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FINANCIAL AND COMMERCIAL.

TUESDAY, November 1.

The bare record of transactions in stocks to-day of 85,000 shares in the first hour, 82,000 shares in the second, 13,000 shares in the third, 12,000 shares in the fourth and 84,000 shares in the fifth testifies with sufficient plainness to the character of the day's dealings. It was even more professional than on the day before, and less interesting. But there was to-day this difference as compared with Monday, that the general undertone of the market seemed a little firmer. It was heavy and almost weak at first, but recovered later with the greater number of stocks, closing at net advances, which, however, were in most cases inconsiderable. Still business was so dull as to give to the trading no other significance than that which attaches to the operations of small speculative operators. The shares of the copper mining companies were perhaps as strong a feature as anything during the day owing to publication of the fortnightly report of copper stocks held abroad, showing a comparatively large decrease. Joined with this, however, was a recurrence of rumors that sooner or later the plans for a general merger of the leading copper mines in this country which were on foot several months ago might again be taken up if the decision in the anti-trust cases in the Supreme Court were of satisfactory nature. On the other hand the New York Central and one or two other prominent railway stocks sold off rather sharply, possibly foreshadowing the exceedingly poor statements of railway earnings for the month of September that were made public later in the day. The New York Central Lines for the month made an increase in gross earnings of $1,262,000, while the net earnings of the companies decreased $903,000. The Pennsylvania's gross for the entire system in September increased $1,120,000, but its net decreased $468,000. Similarly the gross of the Rock Island lines increased $276,000 and net decreased $211,000. Nevertheless when these reports appeared they did not seem to affect the stock market much, and it is obviously a strongly held theory in the financial district at the moment that these figures represent an effort on the part of railway managers to make the present state of business with them look as bad as possible for effect upon the members of the Interstate Commerce Commission before whom an application for increased freight rates is now pending. The unreasonableness of such a motion is of course apparent to every sensible individual. It means nothing more or less than that the country's railway interests are engaged just now in a system of wholesale forgery. It is unquestionably a fact that the expense of conducting our railways is increasing so rapidly that it is far outrunning any enlargement in railway gross revenues. At a later date Wall Street may be in a mood to consider more perhaps than it does at present the complications made in this situation by the difficulty which the railway companies are now experiencing in borrowing for immediate use except upon the most stringent terms.

One cause of the strength of the railway stocks in the afternoon was perhaps the continued rise in Canadian Pacific stocks and other stocks of the so-called Canadian Pacific group owing to a general expectation that the Minneapolis, St. Paul and Sault Ste. Marie is likely soon to increase its dividend rate from 7 to 8 per cent. or possibly to make an extra distribution. The Canadian Pacific owns a controlling interest in the "Soo" road, while the "Soo" in turn owns a controlling interest in the Wisconsin Central, a company whose common stock also rose briskly upon dividend talk. To-day all the foreign markets with the exception of Berlin were closed for the Stock Exchange holiday. In London the money market was again somewhat easier, owing to a prevailing idea there that further gold shipments were imminent from Brazil. This feeling was reflected on this side in renewed weakness in sterling. At the same time call money here rose to 4½ per cent., the highest point for the season. A development of interest due in the near future will be the Government statistics of the volume of our October foreign trade. It is well nigh universally anticipated that this will make another good showing, although it does not seem to be the case that as good a showing as that made in September is probable. Still the week's statement of the exports of merchandise from this port published this morning told of shipments of $18,636,000, as against $17,076,000 last week and $16,039,000 last year. There was decided weakness in the wheat market to-day, owing mostly to a large increase in the figures of the European visible supply of the grain.

New York Stock Exchange Sales, Nov. 1.

CLOSING PRICES OF UNITED STATES BONDS.

	Bid.	Asked.		Bid.	Asked.
2s reg.	100¼	101¼	4s reg.	113	115½
2s coup.	100¼	101	4s coup.	115½	—
3s reg.	101¾	102¾	Pan 2s r.	100½	—
3s coup.	101¾	102¾	Pan 2s s.	100½	—

RAILROAD AND OTHER BONDS.

Ath & Sout 3½s		Green Bay & W		Penna 4s 1948	
10000	95	deb ctf B		25000	103¼
Atlic Cos. cf 5s		10000	14¾	Pa Co 3½s 1912	
1000	78¼	4000	15	2000	98⅞
10000	78	9000	15¼	Pitts Cin Chi &	
Atlan Ag Ch 5s		1000	15½	StL 4s ser G	
1000	102	1000	15¾	1000	99
Atl T & P 6s		1000	16	Reading g 4s	
10000	104¾	1000	15⅞	2000	98⅝
30000	105	1000	15⅝	1000	98½
26000	104¾	1000	15¾	5000	98¼
3000	104⅞	2000	15⅞	1000	98⅛
10000	105¼	2000	16	Rio Grande W 4s	
Atl T & P 4s		1000	16¼	2000	91¼
3000	90⅞	1000	16⅜	3000	92
Am Tobacco 6s		1000	16½	St L & Iron Mt	
2000	106½	4000	16⅝	Riv & Gulf 4s	
1000	106⅝	5000	16½	3000	84¾
Am Tobacco 4s		Hocking Val 4½s		St L & SF 4s 1937	
1000	80⅝	1000	102	1000	89¾
4000	80½	1000	102¼	St L & San Fr fdg	
13000	80⅝	8000	102½	1000	81¼
3000	80½	Hou & Tex Cen		6000	81
Argentine 6s		5000	100⅝	4000	81¼
U S M & Co 5s		Interboro R T 4s		2000	81½
2000	97	2000	100⅝	St Louis & S F	
1000	97¼	Interboro R T 5s		1000	98
5000	97¼	series A 1957		Seab A L 4s	
Armour 4½s		8000	101⅜	35000	72
1000	92	Int Steel cv 5s		1000	72¼
A T & S F gen 4s		1000	87⅞	5000	72¼
3000	94½	5000	87¾	1000	72¼
1000	94¾	18000	81	So Pacific cv 4s	
5000	94⅝	17000	81¼	17000	98¼
5000	94½	Int & Great Nor 1st		33000	98⅞
5000	94¾	1000	90	3000	98¼
A T & S F 4s		Int Met cv 4½s		2000	98¼
2000	93½	2000	94	So Pacific ref 4s	
5000	93¾	Japanese Gov		2000 sh 94¾	
AtlCoast Line 4s		500	94¾	6000	94¼
1000	95½	500	94¾	5000	94⅝
5000	95¾	1000	94¼	Southern Ry 4s	
Atl Line col tr 4s		5000	94¼	1000	94¼
1000	92½	5000	94¼	So Pac gen 4s	
Balt & O gold 4s		500	94¼	3000	94¼
11000	98¼	500	94¼	3000	94⅝
5000	98¼	500	94¼	6000	94½
Balt & Ohio 4s		500	94¼	Southern R L 4s	
1000	92½	500	94¼	5000	85¾
Bel Steel 5s		San Ant & A P		Underground of	
1000	86½	1000	98	London 4s	
B Ctr 6s		Sav Fla & W		1000	88
1000	84¼	1000	93½	Underground of	
1000	84¼	Seaboard Air L		London 4s	
1000	84¼	1000	93¼	1000	88
1000	84¼	Seaboard Air L		Union Pacific 4s	
1000	84¼	1000	93¼	8000	101½
Beth Steel 5s		Seaboard Air L		U Pacific ref 4s	
1000	97	1000	93¼	5000	97
1000	97¼	S A & A P 4s		Utah Pacific 4s	
1000	102⅝	1000	93¼	5000	105
Brooklyn R T 4s		1000	93¼	25000	105¼
2000	102¼	4000	93¼	30000	105⅛
1000	102	S A & N 4s		5000	105
1000	91¾	1000	90⅞	10000	105⅛
1000	91¼	L Ferry 4s		U S 4s coup	
4000	91¼	1000	92½	2000	113½
1000	92	Louis & Nash 4s		U S Leather 6s	
5000	92¼	1000	92¼	5000	104½
Buff Rochester 5s		2000	97¾	U of Mexico 5s	
1000	93¼	Mo Kan & Tex 4s		5000	97
1000	93¼	2000	100¾	U S Realty & Imp	
1000	93¼	Mo Kan & Tex 4s		2000	87¾
1000	93¼	10000	97¾	U S Rubber 6s	

12000	99⅝	500	97½	7000	102⅞
Cent Pacific 1st		1000	97¾	9000	102⅞
1000	97¼	5000	97¾	14000	102⅞
1000	97¼	Mo Kan & Tex 2d		5000	103
3000	97½	4000	84½	U S Steel s f 5s	
Cent RR N J 5s		Mo Pacific 4s 1917		5000	103¾
2000 sh 101 23		2000	101⅛	5000	103⅞
Ches & Ohio 4½s		Nash C & St L 1st		31000	103⅞
5000	101⅛	1000	106¾	1000	103⅞
C & O cv 4½s		NatRys Mex 4½s		2000	103¾
23000	93¾	60000	94¾	6000	103⅞
Ches & Ohio		NY Air Brk cv 5s		1000	103¾
Big Sandy 4s		9000	104¼	5000	103⅞
5000	89	1000	103	3000	103¾
Chi & Alton Wes		N Y Cent deb 4s		21000	103⅞
1000	70¾	1000	94¾	6000	103¾
Chi Bur & Q deb		6000	94½	7000	103⅞
20000	101	N Y Central 3½s		Vandalia 4s B	
Chi B & Q gen 4s		5000	89	3000	97¾
15000	97¼	N Y Cen L S 3½s		Va Carolina C 1st	
C B & Q joint 4s		2000	80½	10000	100
20000	96	N Y City 4½s 1957		Wabash 1st	
5000	96½	new		3000	108¾
Chi B & Q Ill 4s		1000	107¾	Wabash 2d	
2000	100⅝	4000	107½	1000	99¾
5000	100¼	5000	107⅝	4000	99¼
Chi & Gt W 4s		N Y City 4½s		Wab PTer 1st ctfs	
10000	85¾	5000	100⅞	certificates	
Chi Mil & St P 4s		26000	101	1000	45½
10000	99½	N Y City 4s 1959		3000	45¾
Chi Rid & P RR 4s		7000	99¾	2000	45⅞
1000	74¾	N Y Gas Elec Lt		4000	46
1000	74¼	H & P 5s		1000	46½
3000	74¾	1000	102½	4000	47
2000	74¼	N Y N H & H cv 6s		Wab PTer 2d ctfs	
14000	74¾	1000	134¾	10000	63¾
7000	74¼	N Y N H & H cv		certificates	
Chi Rid & P Ry 4s		3 yrs		1000	71½
23000	97½	2000	101¼	Wabash eat 4s	
Chi Rid & P ref 4s		18000	101⅛	20000	66½
1000	88⅞	N Y Ont & W 4s		6000	66¾
2000	88⅝	5000	97	1000	66¾
5000	88¼	N Y Tel gen 4½s		1000	66½
5000	88⅞	5000	94	2000	66¾
Colo Southern 4s		7000	98½	10000	66¼
40000	94⅞	25000	98	1000	66½
Colo So ext 4½s		Norf & W gen 6s		10000	66¼
2000	97⅝	2000 sh 125		5000	66
Del & Hud cv 4s		Norfolk & W 4s		1000	66¼
2000	98	2000	99½	10000	66⅝
5000	98⅛	Norf & W cv 4s		3000	66½
Del & Hud ref 4s		5000	100¼	1000	66¾
3000	99	Norf & W Pocah 4s		Wa Maryland 4s	
Den & Rio Gr 4s		3000	88¼	5000	86⅝
1000	93¾	North Pacific 4s		20000	86½
4000	94¼	13000	100	3000	86¾
Det & Mack g 4s		North Pacific 3s		Westing Elec 5s	
1000	91	5000	71⅛	3000 sh	91⅛
Erie cv 4s ser A		1000	71	5000	91½
20000	76	Or S Line fdg 4s		2000	91¾
Erie cv 4s ser B		2000	93¾	West Union 4½s	
3000	70	Pac Tyler 6½s		9000	96½
Gen Elec cv 5s		10000	95¾	West Union cv 4s	
26000	148	1000	95⅞	1000	102
1500	147½	500	95¾	Wisconsin Cent 4s	
		11000	95⅞	2000	93½

Total sales of bonds (par value) $1,959,500

FOREIGN BONDS.

	Bid	Asked
German Consols 3½s	92	93
German Consols 3s	83	84
Prussian Government 4s	101¼	102¼
Bavarian Government 4s	100¼	101¼
Hessian Government 3½s	90¼	91¼
Saxony Government 3s	82¼	83¼
Hamburg Government 3s	81	82
City of Berlin 4s	100	101
City of Cologne 4s	99¾	100¾
City of Augsburg 4s	99½	100½
City of Munich 4s	99½	100½
City of Frankfort on Main 3½s	92	93
City of Vienna 4s	99½	100½
Mexican Government gold 5s	99½	100½
Russian Government gold 4s	91½	92½
French Government Rente 3s	95½	97½
British Consols 2½s	78½	79½

RAILROAD AND OTHER SHARES.

Sales.		High. est.	Low. est.	Clos. ing.	Net chg.
100	Allis Cha.	9¾	9¾	9¾	
100	Allis Ch pf	32¼	32¼	32¼	
20100	Amal Cop.	70¾	69¼	70¾	+1¼
1600	Am Ag Ch	48⅞	47⅝	48⅞	+1¼
400	Am B Su.	37⅛	37	37	
100	Am B S pf.	92½	92½	92½	−1½
4600	Am Can	10⅜	9¾	10⅜	+¾
1000	Am Can pf	76½	75	76½	+1½
1100	Am Car F	54¼	53½	54¼	+¼
700	Am Cot O.	66¾	65½	66¾	+1¼
100	Am C O pf	106	106	106	+½
100	Am H L pf	24⅛	24⅛	24⅛	+⅞
200	Am Loco.	40	39½	40	+¼
100	A M Crp pf	35	35	35	
11050	Am Smelt.	80⅞	79¾	80½	+½
100	A Smelt pf	105	105	105	
100	Am Steel F	46	46	46	−2¼
4825	Am T & T.	141⅜	140½	141¼	+¼
1100	Am Wool.	33½	31¾	33½	+1⅛
800	A Wool pf	97	96½	97	+½
300	Anaconda	42	41½	42	+¼
1900	A T & S F	104⅝	103¾	104⅝	+⅝
400	A T S F pf	101¾	101¾	101¾	
300	Balt & O.	109	108⅞	109	
100	Batopilas	2¼	2¼	2¼	−¼
300	Beth Steel	32	31	31	
300	Beth St pf	61¾	60	61¾	+¾
1300	Bkn R T	77	76⅞	77	+⅛
8000	Can Pac	202⅜	200⅝	201⅞	+2
300	Cen Leather	35	34¾	34¾	+½
100	Cen L pf	106	106	106	
7700	Ches Ohio	83¾	82¼	83½	+1
200	C G W new	23¼	23¼	23¼	−¼
3600	C M St P	125	123¼	124¾	−¾
595	C C C & S L	70	69	70	−1
300	Col South	59¼	59⅛	59⅛	+⅛
700	Cons Gas	136½	136	136⅛	+⅛
200	Corn Prod p	79½	79	79½	+½
100	Del Hud	169⅛	169⅛	169⅛	−⅝
100	Den R Gr	32⅝	32⅝	32⅝	−⅛
300	Erie	29¾	29⅝	29⅝	+⅛
335	Erie 1st pf	49	48⅝	48⅝	+⅛
100	Fed M S pf	40	40	40	
300	Gen Elec	155½	155	155	+1
3525	Goldfield M	8¼	8⅛	8⅛	−¼
800	G Nor pf	126½	126	126½	+¼
300	G N Ore	59	58	59	+1
700	Harvester	111	110	111	+¾
100	Harv pf	123	123	123	
400	Hock Val	139	138	139	+1¼
100	Ill Cent	132¾	r132¾	132¾	+⅛
100	Int Pap pf	55	55	55	−½
500	Inter Met	22⅛	21¾	22⅛	+⅛
1300	Int Met pf	57¾	56⅞	57⅝	+⅝
400	Iowa Cent	19⅛	19	19⅛	−⅝
100	Lac Gas	104½	104½	104½	+¼
100	L E W pf	41	41	41	−½
200	Long Isld	63	63	63	
700	Manhat'n	143	142¼	143	+¾
100	Marine pf	17⅛	17⅛	17⅛	−⅝
2410	MSP SSM	141¼	139½	140¾	+1¼
100	MSSM LL	89	89	89	+½
300	M K & Tex	34½	34½	34½	−¼
300	Mo Pac	54	53⅝	54	
100	Nat Bis pf	122	122	122	
200	Nat Lead	59¾	59¾	59¾	+¾
700	N Y Air B pf	33⅞	33¾	33¾	+¼
3700	Nev Con.	20¼	20	20¼	
100	N Y Air Br	78	78	78	−1
9000	N Y Cent.	116¼	115¼	116	−¼
710	N Y C S L.	68¾	67	68½	+1½
200	NY&NH cl	149⅝	149¼	149⅝	+½
400	Nor & W.	99	98¾	99	+⅛
300	Nor Pac.	119	118¼	119	+¼
300	Ont Silver	21½	21½	21½	
1000	Penn RR	131¾	131¼	131¾	+¼
400	Peo Gas	109	108½	109	+¼
400	Pitts Coal	20⅞	20½	20⅞	+⅞
100	Pit Coal p	71⅞	71⅞	71⅞	+⅞
52000	Reading	153¾	151⅞	152⅞	+⅜
100	Read 1 pf	87¾	87¾	87¾	+1¼
1000	Rock Isld	33½	32⅝	33½	+¾
100	Rock I pf	64½	64½	64½	+½
210	Rut RR pf	44	42	44	+3
1300	Sloss Shef	51½	50⅝	51¼	−1
100	StL SF 2pf	42½	42½	42½	+1¼
2475	Sou Pac	118⅝	117⅝	118⅝	+¼
100	So Ry Co pf	59	59	59	−½
1300	Tenn Cop	37¾	37¼	37¾	+¼
300	Tex Co	139	138¼	138¾	−1¼
100	Tex Pac	26⅞	26⅞	26⅞	+⅛
300	Tol St L Wpf	58⅞	58¾	58⅞	+⅛
100	Un B P pf	57¾	57¾	57¾	+¼
38000	Un Pac	173⅞	172½	173⅝	+⅜
100	Un Pac pf	92½	92½	92½	−⅜
100	U S C I Pipe	17	17	17	−1
100	U S C I Pipe pf	56	56	56	−4
300	U S Rub	36	35⅝	36	+⅜
58800	U S Steel	73¾	72½	73¾	+1½
1500	U S Steel p	117⅞	117¼	117½	+⅛
1200	Utah Cop	49½	48¾	49½	+⅞
2400	Va Car C	65⅝	64	65⅝	+1⅛
100	Wab pf	38⅜	38¼	38⅜	+⅛
300	West Mar	73¼	72⅝	73¼	+½
100	Wh Sel pf	124	124	124	
300	West Md p	73	73	73	−¼
100	West U T	71½	71½	71½	−½
2400	Wis Cent.	62¾	58¾	62¾	+4

Total sales of stocks, 276,600 shares.

*Ex dividend.

SUB-TREASURY STATEMENT.

MONDAY.

Paid by Sub Treasury to banks	$5,763,000
Paid by banks to Sub Treasury	6,134,000
Loss to banks on day's transactions	$371,000

SINCE FRIDAY LAST.

Paid by Sub Treasury to banks	$14,136,000
Paid by banks to Sub Treasury	15,586,000
Loss to banks	$1,448,000
Loss to banks same period previous week	2,742,000

DIVIDEND DECLARATIONS.

Company and Term.	Stock.	Amt.	Payable.
American Cotton Oil, semi-annual	com	2½	Dec 1
American Cotton Oil, semi-annual	pfd	3½	Dec 1
Pennsylvania Railroad, quarterly		1½	Nov 30
Railway Steel Spring, quarterly	pfd	1¾	Nov 29

CLOSING PRICES.

	Bid.	Asked.		Bid.	Asked.
Adams Exp	54	—	Manhattan	141½	143
Allis Chal.	8½	10	Markey	2½	3
Allis Chal pf.	31	33	Markey pf.	3½	5
Amal Cop.	70¼	70⅝	Marine	5¼	6
Am Ag Ch.	8⅞	9	Marine pf.	17½	17¾
Am B Sug.	6¾	7	Minn & St L.	29½	29½
Am Can	10¼	10½	M & St L pf.	48	54
Am Can pf.	16½	17	MSP & SSM.	140½	140⅝
Am Car Fy	54¼	54½	MSP SSM pf	149	150
Am Car F pf.	113	114	M K & T.	34½	34¾
Am Cot Oil	66	67	M K & T pf.	64	67½
Am Cot O pf.	105	107	Mo Pacific.	54	54¼
Am Express.	240	275	Nat Bis Co.	110	112
Am Hide & L	4½	4¾	Nat Bis pf.	—	122
Am H&L pf.	23½	24½	Nat Lead	58	59
Am Ice Sec.	18	20	Nat Lead pf.	105	107
Am Linseed.	11⅞	12½	NatMex 1st p	60½	71
Am Lin pf	32½	34	Nat Mex 2 pf	33⅝	33⅞
Am Loco	39	40	Nev Cons	20¼	20¼
Am Loco pf	105	106½	N J Central.	275	285
Am Malt C.	4½	5¼	N Y A B	74	78¼
Am M C pf	74½	75	N Y Central.	115¾	116
Am Smelt'g	80⅝	80½	NYC&StL.	68¼	69
Am Smelt pf	104½	105¼	NYC&StL 1p	106¼	110
Am Sm Sec.	16½	18	NYC&StL 2pf	88¼	93
Am Snuff.	241	320	NY NH & H.	132	134½
Am Snuff pf	100	103	N Y O & W.	42½	43
Am St Fy.	46¼	47	North Am.	66	67
Am Sugar.	118	119½	Nor & West.	99	99¼
Am Sug pf	115	117	Nor & W pf.	86½	89
Am T & T.	141¼	141⅝	Nor Pacific.	118⅞	119
Am Tob pf	94	94½	Pac Coast.	103	105
Am Wool.	33½	34	PacCoast pf	99	110
Am Wool pf.	86⅞	87½	PacCoast 2pf	103	110
Anaconda	42½	42½	Pacific Mail.	32½	33
A T & S F.	104½	104⅝	PacTel & Tel.	40¼	42¼
A T & S F pf	101⅝	102¼	Penna RR.	131⅝	131¾
Atl Coast L.	117½	118½	Peo G L & C	108¾	109
Balt & Ohio	108⅝	108⅞	Pittsburg C.	20⅝	21
Balt & O pf	90	91	Pittsbg C pf	70	73½
Batopilas M	2¼	2½	P C C & St L.	96	98½
Beth Steel.	31½	31¾	PCC & St L pf.	112	116
Beth Steel pf	61	61½	PrSteel Car.	34	35
Bklyn R T	77	77¼	P Steel Car pf.	97	98½
Can Un Gas	137	138½	Pull P Car.	166	168
Brunswick	10¼	12	Ry St Spg.	35¼	35½
Butterick	30	30¼	Reading.	152¾	152⅞
Can Pac	201¾	202	Read 1st pf.	87	89
Cen Leather.	34¾	35	Read 2d pf.	85	88
Cen Liner pf	105¾	106	Repub Steel.	33½	33¾
Ches & Ohio.	83½	83¾	Rep Steel pf.	97½	98½
Chi & Alton.	30	45	Rock Island.	33⅝	73½
CGW new	23¾	24	Rock Isld pf.	64½	65½
CGW new pf.	47½	49	Sloss Shef.	51½	52
Chi & N W.	148½	149	Stl. & SF 1pf	60	64
Ch M & St P.	124¾	125	Stl. & SF 2pf	41¾	42
C M & St P pf.	149	149½	St L S W.	28	29½
C C C & St L.	64	72	St L S W pf.	65	69
C C C & St L pf	108⅝	110	St P & Om.	140	150
Col Fuel & I.	33½	34½	So Pacific.	118⅝	118¾
Col H C & I.	4½	12	So P R Sug.	85	—
Col South.	59¼	60	Southern Ry	25½	25¾
Col So 1st pf.	55	56½	So Ry pf.	59¼	59⅞
Col So 2d pf.	74	75½	Tenn Cop.	37½	37¾
Con Gas.	136¼	136½	Texas Co.	139	140
Corn Pd Ref.	16¾	17¼	Texas Pac.	26¾	27½
Corn P Ref p	79½	80½	Third Av.	13⅝	15¼
Del & Hud.	169	170	T St L & W.	26½	28
Del L & W.	497½	500	T St L W pf.	58	59
Den & R G.	32⅝	33½	Twin City.	109	111
Den & R G pf	74½	75	Un Bag & P.	8	9
Dis Secur.	31¼	31¾	Un Bag & P pf	52	60
D S S & A.	12½	14	Un Pacific.	173½	173⅝
D S S & A pf.	24⅝	25	Un Pac pf.	92	93
Erie.	29⅞	30½	Union R lev.	30	32
Erie 1st pf.	48½	49½	Un R lev pf	56	59½
Erie 2d pf.	37½	39	Un Cigar pf	101	105
Fed Min & S.	12½	16	Un Dry Gds.	103	106
Fed M&S pf.	38½	40	Un Dry G pf	105	108
Gen Elec.	154½	155½	U S C I Pipe.	16	19
Gt North pf.	126¼	126½	U S C I P pf.	73	80
Gt N O ctfs.	59	60	US Express.	99	107
Goldfield.	8	8½	US Rlty & I.	62	71
Harvester.	110½	111¼	US Red & R.	6½	7½
Harv'ter pf.	122½	123	US R&R pf.	16	19¾
Havana El.	88½	96	US Rubber.	36	36⅝
Havana pf.	—	—	US Rub 1 pf.	110½	111¼
Hock V.	130	135	US Rub 2 pf.	71½	73
Illinois Cen.	133¼	136	US Steel.	73⅝	73¾
Inter-B Met.	22	22¼	US Steel pf.	117	117½
Int-B Met pf	57¾	58