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50 Amer. Caramel Com. & Pfd.
100 American Chicle Pfd.
14 American Express
100 Amer. Lithographic Com.
200 American Piano Com.
100 Bush Terminal Com.
50 Del., Lack. & West. Coal
150 Eastern Steel 1st Pfd.
50 H. W. Johns-Manville Com.
50 H. W. Johns-Manville Pfd.
50 Hartford Carpet Com.
50 May Dept. Stores Com. & Pfd.
100 National Fuel Gas
12 Nat. Light, Heat & Power Pfd.
50 Otis Elevator Com.
50 Phelps Dodge & Co.
50 Royal Baking Powder Pfd.
50 Singer Manufacturing
100 Texas & Pacific Coal
21 Thompson Starrett Com.
200 Tri-City Ry. & Light Com.
100 Underwood Typewriter Com.
100 Western Power Com.

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## FINANCIAL AND COMMERCIAL.

WEDNESDAY, November 2.

Some activity and a fair display of strength in the American Smelting and Refining. Amalgamated Copper and one or two other mining stocks formed the only touch of relief to-day to what was otherwise a dull, slack and stupid security market. Outside of the two stocks specifically named the narrowness of the market was a subject of general comment. Nevertheless the rise in these particular shares seemed to serve to hold the market firm, and at the close gains were more generally shown than were exhibited on Tuesday. Reasons for the strength in the copper stocks were the same as those which have been hitherto described. It is expected that the monthly report to be made early next week of the surplus supplies of copper in the possession of the country's leading copper mining companies will show another very considerable decrease, and it is also argued that the statistics of international copper consumption show that the actual use of copper is now largely outrunning the production of the commodity. Some force would perhaps attach to this contention if it could be believed that the quantity of copper reported as being exported to Europe from this side actually passed into consumption. There is a strong impression, however, in trade circles that copper may pass from the reported visible supply into the so-called "invisible" supply, which is of course another disposition of the commodity than that of genuine consumption. It was also said to-day that large sales of copper had been made locally. The buying of American Smelting and Refining stock was supposed to be especially due to the forthcoming financing arrangements with the American Smelters Securities Company, of whose stock the American Smelting and Refining Company is a large owner. Reference to the extraordinary character of these supposed arrangements based upon general rumors as to the character thereof has already been made in this column. It will be very interesting to know if a financial scheme which has been the subject of such general adverse comment will after all be seriously proposed. Mention must be made of another matter which was also more or less effective in sustaining the stock market to-day. A vague but general rumor has been current for some time that some sort of legislation would be propounded under powerful auspices at the next session of Congress looking forward to a mitigation of the terms of the anti-trust law in its bearing upon industrial concerns. It is obvious that some such legislation will indeed be necessary in order that business in the country can go at all if the Supreme Court of the United States hands down a decision in the Standard Oil and American Tobacco cases sustaining literally the present wording of the anti-trust law. But whether the talked of amendment to the existing statute has reference to any further legislation than may thus be made necessary is highly uncertain.

Call money rates to-day rose to 4½ per cent., the highest of the season; and sterling exchange was slightly easier because of further improvement in the foreign money situation. The banks were reported as showing a current disposition to purchase commercial paper at the present high rates received therefor rather than to buy bonds, and the impression grew stronger that railroads desiring to raise money in the near future will have to do so by short term notes rather than by the sale of long term securities. Gossip still continued to be rife regarding the cost to the Michigan Central Railroad Company of the $10,000,000 recently borrowed by it in Paris, and the fact was considered interesting as bearing upon the matter that the last sale of Michigan Central debenture 4 per cent. bonds falling due in 1929 was made at 91⅛. These debentures were brought out in April, 1909, at a price of 95. A drop in the price of securities of this sort is a fair illustration of the wariness which bondholders are now exhibiting in buying new securities of this description. Statements of railroad earnings as made public to-day were not very important. A development of some slight interest, however, was the fact that the Grand Rapids and Indiana Railway Company, a corporation controlled by Pennsylvania Railroad interests, has stopped dividends on its stock. The concern is a small affair, having only $6,000,000 of stock and operating directly 436 miles of road with a few branches from Fort Wayne, Ind., to Mackinaw City. The company's surplus of revenues over fixed charges has never been large. Nevertheless it has managed to pay dividends at the rate of 3 per cent. upon its common stock ever since 1902. In announcing to stockholders the reasons for the suspension of dividends the officers of the company declared that it was due to an unavoidable increase of operating expenses and the imposition of higher taxes.

### New York Stock Exchange Sales, Nov. 2.

CLOSING PRICES OF UNITED STATES BONDS.

| | Bid. | Asked. | | Bid. | Asked. |
|---|---|---|---|---|---|
| 2s reg | 100⅝ | 101¼ | 4s reg | 115 | 115½ |
| 2s coup | 100⅝ | 101 | 4s coup | 115½ | — |
| 3s reg | 101⅝ | 102⅛ | Pan 2s | 100½ | — |
| 3s coup | 101⅝ | 102⅛ | Pan 2s | 100½ | — |

### RAILROAD AND OTHER BONDS.

| | | | |
|---|---|---|---|
| Adams Exp 4s | 90 | Chi Rl&P ref 4s | N Y City 4½s |
| 2000 | 91 | 2000 | 121000 101 |
| Atch Top & S F 4s | 90 | 2000 | N Y City 4s 1959 |
| 5000 | 78 | C C C & St L gen 4s | 20000 | 99¾ |
| Amer Ag ch 5s | 95 | 5000 | 99½ | N Y City 4s 1957 |
| 5000 | 102 | 1000 | 96 | 1000 | 99¾ |
| Amer Tob deb 6s | 100 | 5000 | 95⅞ | N Y City 3¾s 1955 |
| 4000 | 84½ | Colo Southern 4s | 3000 | 88¼ |
| Am T & T cv 4s | 101 | 2000 | 94⅞ | N Y Gas Elec Lt |
| 4000 | 105⅛ | Cons Tobacco 4s | H & Pa 5s | |
| 10000 | 105¼ | 4000 | 80⅞ | 1000 | 102⅛ |
| 5000 | 105⅜ | Del & Hud 4s | 4000 | 102¼ |
| 1000 | 105¼ | 2000 | 94¼ | N Y Gas Elec Lt |
| 45000 | 105⅜ | Del & Hud ref 4s | H & Pa 5s | |
| 5000 | 105½ | 15000 | 99 | 2000 | 85 |
| 1000 | 105¼ | Distillers Secur | 1000 | 85½ |
| 5000 | 105⅜ | Illes Corn 5s | 10000 | 85¼ |
| 60000 | 105½ | 1000 | 74¾ | N Y Chi & H cv 4s |
| 30000 | 105¼ | 17000 | 74⅞ | 1000 | 134⅞ |
| 15000 | 105⅜ | 61000 | 75 | 1000 | 134¾ |
| 10000 s20 | 105¾ | 5000 | 75⅛ | N Y Out & W 4s |
| Am T & T col 4s | 95 | 5000 | 75¼ | 2000 | 96¼ |
| 1000 | 90⅞ | 5000 | 75¾ | N Y Tel gen 4½s |
| Am Tobacco 4s | 90 | 2000 | 75½ | 51000 | 91⅛ |
| 12000 | 106½ | Erie 1st con 4s | 3000 | 98¼ |
| 2000 | 106⅜ | 3000 | 85¾ | Norfolk & W 4s |
| 1000 | 106½ | Erie cv 4s ser D | 3000 | 99¼ |
| Am Tobacco 4s | 90 | 25000 | 78 | 3000 | 99¼ |
| 14000 | 80½ | Green Bay & W 4s | Nor & W cv 4s |
| 1000 | 80⅞ | deb ser B | 10000 | 100¼ |
| 10000 | 80½ | 10000 | 161½ | 10000 | 100⅜ |
| 1000 | 80⅜ | 5000 | 165⅜ | North Pac ter |
| 5000 | 80¼ | 10000 | 163¾ | 3000 | 111½ |
| Arm'ne Cel 5s | 75 | 5000 | 161½ | North Pacific 4s |
| JPM&Co ctfs | 4000 | 165⅜ | 2000 | 99⅞ |
| 4000 | 87¼ | 15000 | 163¾ | 1000 | 100 |
| Armour 4½s | 1000 | 165⅜ | 16000 | 99¾ |
| 4000 | 92 | 23000 | 161¼ | Or S Line 6s |
| A T & S F gen 4s | 1000 | 159½ | 3000 | 93¾ |
| 15000 | 98⅛ | Ref & Imp 4s | Pac R & T 5s |
| 3000 | 98¾ | 4000 | 100 | 1000 | 97⅞ |
| 500 | 99¼ | Ref & Pier ext 4s | Penna 4s 1944 |
| 10000 | 98⅝ | 20000 | 99¾ | 12000 | 103¾ |
| 2000 | 98½ | Illinois Cent 4s | Pacific 4s 1955 |
| A T & S F 4s | 1000 | 99⅝ | 500 | 95¼ |
| 4000 | 93⅞ | Interboro R T cv 4s | 9000 | 95⅞ |
| 4000 | 94 | 2000 | 100½ | 500 | 96¼ |
| A T & S F adj 4s | 18000 | 100⅝ | Reading gen 4s |
| 4000 | 91¼ | Interboro R T 5s | 5000 | 98¼ |
| Atlantic Coast L | stamped | Iowa Cent 5s | St L & S F gen 5s |
| 4000 | 91½ | 9000 | 101⅝ | 1000 | 97¾ |
| Atlantic City | 5000 | 101½ | 11000 | 88¼ |
| 5000 | 99½ | Interboro Met | St L & San Fr 6s |
| 1000 | 92⅞ | col trust 4s | 2000 | 81½ |
| Balt & Ohio 4s | 10000 | 80⅛ | Sou Pac S F cv 4s |
| 1000 | 98½ | 3000 | 81⅛ | 15000 | 76 |
| Balt & Ohio 5s | 3000 | 81 | Seaboard A L 4s |
| 1000 | 91½ | Jamestown & Jac 4s | stamped |
| Balt & Ohio Tpk | 1000 | 94¼ | 6000 | 85¾ |
| 1st 5s | Kanawha Coal | Seabd A L adj |
| Balt & Ohio Pitts | 1000 | 94¼ | 25000 | 72¼ |
| June & Mil 4½s | 1000 | 94½ | So Pacific coll 4s |
| 1000 | 85 | Tennessee 4½s 50 | 1000 | 98½ |
| Balt & O S W 3½s | 1000 | 73¾ | South Pacific 4s |
| 1000 | 93 | Kan C Fts & M 4s | 1000 | 92 |
| Bkln Union Gas | 6000 | 78¼ | 500 | 93¼ |
| 2000 | 101½ | King County 4s | 5000 | 92¼ |
| B & O T cv 4s | stamped | So Pacific ref 4s |

| | | | |
|---|---|---|---|
| 1000 | 83¼ | 7000 | 83 | 1000 | 94¾ |
| 5000 | 83⅜ | Laclede Gas 5s | 5000 | 94⅞ |
| 10000 | 83½ | 5000 | 102½ | Union Pacific 4s |
| 2000 | 83⅜ | L S & M S 4s 1931 | 5000 | 101⅜ |
| Bkln Union El 1st | 1000 | 93⅛ | 1000 | 101⅛ |
| 10000 | 102⅜ | 5000 | 93⅜ | U Pacific ref 4s |
| Bkln Un Gas 1st | Long Isl con 5s | 1000 | 97 |
| 2000 | 105½ | 1000 | 110⅛ | 1000 | 97⅞ |
| Cal Gas & E 5s | Marine el tr 4½s | 10⅛ | 97 |
| 2000 | 92½ | 4000 | 65½ | Union Pac cv 4s |
| Central Gas 1st 5s | Milw Elec 4½s | 5000 | 105¼ |
| 5000 | 91⅛ | 1000 | 92½ | 20000 | 105⅜ |
| stamped | Mo K & T of T 2s | Utica & Blk R 1st |
| 5000 | 91⅛ | 1000 | 104⅛ | 2000 | 100 |
| Cen Leather 5s | Mo Kan & Tex 4s | U S Rubber 6s |
| 6000 | 99⅝ | 1000 | 98 | 9000 | 102⅞ |
| 2000 | 99½ | 1000 | 98¼ | 1000 | 103 |
| 5000 | 99⅜ | Mo Kan & Tex 2d | U S Steel cp 5s |
| 24000 | 99½ | 3000 | 84½ | 44000 | 103⅞ |
| Cent Pacific 1st | 1000 | 84¾ | 7000 | 104 |
| 2000 | 97½ | Mo Pacific cv 5s | 75000 | 103⅞ |
| Ches & Ohio 5s | 4000 | 93¾ | 12000 | 104 |
| 1000 | 111¾ | Mob & Ohio cv 4s | 4000 | 103⅞ |
| 1000 | 112 | 1000 | 111½ | 1000 | 104 |
| C & O cv 4½s | Nash Ch & St L | registered |
| 34 s.f. | 93¾ | Jasper Br 6s | 200 | 103¾ |
| Chi & Alton 3½s | 4000 | 115⅞ | Va Carolina C 1st |
| 14000 | 70¾ | Nash C & St L 5 | 25000 | 100⅛ |
| Chi Bur & Q deb | 5000 | 110½ | Wabash 2d |
| 1000 | 111 | Nassau Elec 4s | 4000 | 99¼ |
| Chi B & Q gen 4s | 4000 | 78 | Wab P Ter 1st 4s |
| 11000 | 97¼ | Nat Rys Mex 4½s | certificates |
| C B & Q joint 4s | 2000 | 94¾ | 1000 | 68¾ |
| 37000 | 96 | N Y Canal 4s | 10000 s5 | 48 |
| 10000 | 96⅛ | 1000 | 104⅞ | 2000 | 46½ |
| Chi R & Q gen 4s | N Y Cent deb 4s | Wabash ext 4s |
| 2000 | 99⅝ | 2000 | 94¾ | 1000 | 66¾ |
| Chi R & Q ill 3½s | N Y Central 3½s | 2000 | 66¼ |
| 5000 | 88¼ | 1000 | 89 | 30000 | 66 |
| 1000 | 88 | N Y Con L 3½s | 22000 | 65⅞ |
| Chi R & Iowa 4s | 15000 | 80 | Westchester L 5s |
| 11000 | 99¾ | N Y Chi & St L 4s | 10000 | 102⅛ |
| Chi & East Ill 4s | 1000 | 100 | Westing El cv 5s |
| 5000 | 84 | 1000 | 99½ | 1000 s4 | 91⅞ |
| Chi Mil & St P 4s | N Y City 4½s 1957 | West Shore 4s |
| 5000 | 99⅝ | 1000 | 107½ | 8000 | 101⅜ |
| Chi R I & P RR 4s | 2000 | 107⅝ | registered |
| 5000 | 74½ | 1000 | 107¾ | 8000 | 99⅞ |
| Chi R I & P 4s | new | |
| 5000 | 97½ | 33000 | 107¾ | |

Total sales of bonds (par value), $1,801,000.

### 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 | 90⅞ | 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 | 99½ |
| Mexican Government gold 5s | 99½ | 100½ |
| Russian Government gold 4s | 91½ | 92½ |
| French Government Rente 3s | 96½ | 97½ |
| British Consols 2½s | 78½ | 79½ |

### RAILROAD AND OTHER SHARES.

| Sales | | High est. | Low est. | Clos ing | Net Ch'ge. |
|---|---|---|---|---|---|
| 24300 | Amal Cop | 72⅝ | 70⅛ | 71½ | +1⅛ |
| 600 | Am Ag Ch | 48⅞ | 48 | 48 | — 7⅛ |
| 510 | Am B Su | 37 | 36¾ | 36¾ | — ¼ |
| 6120 | Am Can | 10¾ | 10⅜ | 10⅜ | |
| 5300 | Am Can pf | 78⅞ | 77¼ | 78¼ | +1¾ |
| 200 | Am Car F | 54⅜ | 54 | 54⅜ | + ⅛ |
| 100 | Am C F pf | 114 | 114 | 114 | + ⅝ |
| 200 | Am Cot O | 67 | 67 | 67 | + ¼ |
| 200 | Am H & L | 4⅝ | 4⅝ | 4⅝ | + ⅛ |
| 500 | A M Crp pf | 36 | 35 | 35 | |
| 15700 | Am Smelt | 81⅞ | 80⅜ | 81⅞ | +1⅜ |
| 200 | A Smelt pf | 105½ | 105½ | 105½ | + ½ |
| 100 | Am Snuff p | 100 | 100 | 100 | — 1 |
| 200 | Am Steel F | 46½ | 46½ | 46½ | + ½ |
| 200 | Am Sugar | 118½ | 118 | 118½ | + ⅛ |
| 5707 | Am T & T | 142⅛ | 141 | 142 | + ¾ |
| 100 | A Tob pf | 94⅝ | 94⅝ | 94⅝ | +⅝ |
| 700 | Am Wool | 34¾ | 34 | 34½ | +1 |
| 400 | A Wool pf | 97⅜ | 97 | 97⅜ | + ⅜ |
| 775 | Anaconda | 43⅛ | 42½ | 43 | +1 |
| 4200 | A T & S F | 105¼ | 104¾ | 105⅛ | + ½ |
| 150 | A T S F pf | 101¾ | 101¾ | 101¾ | |
| 100 | At C Line | 118⅜ | 118⅜ | 118⅜ | + ⅝ |
| 500 | Beth Steel | 31⅞ | 31 | 31⅞ | + ⅞ |
| 900 | Bkn R T | 77¼ | 77 | 77¼ | + ¼ |
| 100 | Butterick | 30¼ | 30¼ | 30¼ | + ¼ |
| 3900 | Can Pac | 201 | 200 | 200⅛ | —1¾ |
| 100 | Cen Lither | 34¾ | 34¾ | 34¾ | |
| 100 | Cen L pf | 105⅞ | 105⅞ | 105⅞ | — ⅛ |
| 5700 | Ches Ohio | 84 | 83½ | 83½ | |
| 100 | Chi N W | 148¾ | 148¾ | 148¾ | + ¾ |
| 200 | C G W new | 24 | 24 | 24 | + ¾ |
| 200 | C G W pf new | 48¾ | 48½ | 48¾ | — ⅛ |
| 2200 | C M St P | 125¾ | 124½ | 125 | + ¼ |
| 100 | C M St P pf | 149½ | 149½ | 149½ | — ¼ |
| 400 | C C C & S L | 70 | 67 | 67½ | —2¾ |
| 1000 | Col Midland | 4½ | 4 | 4 | — 1 |
| 400 | Col South | 59½ | 59⅜ | 59⅜ | + ¼ |
| 500 | Cons Gas | 136⅜ | 136⅛ | 136⅛ | |
| 600 | Corn P R | 17¼ | 17 | 17 | + ⅛ |
| 200 | Corn Pr pf | 80½ | 80 | 80½ | +1 |
| 300 | Crex Carpt | 63½ | 63 | 63½ | +1½ |
| 100 | Del Hud | 169 | 169 | 169 | — ⅛ |
| 400 | Den & R G | 32¾ | 32¾ | 32¾ | + ⅛ |
| 200 | Distill'g S | 32⅛ | 32 | 32⅛ | + ⅞ |
| 100 | D S S A pf | 24⅜ | 24⅜ | 24⅜ | + ⅛ |
| 360 | Erie | 29⅞ | 29⅝ | 29⅞ | + ¼ |
| 315 | Erie 1st pf | 49¼ | 48½ | 48½ | + ⅛ |
| 100 | Fed M & S | 17¾ | 17¾ | 17¾ | +5¾ |
| 100 | Fed M S pf | 41½ | 41½ | 41½ | +1½ |
| 300 | Gen Elec | 155⅞ | 154⅝ | 155 | |
| 3700 | Goldfield M | 8⅛ | 8⅛ | 8¼ | + ⅛ |
| 3100 | G Nor pf | 127¼ | 126¾ | 127 | + ½ |
| 700 | G N Ore | 60 | 59⅞ | 60 | +1 |
| 400 | Harvester | 111 | 110½ | 110¾ | — ¼ |
| 100 | Hav Elec | 93 | 93 | 93 | + ½ |
| 300 | Ill Cent | 135 | 135 | 135 | +2⅜ |
| 1000 | Int Paper | 13⅜ | 13 | 13⅜ | + ⅝ |
| 500 | Int Pap pf | 56 | 55¼ | 56 | +1 |
| 100 | Int Pump | 43 | 43 | 43 | — ⅛ |
| 500 | Inter Met | 22 | 21⅞ | 22 | — ⅛ |
| 1800 | Int Met pf | 57⅞ | 57½ | 57¾ | + ⅛ |
| 400 | Iowa Cent | 19¾ | 19½ | 19¾ | + ⅝ |
| 200 | Ia Cen pf | 35¼ | 34½ | 35¼ | + ¼ |
| 100 | Lack Steel | 39 | 39 | 39 | —1 |
| 200 | Lac Gas | 10⅜ | 10⅜ | 10⅜ | + ¼ |
| 100 | Lou Nash | 145¾ | 145¾ | 145¾ | + ¾ |
| 900 | Mackay | 95½ | 93 | 95¼ | +1¼ |
| 300 | Mackay pf | 75 | 75 | 75 | +1 |
| 100 | Manhattan | 143 | 143 | 143 | |
| 3800 | MSP SSM | 141¼ | 139 | 139 | —1¾ |
| 1000 | M K & Tex | 34⅜ | 34½ | 34½ | |
| 200 | Mo Pac | 54 | 54 | 54 | |
| 500 | Nat Lead | 60 | 60 | 60 | + ¼ |
| 158 | Nat L pf | 107 | 107 | 107 | +1 |
| 600 | N R Y M 1 pf | 71¾ | 71 | 71¾ | +1½ |
| 6400 | N R Y M 2 pf | 35 | 34 | 35 | +1¼ |
| 5300 | New Con | 21 | 20¼ | 20⅞ | + ⅝ |
| 100 | N Y Air Br | 78 | 78 | 78 | |
| 3700 | N Y Cent | 116⅜ | 115⅝ | 115⅞ | — ⅛ |
| 100 | N Y N H & H | 154½ | 154½ | 154½ | — ¼ |
| 300 | Nor & W | 99⅜ | 99¼ | 99⅜ | + ⅜ |
| 1700 | Nor Pac | 119⅜ | 118¾ | 119 | |
| 100 | Ont Silver | 2½ | 2½ | 2½ | |
| 300 | Pac T & L | 41¾ | 41¾ | 41¾ | +1 |
| 2000 | Penna RR | 132 | 131⅝ | 132 | + ¼ |
| 200 | Peo Gas | 109 | 109 | 109 | |
| 300 | Press S C | 34⅞ | 34¾ | 34⅞ | + ⅛ |
| 100 | Q silver pf | 5 | 5 | 5 | +2 |
| 100 | Ry St Spg | 36 | 36 | 36 | + ¾ |
| 1300 | Rep Steel | 33¾ | 33⅛ | 33½ | |
| 38400 | Reading | 153⅜ | 152½ | 152¾ | — ⅛ |
| 2090 | Rock Isld | 33⅝ | 33⅜ | 33⅜ | |
| 100 | Rock I pf | 65 | 65 | 65 | + ½ |
| 300 | S Roeb'k | 169½ | 169 | 169½ | |
| 100 | Sloss Shef | 52½ | 52½ | 52½ | + ⅞ |
| 100 | St L S F 1 pf | 60¼ | 60¼ | 60¼ | —1½ |
| 300 | St L S F 2 pf | 42¾ | 42½ | 42¾ | +1¼ |
| 5200 | Sou Pac | 113¼ | 112¾ | 113¼ | + ⅞ |
| 100 | Sou Ry Co | 26 | 26 | 26 | + ½ |
| 4200 | Tenn Cop | 38⅝ | 37½ | 38⅝ | + ⅞ |
| 700 | Tex Co | 140 | 140 | 140 | +1¼ |
| 600 | Third Av R | 133¾ | 133¼ | 133¾ | |
| 500 | Tol St L W | 27½ | 27¼ | 27¼ | |
| 200 | Tol St L W pf | 58⅞ | 58⅞ | 58⅞ | + ¼ |
| 42400 | Un Pac | 174½ | 173⅞ | 174⅝ | + ⅝ |
| 110 | Un Pac pf | 93 | 93 | 93 | + ½ |
| 100 | Un R Inv | 30 | 30 | 30 | + ¼ |
| 100 | U S Cl Pipe | 17½ | 17½ | 17½ | + ½ |
| 400 | U S Rub | 36¼ | 36 | 36 | |
| 200 | U Rub 1st | 111 | 111 | 111 | — ¼ |
| 21500 | U S Steel | 79⅜ | 78½ | 79 | + ¼ |
| 2600 | U S Steel pf | 117½ | 116⅞ | 117¼ | — ¼ |
| 4100 | Utah Cop | 50⅞ | 49½ | 50⅞ | +1⅜ |
| 2100 | Va-Car C | 65¾ | 65¼ | 65¾ | + ⅜ |
| 200 | Wabash | 18½ | 18⅜ | 18½ | + ½ |
| 600 | Wab pf | 38⅞ | 38¾ | 38¾ | + ⅜ |
| 300 | West Maryland | 73⅝ | 73¼ | 73⅝ | + ⅜ |
| 400 | West Md | 48⅝ | 48 | 48⅝ | + ⅝ |
| 400 | West U 1st | 73 | 72½ | 73 | +1½ |
| 400 | W & L E 2 pf | 8¼ | 7¾ | 8¼ | + ¼ |
| 2600 | Wis Cent | 64 | 62¼ | 63¼ | + ½ |
| Total sales of stocks, 310,400 shares. | | | | | |

*Ex dividend.

### CLOSING PRICES.

| | Bid. | Asked. | | Bid. | Asked. |
|---|---|---|---|---|---|
| Adams Exp | 3½ | — | Manhattan | 142⅞ | 143½ |
| Allis Chal | 8½ | 9¼ | Mackay | 15¼ | 17 |
| Allis Chal pf | 29 | 3 | Mackay pf | 5 | 7⅛ |
| Amal Cop | 71½ | 71⅝ | Marine | 5¼ | 5¾ |
| Am Ag Ch | 8 | 8½ | Marine pf | 17¼ | 7¾ |
| Am B Sug | 6¾ | 7 | Minn & St L | 29½ | 21 |
| Am Can | 10¼ | 10½ | M & St L pf | 48 | 54 |
| Am Can pf | 8¾ | 8½ | MSP & SSM | 138¾ | 139¾ |
| Am Car Fy | 54⅛ | 54½ | MSP SSM pf | 149 | 150 |
| Am Car F pf | 113½ | 115¼ | 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 | 5 |
| Am Express | 143 | 75 | Nat Bis Co | 110 | 112 |
| Am Hide & L | 4½ | 4¾ | Nat Bis pf | — | 122 |
| Am H & L pf | 23½ | 4½ | Nat Lead | 60 | 61½ |

| | Bid. | Asked. | | Bid. | Asked. |
|---|---|---|---|---|---|
| Am Ice Sec | 18½ | 19½ | Nat Lead pf | 1-6½ | 8½ |
| Am Linseed | 8 | 2½ | Nat Biscuit | 21¾ | 22 |
| Am Lin pf | 32 | 33 | Nat Mex 2 pf | 34⅞ | 35 |
| Am Loco | 39¼ | 40½ | New Cons | 20⅜ | 21 |
| Am Loco pf | 105 | 106½ | N J Central | 278 | 280 |
| Am Malt C | 4½ | 5½ | N Y Air B | — | 79 |
| Am M C pf | 5⅜ | 6 | N Y Central | 115⅞ | 116¼ |
| Am Smelt'g | 81¾ | 81⅞ | N Y C & St L | 18¼ | 19 |
| Am Smelt pf | 105 | 106 | N Y C & St L 1 p | 108¼ | 110 |
| Am Sn Sec | 7⅞ | 8 | N Y C & St L 2 pf | 88 | 93 |
| Am Snuff | 240 | 320 | N Y N H & H | 152 | 154½ |
| Am Snuff pf | 100 | 102 | N Y O & W | 42⅝ | 43 |
| Am St Fy | 46 | 47 | North Am | 15 | 16 |
| Am Sugar | 118 | 119 | Nor & West | 89 | 90½ |
| Am Sug pf | 117 | 117 | Nor & W pf | 86½ | 87 |
| Am T & T | 142 | 142¼ | Nor Pacific | 118⅞ | 119¼ |
| Am Tob pf | 4 | 4½ | Pac Coast | 123 | 128 |
| Am Wool | 34½ | 34¾ | Pac Coast 1 pf | 9 | 11 |
| Am Wool pf | 7 | 7¼ | Pac Coast 2 pf | 103 | 110 |
| Anaconda | 43 | 43¼ | Pacific Mail | 32½ | 33 |
| A T & S F | 105 | 105¼ | Pac Tel & Tel | 41 | 42¼ |
| A T & S F pf | 101⅜ | 102 | Penna RR | 131⅞ | 132 |
| Atl Coast L | 117½ | 118¼ | Peo G L & C | 108⅜ | 109 |
| Balt & Ohio | 108¾ | 109¼ | Pittsburg C | 20½ | 21 |
| Balt & O pf | 99 | 41 | Pittsbg C pf | 70½ | 71 |
| Batopilas M | 2⅛ | 2½ | P C C & St L | 15 | 98½ |
| Beth Steel | 31½ | 32 | P C C & St L pf | 112 | 115½ |
| Beth Steel pf | 61 | 61½ | Pr Steel Car | 34½ | 35 |
| Biklyn R T | 77¼ | 77½ | P Steel C pf | 96 | 1 |
| Can Un Gas | 137 | 139½ | Pull P Car | 166 | 167 |
| Brunswick | 10¼ | 12 | Ry St Spg | 35⅝ | 36 |
| Butterick | 3½ | 3½ | Reading | 152⅞ | 152⅞ |
| Can Pac | 200¼ | 200½ | Read 1st pf | 76½ | 82 |
| Cen Leather | 4⅛ | 5 | Read 2d pf | 95 | 86 |
| Cent Leather pf | 105⅜ | 106 | Repub Steel | 33⅝ | 33¾ |
| Ches & Ohio | 83½ | 83⅝ | Rep Steel pf | 97½ | 98¼ |
| Chi & Alton | 31 | 45 | Rock Island | 33⅝ | 33½ |
| C G W new | 24 | 24½ | Rock Isld pf | 64 | 65 |
| C G W new pf | 48¾ | 49 | Sloss Shef | 52 | 52½ |
| Chi & N W | 147½ | 149 | St L & SF 1 pf | 60¼ | 62 |
| Ch M & St P | 124½ | 125 | St L & SF 2 pf | 42½ | 42⅝ |
| C M & S P pf | 149¼ | 149½ | St L S W | 28 | 29½ |
| C C C & St L | 66 | 67½ | St L S W pf | 65 | 69 |
| C C C & St L pf | 109⅛ | 110 | St P & Om | 140 | 150 |
| Col Fuel & I | 33½ | 34½ | So Pacific | 119⅛ | 119¼ |
| Col H C & I | 4½ | 12 | So Pacific | 85 | — |
| Col South | 59½ | 60 | Southern Ry | 25⅝ | 26 |
| Col So 1st pf | 75 | 77 | So Ry pf | 50 | 50½ |
| Col So 2d pf | 74 | 75½ | Tenn Cop | 38½ | 38¾ |
| Con Gas | 136 | 136½ | Texas Co | 139 | 142 |
| Corn Pd Ref | 17 | 17½ | Texas Pac | 27 | 27½ |
| Corn P Ref p | 80½ | 80⅝ | Third Av | 13½ | 13¾ |
| Del & Hud | 169½ | 170 | T St L & W | 26½ | 27⅝ |
| Del L & W | 607½ | 600 | T St L W pf | 58 | 59 |
| Den & R G | 33 | 33½ | Twin City | 110 | 112 |
| Den & R G pf | 75 | 77 | Un Bag & P | 8 | 9 |
| Dis Secur | 32¼ | 32⅝ | Un Bag & P pf | 52 | 60 |
| D S S & A | 13½ | 14 | Un Pacific | 174⅝ | 174⅞ |
| D S S & A pf | 24½ | 25 | Un Pac pf | 92 | 93 |
| Erie | 29⅞ | 30 | Union R Inv | 28 | 30 |
| Erie 1st pf | 49 | 49½ | Un R Inv pf | 56 | 59½ |
| Erie 2d pf | 37 | 39 | Un Cigar pf | 103 | 108 |
| Fed Min & S | 12⅛ | 16 | Un Dry Gds | 103 | 104 |
| Fed M & S pf | 38½ | 40 | Un Dry G pf | 105 | 106 |
| Gen Elec | 155 | 155½ | U S C I Pipe | 17 | 18 |
| G Nor pf | 127 | 127½ | U S C I Pipe pf | 53 | 60 |
| G N Ore ctfs | 59½ | 60 | U S Express | 99 | 104 |
| Goldfield | 8⅛ | 8¼ | U S Rity & I | 70 | 82 |
| Harvester | 110½ | 111½ | U S Red & R | 6½ | 7½ |
| Harv'ter pf | 122 | 123 | U S R & R pf | 14 | 19⅝ |
| Havana El | 93 | 94 | U S Rubber | 36 | 38⅝ |
| Havana pf | — | 94 | U S Rub 1 pf | 110⅛ | 111 |
| Hock V | 130 | 135 | U S Rub 2 pf | 72⅝ | 76 |
| Illinois Cen | 135 | 136 | U S Steel | 78⅞ | 79 |
| Inter-B Met | 21⅞ | 22 | U S Steel pf | 117 | 117⅛ |
| Int-B Met pf | 57⅞ | 58 | Utah Copper | 50⅛ | 50⅞ |
| Int Paper | 13 | 13½ | Va-Car | 65⅝ | 65⅝ |
| Int Paper pf | 55¼ | 56⅝ | Va-Car pf | 124 | 126 |
| Int Pump | 42⅝ | 45 | Wabash | 18¼ | 18⅝ |
| Int Pump pf | 82 | 83 | Wabash pf | 38⅝ | 39 |
| Iowa Cent | 19¼ | 19⅝ | Wells-F Ex | 162 | 165 |
| Iowa Cen pf | 34⅝ | 35½ | Westhouse | 73¼ | 73¾ |
| Kan City So | 32 | 32¼ | West Md | 48 | 48½ |
| Kan C So pf | 66 | 67 | West Md pf | 73¼ | 74½ |
| Laclede Gas | 104⅝ | 105 | West Un Tel | 72⅝ | 73¼ |
| Lake E & W | 18 | 20 | Wheel & L E | 5½ | 6½ |
| L E & W pf | 40 |