KIDDER, PEABODY & CO.
115 Devonshire Street, Boston — 53 Wall Street, New York
Investment Securities
Foreign Exchange
Letters of Credit
Correspondents of
BARING BROTHERS & CO., Ltd
LONDON

Three 6% Bond Issues
Approved by our Engineering, Legal and Accounting Experts
Each issue is the obligation of a strong and growing corporation earning from two to three times interest requirements and yielding about 6 per cent. This is an
Unusual Opportunity
for holders of good 6 per cent. bonds of early maturity to replace same without loss of yield.
The bonds of each corporation are issued for extensions and improvements to facilitate the handling of increasing business which should result in increased earnings.
Circulars of each bond with full particulars on request
N. W. Halsey & Co
BANKERS
49 Wall St., New York
Philadelphia Chicago San Francisco

St. Louis & San Francisco Railroad Company
4½% BONDS
Secured by First Mortgage
to pay 6%
Particulars Upon Application.
A. B. Leach & Co.
149 BROADWAY, NEW YORK

J. K. Rice, Jr. & Co.
WILL BUY | Miscellaneous Securities | WILL SELL
100 American Caramel Com. 50
100 Del., Lack. & West. Coal 25
100 Hartford Carpet Com. 50
50 Phelps Dodge & Co. 15
50 Safety Car Htg. & Ltg. 20
50 Sen Sen Chiclet 25
15 Singer Manufacturing 50
50 Thompson-Starrett Com. 25
30 Wells Fargo Express 100
100 Western Power Com. 100
J. K. Rice, Jr. & Co.
Phones 7361 to 7366 Hanover. 33 Wall St., N. Y.

MEGARGEL & CO.
BANKERS
Schwarzschild & Sulzberger
6s, 1916
9 NASSAU ST. NEW YORK

NEW YORK CITY BONDS
N. W. Harris & Co.
BANKERS
Pine Street, Corner William
NEW YORK
Carefully Selected Bonds For Investment

LEE, HIGGINSON & CO.
Boston New York Chicago

Edward B. Smith & Co
Bankers
Philadelphia New York

Spencer Trask & Co.
43 Exchange Place, New York
Albany Boston Chicago
Members New York Stock Exchange

W. E. Hutton & Co.
Members New York Stock Exchange
Write for Financial Review.
25 Broad St., New York. Private wires

Knauth, Nachod & Kuhne,
BANKERS
25 William St. New York — Leipzig, Germany
High Grade Bonds

FINANCIAL AND COMMERCIAL.

MONDAY, October 31.

This at least could be said of the doings on the Stock Exchange to-day, that they were the dullest, most uninteresting and least active of any seen in the last three weeks. The market was of course entirely professional, with this difference from its immediate predecessors, that those who were conducting operations were obviously of the lesser sort of Stock Exchange room traders and not the large speculators who have been busy in the market for some time recently. Dealings in stocks were only a little more than half of the late daily average. Prices were distinctly inclined to weakness in the fore part of the day, and indeed up to the last half hour of business. Then they rallied not over briskly upon buying that seemed to be a retirement of contracts for the decline put out during the morning and on Saturday, and left off not far from Saturday's closing level, but still making a net record of highly irregular advances and declines. The Union Pacific and United States Steel shares on a relatively large volume of trading closed absolutely unchanged for the day. There were no changes in many other principal stocks, and in others the differences from the Saturday finals were small. As much a feature as anything was the rise in the afternoon in Canadian Pacific stock, for what reason no one knew; but this is a stock in which there is very little local public interest and which seems to be affected solely by dealings for Canadian and London account. On the other hand distinct heaviness was shown among the railway shares by Chicago, Milwaukee and St. Paul stock, and to a less extent by the Pennsylvania Railroad shares. A current story ran to the effect that the forthcoming monthly statement of the Pennsylvania earnings would be poor. More or less attention was also attracted by specific weakness in the Bethlehem Steel and Iron, and at one time United States Steel preferred shares. For both of these stocks, and rather strangely in the case of the last named, there appeared to be a very poor market when anything like pressure to sell appeared. Indeed it is true as a general observation of the market as a whole that there is what is technically known as a "thin market" for the majority of stocks in which no particular manipulation is at the moment going on. This it must be confessed gives to the market as a unit an artificial and not altogether encouraging appearance.

Of news developments to-day there were none of importance. The Erie's report for September showed an increase of $637,000 in gross and of $58,000 in net, which seemed to indicate, as similar reports have in the past, that the Erie is somehow able to make a better comparative showing of gross increases than are its sister companies. As to-morrow will be a holiday in London business on the Stock Exchange there was contracted, but discounts were slightly lower and the Bank of England managed to purchase most of the $4,000,000 gold offered during the day in the bullion markets. Here call money rates rose at one time to 4 per cent., because, no doubt, of the drawing in of money by the banks incident to the last day of the month. By some an explanation of the weakness of the stock market previous to the noon hour was found in current mystification over the character of last Saturday's bank statement and in uneasiness over the increase in the excess of bank loans over deposits, which now stands at $34,100,000, the largest since January, 1908. In addition the banks seem to be still sending money to the interior of the country. In their transactions with the Sub-Treasury since Saturday the local institutions have lost nearly $1,500,000. One gratifying announcement during the day was the authoritative if unofficial statement that the one year 4½ per cent. notes recently negotiated by the Michigan Central Railroad Company in Paris were placed by the company on a 4½ per cent. basis instead of a 6 per cent. basis, as was commonly inferred in the financial district at the end of last week. Whether the cost to the company as stated did or did not include the payment of a banking commission and the legal and other expenses incident to such a transaction in Paris was not revealed; and the fact that a railroad company in such splendid and unquestioned credit as the Michigan Central had recourse to the expedient of raising money by short term notes rather than by appealing to the bond market proper was not commonly held to convey any very flattering testimony as to the state, present or prospective, of the bond market itself.

New York Stock Exchange Sales, Oct. 31.

CLOSING PRICES OF UNITED STATES BONDS.

	Bid.	Asked.		Bid.	Asked.
2s reg	100¼	101¼	4s reg	115	115¼
2s coup	100¼	101¼	4s coup	115¼	—
3s reg	101¾	102¾	Pan 2s reg	100½	—
3s coup	101¾	102¾	Pan 2s coup	100½	—

RAILROAD AND OTHER BONDS.

Alb & Susq 3½s		Erie 4th ext		Penna 4s 1948	
1000	94¾	2000	100¼	7000	103¾
Atlantic Coast L 5s		Gen Elec cv 3½s		Pacific Coast 2nd 4s	
16000	74½	5000	147¾	2000	98⅞
2000	78	Gulf & W I 5s		Reading gen 4s	
1000	78	6000	143¾	2000	96
Am Hide & L 6s		13000	143¼	11000	95⅞
5000	94	1000	143¼	Peoria & East cons	
Amer Ice deb 6s		Hocking Val 4½s		1000	74
1000	86½	Illinois Cent 4s		2000	98⅛
Am T & T cv 4s		1000	102	10000	98⅛
10000	104⅝	Ill Cent 4s 1952		4000	98½
26000	104½	4000	99¼	1000	98¼
1000	104⅝	Ill Cent 4s 1953		4000	98⅛
12000	104½	5000	99½	1000	98¼
Am T & T col 4s		Interboro RT cv 4s		Read J C col 4s	
20000	107⅞	2000	100⅜	1000	97¾
Am Tobacco 6s		Interboro RT 3s		St Jo & Gr Isl 1st	
2000	108½	series A 1952		1000	89¼
Am Tobacco 4s		17000	101½	St L & Iron Mt 5s	
22000	80½	2000	101⅝	2000	107¾
Argentine Cv 5s		Int Met cl 4½s		St L & Iron M 4s	
JPM&Co ctfs		1000	80⅞	1000	84¾
4000	96¾	4000	80¾	St L & Iron Mt	
Armour 4½s		4000	80⅝	Ry & Gulf 4s	
1000	91¾	1000	80⅞	2000	65
Atch T & P cv 5s		Int & Gt Nor 2d		St L & SF gen 5s	
5000	109	certificates		1927	
Atch T & S F cv 4s		10000	103	1000	86⅝
1000	103	Inter Paper 4s		5000	87
2000	102⅝	2000	103	12000	86¾
5000	102½	1000	103⅛	2000	86⅞
A T & S F gen 4s		Iowa Central 1st 5s		St L & San Fr 6d	
14000	98¾	1000	92	20000	81¼
500	98¾	Japanese 4½s		St Louis S Wn 4s	
2000	98½	1000	94¼	1000	78
500	98½	4000	94¼	San A & A Pass 4s	
2000	98¼	14000	94¼	3000	86
A T & S F adj 4s		Japanese 4½s 2d		Seaboard A L 4s	
2000	91½	5000	93¾	stamped	
Atl & Dan 2d 4s		Kan City So 5s		25000	86
5000	82½	9000	73½	Seab A L adj	
Atl Line coll 4s		6000	73⅛	43000	72
8000	92⅞	Kings County 4s		4000	72¼
Balt & O gold 4s		stamped		So Pacific cv 4s	
2000	98⅝	1000	82	11000	98⅝
4000	98½	Lacrede Gas 5s		11000	98½
Balt & O P L F		3000	102¼	2000	98⅝
& W Va 4s		L S & M S 4s 1997		22000	98½
15000	91½	14000	93½	3000	98⅝
Balt & Ohio 3½s		L S & M S 4s 1931		So Pacific ref 4s	
2000	92¼	17000	93¼	1000	94¾
Beth Steel cv 5s		2000	93	2000	94⅞
1000	86½	1000	93⅛	So Ry gm 4s	
Brooklyn Union		Leh Val ter 5s		44000	76¼
Gas 5s		1000	112½	2000	76½
1000	102	Long Island 7d 4s		B R T cv 4s	
1000	93¾	1000	96½	1000	93¾
5000	93½	Lou & Jeff Bdg 4s		5000	93½
Bkln Union El 1st		1000	94	Third Avenue 4s	
stamped		Lou & Nash 4s		ctfs stamped	
2000	102	2000	97¼	25000	89¼
1000	101½	Marine cl tr 4½s		10000	62
Can So ext 1st		3000	86	T St L & W 1st 4s	
5000	104	2000	85⅞	1917	
Cen Leather 5s		10000	86	1000	83
15000	99⅛	Met St Ry 5s		Tri City Ry 5s	
3000	99	certificates		2000	94½
Cent Pacific 1st		1000	75	8000	98⅞
5000	97½	Mo Kan & Tex 4s		2000	99
Ches & Ohio 5s		1000	97¼	Un Elec L & P 5s	
25000	112	1000	97⅝	5000	99
C & O cv 6s		Mo K&T of Kan		Union Pacific 4s	
5000	93¾	3000	85½	17000	101½
14000	93⅝	Mo Pacific con		1000	101¾
1000	93¾	3000	110	19000	101½
Chi & Alton 3½s		Mo Pacific cv 5s		1 Pacific ref 4s	
8000	75	2000	93¾	25000	97
Chi Bur & Q deb		Nat RR of Mex 4½s		1000	96⅞
2000	101	5000	94⅞	Union Pac cv 4s	
C B & Q joint 4s		Nat R R Mex 4s		5000	108⅛

10000	95⅞	1000	90	38000	105
2000	96	N Y Central 4s		6000	104¾
10000	95⅞	2000	104⅞	2000	104⅞
registered		N Y Central 3½s		U S of Mexico 5s	
1000	95¾	25000	89	4000	97⅞
Chi R & Q ill 4s		N Y Cen L S 3½s		1000	97
3000	100¾	1000	80½	U S Steel 5s	
Chi Mil & St P 4s		N Y Chi & St L 4s		5000	103⅞
21000	99⅝	4000	100	40000	103¾
2000	99½	N Y City 4½s 1957		2000	103⅞
C M & St P deb 4s		new		2000	103¾
11000	93	1000	107¾	registered	
Chi R I & Pac 4s		N Y City 4s		500	103⅞
1000	74⅝	10000	107⅞	500	104
25000	74⅛	9000	101	Vandalia 4s N	
1000	74	14000	101⅞	2000	96½
1000	74⅛	5000	101	Wabash 1st	
4000	74¼	N Y City 4s 1960		5000	108⅞
Chi R I & P Ry 4s		24000	99¾	Wab P Ter 1st 4s	
5000	97⅛	N Y City 4s 1964		certificates	
5000	97⅛	14000	99⅝	1000	47½
Chi R I & P ref 4s		N Y City 4s 1957		16000	47
1000	89	8000	99⅝	1000	47¼
Cin In St L & C 4s		N Y Gas Elec L L		2000	46½
2000	97¾	H & P 6s		6000	46
C C C & St L gen 4s		2000	88	7000	46¼
2000	94¾	N Y N H & H cv 6s		22000	45½
C C C & St L cons 4s		1000	135	3000	46½
6000	92½	1000	134⅞	Wab P ref 2d 4s	
Colo Southern 4s		N Y Susq & W 1st 5s		certificates	
5000	94⅞	1000	94⅞	2000	7
Colo So ext 4½s		N Y N H & H cv		4000	67⅞
10000	97¼	3½s		Wabash ext 4s	
Cuban 5s		4000	101¼	11000	67½
300	102¾	Norfolk & W 4s		5000	67¼
Del & H cv 4s		5000	99¼	10000	66¾
10000	100¾	1000	99⅛	10000	66½
Del & Hud ref 4s		Norf & W cv 4s		5000	66¾
5000	99	1000	100	5000	66½
Den & RG ref 4s		111000	100⅛	16000	66⅝
4000	92¼	North Pacific 4s		12000	66½
Distillers Secur		3000	100	Wa Maryland 4s	
Rlse Corp 5s		500	100¼	5000	66¼
2000	75	North Pacific 3s		Western Md cv 5s	
1000	74½	2000	71½	2000	91⅛
Erie 1st con 4s		Pacific Coast 1st		West Shore 4s	
1000	86	7000	104	2000	101½
5000	420 86½	5000	105	Westinghouse cv 6s	
Erie cv 4s ser A		Pacific of Mo 4s		4000	102
14000	76	2000	96¼	Wisconsin Central	
Erie cv 4s ser B		Pac T & T col 5s		6000	93
2000	69	11000	97⅞	1000	93⅝

Total sales of bonds (par value) $1,895,000

RAILROAD AND OTHER SHARES.

Sales		High-est.	Low-est.	Clos-ing.	Net Ch'ge.
100	Allis Chal.	9¾	9¾	9¾	−¼
200	Allis Ch pf	32½	32¼	32¼	−1⅜
500	Am B Su.	37¼	37	37	−½
8800	Amal Cop.	69	68¼	69½	+⅛
600	Am Ag Ch	47⅝	47½	47⅝	−⅛
800	Am Can	9⅞	9½	9⅝	
100	Am Can pf	75	75	75	−½
1100	Am Car F.	54	53½	54	+⅛
100	Am C F pf	113⅝	113⅝	113⅝	−⅝
500	Am Cot O.	65½	65½	65½	−¾
100	Am H & L	4½	4½	4½	
600	A Ice Seds	18	17¾	18	+⅞
600	Am Loco.	40	39¼	39¾	−¾
200	A M Crp pf	35	34¾	35	+⅝
16200	Am Smelt.	80¼	78¾	80	
200	A Smelt pf	105½	105	105	−⅛
100	Am Sugar	118⅝	118⅝	118⅝	−⅛
1450	Am T & T.	141	140	141	+⅛
200	A Tob pf.	93¾	93¾	93¾	−¾
500	Anaconda	42	41½	41¾	+⅛
5000	A T & S F	104¼	103½	104¼	
100	At C Line	117¾	117¾	117¾	+¼
800	Balt & O	109	108½	109	+⅛
100	Balt & O pf	91	91	91	
2100	Beth Steel	32	30⅞	31	−1½
3300	Bkn R T	77	76⅝	76⅞	−⅛
100	Buf R & P.	105	105	105	
7150	Can Pac	200½	198¼	199⅞	+1⅝
400	Cen Leather	34½	34⅛	34¼	−⅛
7600	Ches Ohio.	82½	81⅝	82½	
800	C G W new	23¼	23⅛	23½	−⅛
200	Chi N W.	148	148	148	−1
100	C N W pf.	207	207	207	+2
7900	C M St P	124⅜	123½	124	−⅜
1000	C C C & S L	72	70	71	−2
500	Col Fuel I.	33¾	33⅜	33½	−⅛
700	Col South.	59½	58¾	59	−¾
2400	Cons Gas	136⅜	135½	136	−⅜
800	Corn P R.	17	16⅞	16⅞	−⅜
143	Corn PR p	79	79	79	−1
800	Del Hud	169¾	169	169¾	+⅜
100	Den R Gr.	32¾	32¾	32¾	+⅜
100	Den RG pf	74	74	74	−2
500	Distil's S.	32	31¼	31¼	−¼
200	D S S A pf.	24½	24½	24½	+¾
900	Erie	29⅝	29½	29½	−¼
500	Erie 1st pf	48¾	48½	48½	−1⅜
250	Fed M S pf	40	39	40	
1100	Gen Elec	154¾	154	154	−1¼
2550	Goldfield M	8⅜	8¼	8⅜	+⅛
1300	G Nor pf.	126¾	125⅞	126¼	−¾
1200	G N O ct.	59	58	58	−1⅜
4100	Harvester	110¼	109	110¼	−1
100	Harv pf.	123	123	123	
100	Int Paper.	12¾	12¾	12¾	−¼
100	Int Pap pf	55½	55½	55½	+½
4000	Inter-Met	22	21½	22	
3300	Int-Met pf	57½	56¼	57¼	−¾
400	Kan C So.	32	32	32	−¾
800	Lac Gas.	104¼	103¾	104¼	−¼
400	Lou Nash	145	144½	145	
2000	MSP SSM.	139½	137⅛	139½	+2½
100	Mex Nor pf.	149¾	149¾	149¾	+1
400	M K & Tex	34¾	34½	34¾	−¼
600	Mo Pac.	54	53¾	54	
100	Nat Lead.	59	59	59	−¼
100	N R y M 1 pf	70¼	70¼	70¼	−⅜
3700	N R y M 2 pf	34	33½	33½	−⅛
1800	Nev Con.	20¼	20	20¼	+¼
4400	N Y Cent.	116½	115½	116⅛	−⅛
200	N Y C S L.	67	66¾	67	−½
400	N Y & N H	149¼	149	149	−¼
200	Nor & W.	98⅞	98½	98⅞	−⅛
100	Nor & W p	89	89	89	
600	Nor Am.	66	66	66	−1
1900	Nor Pac.	118¾	117¾	118¾	−¼
100	Pac Coast	105	105	105	−1
300	Pac T & T.	41	40½	40¾	−¾
3100	Penn RR.	131¾	131	131½	−⅜
100	Peo Gas.	108¾	108¾	108¾	+¼
220	Pitts Coal.	20	20	20	
100	Pit Coal p.	70½	70½	70½	−¾
155	Press SC p	96½	96½	96½	−¼
100	Pullman.	166	166	166	−1
400	Quicksilv.	2	2	2	
700	Rep Steel.	33½	33⅛	33½	−½
500	Rep St pf.	97¾	97¼	97¼	−¾
21700	Reading.	152½	150⅝	152½	+⅜
2000	Rock Isld	32¾	32	32¾	−¼
200	Rock I pf.	64	64	64	−1½
200	Rut RR pf.	41	40	41	+1
100	S Rock.	169½	169½	169½	+3
500	Sloss Shef	52¼	51	52¼	+¼
100	St J G I 2 pf	39	39	39	−1
500	St L SF 2 pf	41¼	40¾	41¼	−½
8500	Sou Pac.	118⅜	116⅞	118⅜	
1600	Sou Ry Co	25½	25⅛	25½	
2800	Tenn Cop.	38⅛	37	37½	−½
200	Tex Pac	27½	26¾	26¾	−1¼
1600	Third Av R	13⅞	13	13¾	−⅛
400	Tol St L & pf	58¾	58¾	58¾	
80700	Un Pac.	173⅜	171⅝	173¼	
100	U S Rub	35⅝	35⅝	35⅝	−⅛
121	U S Rub 1st pf	111¼	111¼	111¼	+⅛
200	U S Rub 2d pf	72	72	72	−2
158100	U S Steel.	78¼	76⅞	78¼	
2100	U S Steel p.	118¼	117	117⅜	−¾
3300	Utah Cop.	49	48	48⅝	−⅝
3200	Va-Car C.	64¼	63½	64¼	−¼
800	Wabash.	18	17⅞	18	−⅛
1800	Wab pf.	38½	37½	38½	−¼
1600	West'h se.	73½	72¾	72¾	−1
400	West Md.	48	48	48	
100	West Md p	73¼	73	73¼	+½
100	West U T.	72	72	72	−½
700	Wis Cent.	58¾	58¼	58¾	−½

Total sales of stocks, 463,800 shares.

*Ex dividend.

CLOSING PRICES.

	Bid.	Asked.		Bid.	Asked.
Adams Exp	5*	—	Manhattan	141½	143
Allis Chal	8½	9¾	Markar	91⅝	92½
Allis Chal pf	31	33	Mackay pf	74	78
Amal Cop	69⅛	69½	Marine	5⅛	5½
Am Ag Ch	47½	47⅝	Marine pf	17½	18
Am B Sug	37	37½	Minn & St L	29½	31
Am Can	9½	9¾	M & St L pf	48	54½
Am Can pf	74¾	75	MSP & SSM	139¼	139½
Am Car Fy	53⅞	54	MSP SM pf	149½	150
Am Car F pf	111	113¼	M K & T	34½	34¾
Am Cot Oil	65¾	66¾	M K & T pf	64	66¼
Am Cot O pf	105	107	Mo Pacific	53¾	54¼
Am Express	140	75	Nat Bis Co	110	112
Am Hide & L	4½	5	Nat Biscuit	—	122
Am H&L pf	13½	14	Nat Lead	58	59
Am Ice Sec	18¾	19¾	Nat Lead pf	105	107
Am Linseed	12	12½	Nat Biscuit	69½	70
Am Lin pf	32	33⅞	Nat Mex 2 pf	33½	33¾
Am Loco	39½	40	New Cons	20⅛	20¼
Am Loco pf	105	106½	N J Central	271	283
Am Malt C	4¾	5½	N Y A B	75	78½
Am M C pf	73½	74¾	N Y Central	116¼	116¾
Am Smelting	80	80½	N Y C & St L	67	68½
Am Smelt pf	104½	105⅛	N Y C & St L 1p	106¼	110
Am Sm Sec	16½	18	N Y C & St L 2pf	88¼	93
Am Snuff	240	320	N Y N H & H	132	134½
Am Snuff pf	100	102	N Y O & W	42½	42¾
Am St Fy	48	*48¾	North Am	66	67
Am Sugar	118¼	119	Nor & West	98¾	99
Am Sug pf	116	117	Nor & W pf	87	*90
Am T & T	140¾	141	Nor Pacific	118¾	119¼
Am Tob pf	74	74½	Pac Coast	103	108
Am Wool	31	32	Pac Coast 1pf	93	110
Am Wool pf	84¼	87	Pac Coast 2pf	108	115
Anaconda	41½	41½	Pacific Mail	32½	33
A T & S F	104¼	104¾	Pac Tel & Tel	40½	41½
A T & S F pf	101½	102	Penna RR	131½	131¾
Atl Coast L	117	117½	Peo G L & C	108	109½
Balt & Ohio	108¾	109	Pittsburg C	20	20½

	Bid.	Asked.		Bid.	Asked.
Balt & O pf	90	[illegible]	Pittsbg C pf	70½	71
Bangor & A	[illegible]	[illegible]	P C C & St L	56	58½
Beth Steel	30¾	31	P C C & St L pf	110	116
Beth Steel pf	58½	60	Pullman Car	38½	38½
Brooklyn R T	76¾	77	P Steel Car	35½	37
Brun U Gas	3½	3¾	Pull P Car	166	*168
Brunswick	10½	11½	Ry Steel Spg	38½	39
Butterick	35	36¼	Reading	152⅝	152¾
Can Pac	159¾	160	Read 1st pf	87	89
Cen Leather	34¼	35	Read 2d pf	95	98
Cen Leath pf	105½	106½	Repub Steel	33½	33¾
Ches & Ohio	82½	82¾	Rep Steel pf	97½	97½
Chi & Alton	30	35	Rock Island	33¼	33¾
C G W new	23¼	23½	Rock Isld pf	64⅝	65⅝
C G W new pf	46½	49	Sloss-Shef	51½	52½
Chi & N W	148	149	St L & SF 1pf	58	63
Ch M & St P	123⅝	124	St L & SF 2pf	42¼	42¾
C M & St P pf	149	149¾	St L S W	29	29¾
C C C & St L	69	71	St L S W pf	63	69
C C C & St L pf	98	110	Stl P & Om	140	150
Col Fuel & I	33¾	34	So Pacific	118¼	118½
Col M C & I	4½	12	So P R Sug	55	—
Col South	59½	60	Southern Ry	25½	25¾
Col So 1st pf	56½	57	So Ry pf	58¾	60¾
Col So 2d pf	74	75	Tenn Cop	37⅝	37½
Con Gas	136⅝	136½	Texas Co	139	140
Corn Pd Ref	16⅞	17½	Texas Pac	16⅝	17¼
Corn P Ref p	79	79½	Third Av	13¾	13½
Del & Hud	168½	170	T St L & W	26	26½
Del L & W	497½	500	T St L W pf	57½	59
Den & RG	32¾	32¾	Twin City	110	112
Den & RG pf	74	74¼	Un Bag & P	8	9
Dis Secur	31	31½	Un Bag & P pf	57½	60
D S S & A	12¾	14½	Un Pacific	173¼	173¾
D S S & A pf	24	25	Un Pac pf	93	93
Erie	29½	30	Union R lav	30	32
Erie 1st pf	48¾	49¾	Un R lav pf	57	58½
Erie 2d pf	36	38½	Un Cigar pf	100	105
Fed Min & S	12⅞	16	Un Dry Gds	103	—
Fed M&S pf	38½	40	Un Dry G pf	106	107
Gen Elec	154½	155½	US C I Pipe	16	19
Gt North pf	126⅝	126½	US C I Pipe pf	50	60
Gt N O ctfs	58	58½	US Express	98	*107
Goldfield	8¼	8⅝	US Rlty & I	60	71
Harvester	110	110⅝	US Red & R	6½	7½
Harv'ter pf	122¼	123	US R&R pf	16	30⅝
Havana El	60½	60	US Rubber	36¼	36⅝
Havana pf	—	94½	US Rub 1 pf	110½	111½
Hock V	120	125	US Rub 2 pf	71	73
Illinois Cen	132	132	US Steel	78½	78¼
Inter-B Met	21⅞	22	US Steel pf	117½	*117¾
Int-B Met pf	57	57½	Utah Copper	48¾	48¾
Int Paper	12½	12¾	Va-Car	64	64¼
Int Paper pf	86½	86	Va-Car pf	123	126
Int Pump	42½	43	Wabash	18¼	18¾
Int Pump pf	82½	83	Wabash pf	36¼	38¾
Iowa Cent	19½	19½	Wells-F Ex	166	167
Iowa Cen pf	34	35	Westhouse	73¼	73¼
Kan City So	32¼	32½	West Md	45	48½
Kan C So pf	66	67	West Md pf	72¾	73½
Laclede Gas	104¼	104½	West Un Tel	71½	72
Lake E & W	18	20	Wheel & L E	8½	9½
L E & W pf	41	49	W & L E 1st	16	18½
Long Island	42	43	W & L E 2d	7¾	8½
Lou & Nash	145	145½	Wis Central	58½	59

*Ex dividend.

THE BOSTON MARKET.

BOSTON, Oct. 31.—The copper shares market was devoid of feature to-day, with a decided falling off in business. Prices were practically unchanged, many of the issues showing but one price for the day.

The industrials were firm but less active, with American Telephone and Telegraph showing the heaviest volume. The rails were without feature, although there were small transactions for most of the listed shares.

Sales.		Open-ing.	High-est.	Low-est.	Clos-ing.
1220	Amalgamated	69⅝	69	68⅛	69
1175	Am Pneu L & S	26½	26½	26	26½
235	Arizona Com	17½	17½	17¼	17½
2520	Algomah	11⅛	11⅛	10	10½
100	Atlantic	8½	8½	8½	8½
415	Boston & Corbin	17⅝	17⅝	17	17⅛
20	Butte & Bal	5½	5½	5½	5½
2	Butte Coalition	20½	20½	20½	20½
288	Cal & Ariz	58½	58½	58	57
560	Copper Range	72½	72½	71	71
10	Daly-West	31½	31½	31½	31½
820	East Butte	8⅝	8½	8½	8⅝
418	Franklin	11½	11½	10½	11
75	Granby	35⅝	35⅝	35½	35½
350	Greene Cananea	7	7½	7	7
85	Giroux	7⅝	7⅝	7½	7½
50	Helvetia	2	2	2	2
170	Indiana	13½	13½	13½