s		34000 81½	1000 94¾
(P.M.&Co. ctfs)		11000 81⅝	Southern Ry. 5s
2000	97¼	25000 81½	2000 108⅛
Atch.T.&S.F. cv. 4s		4000 81⅝	1000 108⅜
2000	109¼	10000 81⅝	3000 108⅜
Atch.T.&S.F. cv. 4s		5000 81⅝	South. Ry. St. L. 4s
5000	107¼	5000 81½	1000 85
199		4000 81⅝	So. Ry. gen. 4s
10000	107	20000 81½	14000 76½
196		52000 81⅝	Term. R.R. Assn.
2000	102⅞	28000 81¼	of St. L. 4½s
A.T.&S.F. gen. 4s		30000 81⅝	1000 104¾
17000	94	12000 81½	Tex. & Pac. 1st 5s
5000	98⅞	Int. & Gt. North	1000 110⅝
500	98¾	certificates	Third Avenue 4s
4000	98¾	5000 103¼	ctfs. stamped
1000	99	1000 103	1000 62
A.T.&S.F. adj. 4s		Inter. Paper 6s	10000 62¼
stamped		10000 102⅛	10000 62⅝
15000	91½	Is St. Pauls 1st 5s	5000 62⅛
Atl. Coast Line 4s		5000 92	10000 62
3000	96	Iowa Cen. 1st gold 5s	5000 62⅛
Atl. Lim. coll. tr.		of So. America	9000 62¼
5000	92¾	100000 97⅛	20000 62¼
Bal. & O. gold 4s		Jamaica 4s	5000 62¼
2000	98½	2000 94½	15000 62⅝
500	98½	Nana & S. 7s	31000 62¼
500	98½	5000 97½	10000 62⅝
6000	98⅝	Kan. City S. & M. 4s	Underground of
Bal. & O. P.L.E.		1000 77¾	London inc.
& S. V. 4s		Kan. City So. 5s	1000 32
1000	91⅝	1000 72½	Union Pacific 4s
1000	91⅝	Keokuk & Des M.	4000 101⅞
Bal. & Ohio 4s		5000 95	25000 101⅝
2000	92¼	King County 4s	25000 3 101⅝
Beth. Steel 5s		stamped	2000 101⅝
1000	99	1000 90	Pacific ref. 4s
Bos. & Me. 5s		Lackawanna Steel 5s	2000 98⅞
5000	102½	10000 97	45000 97
Buffalo Creek &		Lake Erie & W.	Union Pacific 4s
Eastern 5s		2000 110¼	10000 104¾
1000	99	U. S. & Mex. 6s	8000 104⅝
B. & O. S.W. cv.		5000 94½	5000 104½
4½s		3000 94½	3000 104¼
10000	84	U. S. & Mex. 6s 1931	3000 104¼
1000	83¾	4000 94½	1000 104½
1000	83¾	3000 94½	U. R. R. San F. fdg
5000	83¾	Lou. & Nash. 4s	1000 68
Cal. Gas 5s		1000 97¾	U. S. Leather 6s
5000	91¼	Manhattan Ry. 6s	5000 104½
Can. Cen. 4s		1000 97¾	U. S. Panama 2s
1000	81	5000 97⅝	registered
Cent. Coal & Iron		Marine ref. 6s	10000 100¾
5000	87¾	9000 101⅛	U. S. Realty & Im.
Cent. Ill. Lt. 5s		2000 95	2000 87½
2000	97½	Met. St. Ry. 5s	1000 87
Cent. Pacific 1st		5000 101⅝	Wabash deb. 6s
1000	97¾	1000 77	5000 102⅞
Ches. & Ohio 5s		5000 77⅝	U. S. Steel 5s
1000	93⅝	4000 93½	35000 103⅞
Chic. Cent. 5s		Minneapolis & St.	20000 103¾
1000	67¾	Louis 4s	5000 103½
Chic. Ind. & Louis		1000 72½	Wabash 1st 5s
1st 4s		Minn. St. Ry. 5s	2000 81½
1000	91¼	1000 81½	Wabash 2d
Chic. Rock Isl. &		Mo. Kan. & Tex. 4s	2000 99¼
Pac. coll. 4s		1000 99	3000 99
4000	122	Mo. Pac. 1st 4s	Wab. Pitts. 1st 4s
Ches. & Ohio 5s		2000 97½	4000 87⅞
1000	112	4000 97¾	6000 49
Ches. & Ohio 4½s		5000 97½	certificates
25000	101½	Morg. L. & Tex. 6s	1000 101½
C. & O. cv. 4½s		1000 110½	12000 101¼
7000	93⅞	Nat. Rys. Mex. 4½s	6000 49⅝
2000	93¾	5000 94⅞	9000 49
4000	93⅞	1000 94¾	5000 48¾
12000	93¾	N.Y. Cen. L.S. 3½s	5000 48⅝
5000	93⅞	2000 81⅝	2000 48⅝
20000	93¾	8000 81½	6000 48
Chi. Bur. & Q. deb.		N.Y. Chi. & St. L.	1000 47⅞
8000	101	deb. 4s	5000 47¼
Chi. B. & Q. gen. 4s		2000 91½	3000 47½
23000	97⅝	N.Y. Cit. 4½s 1913	3000 47¼
C. B. & Q. joint 4s		new	2000 47¼
1000	95⅞	5000 108	13000 48
32000	96	N.Y. City 4½s 1913	5000 48⅛
1000	95⅞	new	1000 48¼
14000	96	2000 103	5000 47½
1000	95⅞	N.Y. City 4½s	17000 48
registered		14000 101⅛	4000 48¼
33000	95⅝	N.Y. City 4s 1958	Wab. Pitts. 2d 4s
Chi. B. & Q. ill. 3½s		1000 99¾	32000 8
2000	88⅝	N.Y. Gas Elec. Lt.	certificates
Chi. & Alt. R.R.		H. & P. 5s	30000 81½
3000	85⅝	10000 101⅞	5000 81¼
5000	85½	N.Y. Gas Elec. Lt.	10000 81⅛
Chi. Mil. & St. P. 4s		H. & P. 4s	10000 81¼
4000	99½	5000 85	10000 81⅛
Chi. R.I. & P. RR. 4s		N.Y. N.H. & Hartford	16000 8
2000	75⅛	1000 134⅞	Wabash ext. 4s
31000	75	N.Y. Sus. & W. fdg. 5s	10000 68⅝
33000	74⅞	2000 101½	37000 68½
15000	74¾	Norfolk & W. 4s	9000 68¼
12000	74⅞	9000 99½	1000 68⅝
Chi. R.I. & P. ref. 4s		4000 99⅝	1000 68
14000	89½	Norf. & W. cv. 4s	5000 68⅛
22000	89¼	10000 100	33000 68⅛
Colo. Ind. coll. tr. 5s		1000 99⅝	4000 68¼
2000	79½	Og. & Lake Ch. 4s	5000 68⅛
Colo. Sou. 4s		1000 84½	2000 68
18000	97¾	Or. Rail. & Nav. 4s	5000 67⅞
Del. & Hud. cv. 4s		1000 96¾	60000 67¾
6000	98¼	4000 96½	10000 67⅝
3000	98¾	Or. Short Line 6s	15000 67½
Del. & Hud. ref. 4s		1000 119½	13000 67½
5000	99	1000 115	15000 67⅝
Den. & R.G. ref. 5s		Or. S. Line fdg. 4s	5000 67⅞
1000	92¼	2000 93⅝	5000 68
5000	92⅝	Pa. RR. 3½s 1915	15000 67¾
5000	92¼	5000 98¼	5000 68
Det. & Mack. g. 4s		10000 98⅛	Wn. Maryland 4s
1000	90	Penna. 3½s 1916	55000 81½
Distillers Sec. 5s		1000 97½	Westing. Elec. 5s
10000	104½	1000 97⅝	1000 92¼
12000	104½	Reading g. m. 4s	7000 92
Elgin Jol. & E. 1st		5000 98⅞	West Shore 4s
1000	108½	8000 98¾	11000 101⅞
Erie 4s ser. A		1000 98½	registered
2000	78	St. L. & Iron M. 5s	15000 99½
Erie cv. 4s ser. B		1000 107½	Wisconsin Cen. 4s
2000	70	St. L. & Iron M. 4s	4000 93¼
13000	69	1000 84¾	4000 93

Total sales of bonds (par value), $2,573,500.

FOREIGN BONDS.

	Bid.	Asked.
German Consols 4s	82	92
German Consols 3s	82¼	82¾
Prussian Government 4s	101½	102¼
Bavarian Government 4s	100½	101½
Hessian Government 3½s	90¼	91¼
Saxony Government 3s	82½	83½
Hamburg Government 3s	81¼	82¼
City of Berlin 4s	100	101
City of Cologne 4s	99¼	100¼
City of Augsburg 4s	99¼	100¼
City of Munich 4s	99¼	100¼
City of Frankfort-on-Main 3½s	92½	93½
City of Vienna 4s	95¼	96¼
Mexican Government gold 5s	99½	100½
Russian Government gold 4s	91½	92½
French Government hence 3s	96¼	97¼
Chinese Consols 5s	79½	80½

RAILROAD AND OTHER SHARES.

Sales	High. est.	Low. est.	Clos ing.	Net Ch'ge.
30500 Am. Can	69½	67½	68½	– 1⅛
200 Am. Ag. Ch.	47⅞	47⅞	47⅞	+ ⅜
1200 Am. B. Sug.	37½	37	37	– 1½
175 Am. Brake	85	85	85	+ 1½
2500 Am. Can	9¾	9¼	9¾	+ ⅝
2500 Am. Can pf.	74⅝	73	73¾	– ⅝
1400 Am. Car F.	54¾	53½	53½	– ¾
200 Am. C. I. pf.	114	114	114	– ¾
520 Am. Cot. Oil.	66	65½	65½	– 1
200 Am. H. L. pf.	23¼	23¼	23¼	
2700 Am. Ice Sec.	21	19½	19½	– 1¼
200 A. Linseed.	12⅛	12	12	– 1½
200 A. L. seed pf.	34	33	33	
500 Am. Loco.	40⅞	39¾	40¼	
35500 Am. Smelt.	79⅛	77½	79⅛	+ 1¼
100 A. Smelt. pf.	105¾	105¾	105¾	
300 Am. Steel F.	49⅞	49½	49¾	– ⅛
100 A. Sugar.	116¼	116¼	116¼	
6000 Am. T. & T.	140½	139⅞	139½	+ ¼
100 Am. Woo.	32⅝	32⅝	32⅝	– ½
900 Anaconda.	41⅞	41¼	41¾	+ ⅛
5400 A. T. & S. F.	104⅛	103⅝	103¾	+ ⅛
230 A. T. S. F. pf.	101⅞	101⅝	101⅝	– ⅛
200 At. C. Line.	117	116	116	– 2¼
1100 Balt. & O.	108	107⅝	107⅝	– ⅜
900 Beth. Steel.	32	31	31	– 2
200 Beth. Steel pf.	59½	59¼	59¼	– 3
4000 B. & R. T.	77¾	76⅝	77¼	
1100 Can. Pac.	198¼	197¼	198⅛	+ ⅞
1600 Cen. Leather.	35	34¼	34¼	– ½
3500 Ches. & Ohio.	83⅝	81⅝	82	– ¾
100 Chi. Alton.	35	35	35	– 1
175 Chi. G. W.	149	149	149	
400 C. G. W. new.	23½	23⅛	23⅛	– ⅜
8700 C. M. & St. P.	126¼	124	125	– ¾
200 C. M. St. P. pf.	149⅞	149¾	149¾	– 1
1100 Col. Fuel.	34¼	33⅞	33⅞	– ⅞
5500 Col. H. C.	6½	6	6⅛	+ ⅛
4400 Col. Sou.	61½	60	60½	– 1½
1100 Col. Sou. pf.	56¾	55¾	56½	+ 1
7800 Consolas.	136½	134¼	134⅞	– ⅜
2000 Corn. Pr.	17¼	16⅞	17	– ½
400 Corn. Pr. p.	80¼	79	79	– ¾
300 Del. Hud.	168½	168⅛	168¼	– ¾
1100 Den. & R. G.	33⅝	32½	33	– ½
2100 Distils. S.	33	32	32	– ⅜
100 D. S. S. & A.	24	24	24	– ½
2940 Erie.	30⅛	29¼	29¾	
300 Erie 1st pf.	49⅛	48	48	– 1⅛
100 Erie 2d pf.	38½	37½	37½	– ½
400 Fed. M. & S.	12	12	12	– 3
350 Fed. M. S. pf.	40	40	40	– 5
1000 Gen. Elec.	156	154¾	154¾	– ¼
8700 Goldfield.	8⅝	8⅛	8¼	+ ⅛
1020 Gt. Nor. pf.	127½	126¼	126¼	– 1
800 G. N. Ore.	59¼	57⅝	57⅝	– 1⅝
1600 Harvester.	110	108½	108½	– 1¾
100 Harv. pf.	123½	123½	123½	
1150 Int. Paper.	13	12⅞	13	+ ⅛
1700 Int. Pap. pf.	56⅞	55	56½	+ 1½
3200 Int. Met.	24	22⅝	22⅞	+ ⅛
8700 Int. Met. pf.	60¼	58¾	59½	
500 Iowa Cen.	19¾	19½	19½	– ¼
200 Kan. City So.	32⅝	32⅝	32⅝	– ⅛
200 Lehigh V.	104⅝	104	104	– ¾
100 L. E. W. pf.	41½	41½	41½	+ ⅝
200 Long Isld.	63½	63	63	– 1
700 Lou. Nash.	146	145½	145½	– 1
100 Mackay.	91	91	91	– ¾
200 Mackay pf.	75	74	74	– 1
300 Manhattan.	142½	141½	141½	– 1
100 Marine.	51¼	51¼	51¼	– 1¼
350 Marine pf.	17¾	17½	17½	
100 M. & St. L.	54	54	54	
100 MSP & SSM.	134	134	134	+ ¼
700 M. K. & Tex.	35¼	34½	34½	– ¼
400 Mo. Pac.	55	54½	54½	– ¾
100 Nash. C. St. L.	138	138	138	
200 Nat. Bis.	110	110	110	– ½
600 Nat. Lead.	59⅝	59	59	– ½
100 Nat. Lead pf.	106	106	106	+2
1100 N. Y. N. H. & H.	32¾	32½	32½	– ½
2631 New Con.	21	20½	20½	– ½
6900 N. Y. Cent.	117½	116	116½	– ⅜
100 N. Y. & Hart.	149¼	149¼	149¼	
250 N. Y. & O.	42¾	42⅝	42⅝	– ⅜
400 Nor. & W.	98½	98	98½	– ½
100 Nor. Am.	67	67	67	– 1
2700 Nor. Pac.	119½	118⅛	118⅝	– ½
200 Pac. Mail.	33¼	32¾	32¾	+ ¼
400 Pac. T. & T.	4½	4¼	4¼	– ¼
4200 Penn. RR.	131¾	131	131	– ½
1400 Peo. Gas.	108¾	107½	107⅞	– ⅝
100 PCC & S. L.	97½	97½	97½	– ½
425 Pitts. Coal.	20⅝	20	20	
300 Pit. Coal p.	70½	70	70	– ⅞
400 Press. S. C.	34	34	34	– ½
400 Pullman.	167	165½	167	+1
100 Ry. St. Sup.	36	36	36	+ ¼
1000 Rep. Steel.	34⅞	33½	33½	– 1¼
500 Rep. St. pf.	97	96½	96½	– 1
136400 Reading.	153½	150⅞	152	– ½
9500 Rock Isl.	34¼	32¼	33	– ⅝
200 Rock Isl. pf.	65	64½	64½	– ⅝
300 Sloss-Shef.	51½	51½	51½	+ ½
100 St. J. & G. I.	18	18	18	– 2
300 St. L. S. F. pf.	42¾	41⅝	41⅝	– ¾
14300 Sou. Pac.	118½	117⅛	117⅝	– ¼
1900 Sou. Ry. Co.	26	25	25⅞	– ¼
300 Sou. Ry. Co. pf.	59⅞	59¾	59¾	– ⅛
3400 Tenn. Cop.	37⅝	36½	37	+ ¼
800 Texas Co.	140¼	140	140	
200 Tex. Pac.	27¾	27¾	27¾	– 1
2400 Third Av. R.	13⅞	12⅝	13⅞	+ 1⅛
300 Tol. St. L. W.	27½	26¾	26¾	– 1½
400 Tol. St. L. W. pf.	59⅝	59½	59⅝	+ ⅛
119000 Un. Pac.	173¾	171¼	172¼	– 1⅛
300 Un. Pac. pf.	92¾	92¼	92¼	– 1¼
100 Un. R. Inv.	29¾	29¾	29¾	– ¼
1100 U. S. Exp.	101	101	101	– 9
300 U. S. Rub.	72	70½	70½	– 1½
200 U. S. Rub. pf.	36⅝	36½	36½	– ½
300 Manhattan.	142½	141½	141½	– 1
100 Marine.	51¼	51¼	51¼	– 1¼
350 Marine pf.	17¾	17½	17½	
100 M. & St. L.	54	54	54	
100 MSP & SSM.	134	134	134	+ ¼
700 M. K. & Tex.	35¼	34½	34½	– ¼
400 Mo. Pac.	55	54½	54½	– ¾
100 Nash. C. St. L.	138	138	138	
200 Nat. Bis.	110	110	110	– ½
600 Nat. Lead.	59⅝	59	59	– ½
100 Nat. Lead pf.	106	106	106	+2
1100 N. Y. N. H. & H.	32¾	32½	32½	– ½
2631 New Con.	21	20½	20½	– ½
6900 N. Y. Cent.	117½	116	116½	– ⅜
100 N. Y. & Hart.	149¼	149¼	149¼	
250 N. Y. & O.	42¾	42⅝	42⅝	– ⅜
400 Nor. & W.	98½	98	98½	– ½
100 Nor. Am.	67	67	67	– 1
2700 Nor. Pac.	119½	118⅛	118⅝	– ½
200 Pac. Mail.	33¼	32¾	32¾	+ ¼
400 Pac. T. & T.	4½	4¼	4¼	– ¼
4200 Penn. RR.	131¾	131	131	– ½
1400 Peo. Gas.	108¾	107½	107⅞	– ⅝
100 PCC & S. L.	97½	97½	97½	– ½
425 Pitts. Coal.	20⅝	20	20	
300 Pit. Coal p.	70½	70	70	– ⅞
400 Press. S. C.	34	34	34	– ½
400 Pullman.	167	165½	167	+1
100 Ry. St. Sup.	36	36	36	+ ¼
1000 Rep. Steel.	34⅞	33½	33½	– 1¼
500 Rep. St. pf.	97	96½	96½	– 1
136400 Reading.	153½	150⅞	152	– ½
9500 Rock Isl.	34¼	32¼	33	– ⅝
200 Rock Isl. pf.	65	64½	64½	– ⅝
300 Sloss-Shef.	51½	51½	51½	+ ½
100 St. J. & G. I.	18	18	18	– 2
300 St. L. S. F. pf.	42¾	41⅝	41⅝	– ¾
14300 Sou. Pac.	118½	117⅛	117⅝	– ¼
1900 Sou. Ry. Co.	26	25	25⅞	– ¼
300 Sou. Ry. Co. pf.	59⅞	59¾	59¾	– ⅛
3400 Tenn. Cop.	37⅝	36½	37	+ ¼
800 Texas Co.	140¼	140	140	
200 Tex. Pac.	27¾	27¾	27¾	– 1
2400 Third Av. R.	13⅞	12⅝	13⅞	+ 1⅛
300 Tol. St. L. W.	27½	26¾	26¾	– 1½
400 Tol. St. L. W. pf.	59⅝	59½	59⅝	+ ⅛
119000 Un. Pac.	173¾	171¼	172¼	– 1⅛
300 Un. Pac. pf.	92¾	92¼	92¼	– 1¼
100 Un. R. Inv.	29¾	29¾	29¾	– ¼
1100 U. S. Exp.	101	101	101	– 9
300 U. S. Rub.	72	70½	70½	– 1½
200 U. S. Rub. pf.	36⅝	36½	36½	– ½
300 Manhattan.	142½	141½	141½	– 1
100 Marine.	51¼	51¼	51¼	– 1¼
350 Marine pf.	17¾	17½	17½	
100 M. & St. L.	54	54	54	
100 MSP & SSM.	134	134	134	+ ¼
700 M. K. & Tex.	35¼	34½	34½	– ¼
400 Mo. Pac.	55	54½	54½	– ¾
100 Nash. C. St. L.	138	138	138	
200 Nat. Bis.	110	110	110	– ½
600 Nat. Lead.	59⅝	59	59	– ½
100 Nat. Lead pf.	106	106	106	+2
1100 N. Y. N. H. & H.	32¾	32½	32½	– ½
2631 New Con.	21	20½	20½	– ½
6900 N. Y. Cent.	117½	116	116½	– ⅜
100 N. Y. & Hart.	149¼	149¼	149¼	
250 N. Y. & O.	42¾	42⅝	42⅝	– ⅜
400 Nor. & W.	98½	98	98½	– ½
100 Nor. Am.	67	67	67	– 1
2700 Nor. Pac.	119½	118⅛	118⅝	– ½
200 Pac. Mail.	33¼	32¾	32¾	+ ¼
400 Pac. T. & T.	4½	4¼	4¼	– ¼
4200 Penn. RR.	131¾	131	131	– ½
1400 Peo. Gas.	108¾	107½	107⅞	– ⅝
100 PCC & S. L.	97½	97½	97½	– ½
425 Pitts. Coal.	20⅝	20	20	
300 Pit. Coal p.	70½	70	70	– ⅞
400 Press. S. C.	34	34	34	– ½
400 Pullman.	167	165½	167	+1
100 Ry. St. Sup.	36	36	36	+ ¼
1000 Rep. Steel.	34⅞	33½	33½	– 1¼
500 Rep. St. pf.	97