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RAILROAD EARNINGS.

Louisville and Nashville

	1910	Changes	
4th week October	$ 351,000	Inc	$25,875
Month	[illegible]	Inc	158,685
From July 1	[illegible]	Inc	1,279,000

Missouri Pacific

4th week October	$ [illegible]	Dec	$ [illegible]
Month	[illegible]	Dec	[illegible]
From July 1	[illegible]	Dec	16,500

The Missouri Pacific System reports for September:

	1910	Change	
Total oper. revenue	$1,730,000	Inc	$[illegible]
Total oper. expenses	1,637,349	Inc	[illegible]
Net oper. revenue	$1,102,607	Dec	$[illegible]
From July 1			
Total oper. revenue	$13,605,000	Inc	$[illegible]
Total oper. expenses	10,534,187	Inc	[illegible]
Net oper. revenue	$8,276,907	Dec	$[illegible]

ST. LOUIS SOUTHWESTERN

The St. Louis Southwestern Railway reports for September:

	1910	Change	
Total oper. revenue	$1,000,180	Inc	$[illegible]
Oper. exp. & taxes	716,116	Inc	[illegible]
Operating income	$[illegible]	Dec	$[illegible]
From July 1			
Total oper. revenue	$9,994,185	Inc	$[illegible]
Oper. exp. & taxes	[illegible]	Inc	[illegible]
Operating income	$[illegible]	Dec	$[illegible]

FINANCIAL AND COMMERCIAL.

MONDAY, November 7.

There were over Sunday two developments of considerable direct or indirect financial interest. One of these was the announcement that the Interstate Commerce Commission had handed down a decision overruling the protest made long since to the advanced tariff of freight rates promulgated in the latter part of 1908 by most of the Southern railway companies on certain classes of commodities from Ohio and Mississippi River points to Atlanta and Birmingham. Only two members of the commission dissented from this judgment and the bearing of the incident was obvious upon the pending application of the railway companies in general for higher freight tariffs. It was stated by the commission that the case in question was to be considered as a specific one and that it was determined solely upon its individual merits. Nevertheless a good portion of speculative Wall Street was convinced that the news was a prelude to favorable action by the Interstate Commerce Commission later on upon the railway rate question as a whole. Again there was published on Sunday morning in two journals that have been strongly supporting the candidacy of Mr. Dix in the present State campaign estimates that their candidate would win at the polls with from 35,000 to 50,000 majority. These figures, it is needless to say, were much less than have been commonly considered likely. Wall Street in particular has built its hopes upon a Democratic majority of not less than 100,000, and the strong probability is that a majority of less than 50,000 would not be considered an overfavorable financial factor. However, the estimates as given were not productive of much effect to-day, largely because the general feeling was overwhelming that the figures stated were altogether too low.

The market was also disposed to-day to regard as unimportant a violent decline in foreign exchange which carried sterling down to within three-quarters of a cent in the pound above the price at which gold imports could take place. It is needless to say that imports of gold at the moment would not be looked upon as a "bull argument" in Wall Street because they would presumably involve a further advance in the Bank of England discount rate, with consequent general financial unsettlement. There was no explanation of this drop in the price of foreign remittances except that loan and cotton bills were pressing in the sterling market; and of course current rumor runs strongly to the effect that there has been very considerable borrowing abroad recently by our bankers upon so-called finance bills. As it is known that remittances of money from this side to England before the end of the year must take place in large volume the likelihood is that the current weakness in sterling will prove only temporary. It is to be remembered, on the other hand, that the money situation in England, which assumed a stringent phase up to a short time ago and then became easier, has in the last two weeks again put on a more unpleasant face. In this last fortnight nearly all of the late drop in discounts in London has been recovered. But neither of these matters nor the monthly report of the Copper Producers Association for October, indicating a reduction in copper stocks of 9,500,000 pounds, seemed to exercise any immediate influence upon security prices. The copper report was interesting in that it showed that production was again enlarging and that exports of copper were going on at a reduced scale from those of a month ago. The September statement reported a decrease in stocks of over 20,000,000 pounds. The stock market throughout the day exhibited merely the evening up operations of traders and speculators of the sort usually seen before a holiday when an important event is expected to unfold. The railroad stocks were if anything somewhat firmer than the industrials. The latter suffered perhaps to a certain extent from the especial weakness shown by the American Agricultural Chemical and Virginia-Carolina Chemical stocks, consequent, as was supposed, upon the tariff controversy in the matter of potash now going on between this country and Germany, and which has apparently passed into an acute state. Total transactions through the day were less and less from the first hour and at the close net advances and declines in most stocks were small. Union Pacific common, however, still held its rise, with a gain of over a point.

New York Stock Exchange Sales, Nov. 7.

CLOSING PRICES OF UNITED STATES BONDS.

	Bid.	Asked.		Bid.	Asked.
2s reg	100¾	101¼	4s reg	115	116½
2s coup	100¾	101	4s coup	115	—
3s reg	101¾	102¾	Pan 2s	100¾	—
3s coup	101¾	102¾	Pan 2s	100¾	—

RAILROAD AND OTHER BONDS.

Sales			
Am T & T cv 4s	Den & RG ref 5s	Penna 4s 1948	
152000 106	3000 91⅞	13000 103¾	
3000 105⅞	3000 92	Penna 3½s 1916	
18000 105¾	Erie cv 4s ser A	1000 98	
Am Tobacco 6s	2000 76½	Reading gen 4s	
10000 104¾	Erie gen 4s	5000 98½	
17000 103⅞	5000 74⅞	4000 98⅝	
17000 107	17000 74½	19000 98½	
Am Tobacco 4s	Georgia Pac 1st	2000 98½	
5000 c 80½	2000 113	StL & SF gen 5s	
67000 80½	Interboro-RT cv 6s	1000 93¾	
Armour 4½s	1000 100⅛	15000 93¾	
10000 92¼	3000 100½	1000 86⅝	
4000 92	2000 100¾	3000 86¾	
Arch T&SF cv 5s	Interboro-RT 5s	StL & SanFr fdg	
2000 109	series A 1952	1000 81½	
A T & S F gen 4s	54000 102⅞	2000 81¼	
1000 98¼	15000 102½	5000 81	
400 98¾	75000 102⅝	StLouis S W 1st	
A T & S F adj 4s	15000 102¾	5000 91⅛	
stamped	1000 102⅝	Seaboard A L 4s	
1000 91½	Interboro Met	stamped	
Atl Coast Line 4s	col tr 4½s	5000 a10 85½	
6000 95	2000 81	5000 a29 85¾	
Atl Coast Line col tr 4s	5000 81¼	13000 85¾	
5000 92½	25000 81	1000 85⅝	
Balt & Ohio 4½s	Int & Gt Nor 1st	Seab A L adj	
1000 98⅝	1000 110	45000 72¾	
25000 98¾	Int St Pmp 1st 5s	36000 72⅞	
Balt & O P L 4s	1000 92⅛	9000 72¾	
A W V 4s	10000 92	So Pacific cv 4s	
15000 91¼	2000 92⅛	23000 98¾	
Bos & Me 4s	5000 91⅞	2000 98⅝	
1000 93⅝	2000 91	1000 98¾	
Brooklyn U G 1st	Japanese 4½s	5000 98¾	
24000 102	5000 91¾	3000 98¾	
B R T cv 4s	1000 91¾	5000 98⅝	
1000 84¾	Kings County 4s	1000 98½	
4000 84¼	1000 stamped	11000 98¼	
3000 84¾	5000 85	So Pacific ref 4s	
17000 84	Lackawanna 5s	4000 94¾	
2000 84¾	5000 91⅛	1000 94½	
Can So 1st 5s	L S & M S 4s 1997	St Louis gen 4s	
2000 99¾	2000 93½	10000 78¼	
Cent Pacific 1st	Leh & Wilkes 5s	1000 78¼	
1000 97⅛	5000 100½	3000 78½	
5000 97¼	L V RR Pay 5s	Tex & Pac 1st 5s	
Ches & Ohio cv 5s	20000 98½	1000 110¼	
8000 101¼	Long Island ref	2000 110⅛	
C & O cv 4½s	1000 95⅞	Third Avenue 4s	
14000 93⅞	Loui & Nash 4s	cons stamped	
27000 93¾	6000 98¼	2000 62	
31000 94	Manhattan Ry 4s	Tol & Ocean gen 5s	
Chi B & Q gen 4s	stamped	1000 101½	
2000 97⅛	2000 98⅝	Union Pacific 4s	
5000 97¼	Met St Ry 5s	2000 101¼	
5000 97¼	1000 89	Union Pac cv 4s	
5000 97¼	Minn & St L 4s	10000 105⅝	
5000 97⅝	5000 92	2000 105⅞	
C B & Q joint 4s	Mo Kan & Ok 5s	27000 105¾	
10000 98⅛	18000 105⅝	30000 105⅞	
5000 96	Mo Kan & Tex 4s	1000 105¾	
Chi R & Ind 5s	5000 98	20000 105⅞	
1000 94	Mo K & T 1st 4½s	8000 105¾	
2000 94⅛	1000 85¾	14000 105⅞	
Chi & Erie 1st	Mor & Essex cn	U S Leather 6s	
2000 111¼	2000 111¼	15000 101¼	
Chi Ind & L 4s	Nassau & StL 5s	U S Realty & Im	
1000 85⅛	2000 110	5000 88¼	
5000 86	N Y Riv Mem 4s	U S Rubber 4s	
Chi Mil & St P 4s	2000 94¾	3000 103	
2000 90½	N Y Canal 4s	U S Steel 5s	
Chi & N W 4s	2000 104⅞	21000 104	
4000 88¾	N Y Cen L 3½s	65000 103⅞	
3000 88¾	1000 80⅞	12000 104	
Chi R I & P RR 4s	3000 80¼	2000 103⅞	
1000 74⅞	N Y Chi & StL 4s	2000 104	
5000 74¾	1000 99⅞	4000 103⅞	
5000 74⅞	2000 99¾	5000 104	
26000 74¼	N Y City 4½s 1957	registered	

Sales			
Chi R I & P Ry 4s	4000 107¾	500 104	
1000 97⅞	N Y City 4½s	10000 103⅞	
Chi R I & P ref 4s	5000 101	4000 103¾	
15000 89	18000 100⅞	Va Carolina Chem 1st	
10000 89¼	N Y City 4s 1958	1000 100½	
10000 89¼	11000 99⅞	1000 100⅞	
Colo Midland 4s	4000 99½	2000 100¼	
5000 70½	8000 99⅝	Wabash 1st	
Colo So ext 4½s	N Y City 4s 1958	5000 109	
5000 97	25000 99⅝	Wab Pitts 1st 4s	
Col & Green 6s	N Y N H & H cv	certificates	
1000 106½	3's	2000 47	
Cons Tobacco 4s	25000 101½	5000 48¼	
10000 80½	N Y Tel gen 4½s	10000 40⅞	
Cuban 5s	4000 98½	Wabash ext 4s	
1000 101½	4000 98⅝	5000 66¼	
Del & Hud cv 4s	Norfolk & W 4s	2000 66¼	
2000 99	10000 99	We Maryland 4s	
Del & Hud ref 4s	Norf & W cv 4s	13000 86⅝	
1000 99	34000 100¼	Wesstng Elec 5s	
Distillers Sec 5s	Norf & W adj 4s	4000 91¾	
2000 76⅝	5000 92⅞	West Shore 4s	
2000 76	Norf & W Pocah 4s	49000 111¼	
3000 76¼	5000 88¾	registered	
2000 76⅝	Or S Lines 5s 4s	1000 99⅞	
6000 76	4000 93	9000 100	
4000 76⅛	Pacific Coast 1st	West Union 5s	
2000 76	1000 104½	2000 100	
2000 75½	Pac T & T 6s	West Union 4½s	
5000 75⅝	2000 99⅞	6000 95½	
10000 76	Penn 3½s 1915	Wisconsin Cent 4s	
10000 76⅛	5000 95⅞	1000 93¼	
25000 76½	2000 96	4000 93½	
20000 76¾	19000 95⅞	W C Sup & Dul 4s	
3000 76⅞	1000 95¾	4000 92½	
2000 76⅝	5000 95⅞	3000 92⅝	
27000 77	25000 95¾		

Total sales of bonds (par value) $2,243,000

RAILROAD AND OTHER SHARES.

Sales	Stock	High. est.	Low. est.	Close. ing.	Net ch'ge.
10200	Am Can	7½	7⅜	7⅜	−⅛
1170	Am Car Fd	46½	45	46	−1¼
400	Am Beet Sug	38½	38	38	−½
200	Am Brake	91½	91½	91½	+½
300	Am Can	10⅜	10¼	10¼	+⅛
200	Am Can pf	76½	76½	76½	−½
1100	Am Car & F	55⅞	55⅜	55½	+⅛
650	Am Cot Oil	67	66⅛	66¼	−1¼
500	Am H & L	4	4	4½	
700	Am H L pf	23	20¾	21½	−1⅝
200	A Ice Secs	20⅜	20¼	20¼	+1½
100	A Linseed p	32	32	32	−⅞
700	Am Loco	40¾	40	40¾	+¾
500	A M Crp pf	35½	35½	35½	+⅝
10400	Am Smelt	82¾	81⅜	81⅝	−½
100	A Smelt pf	106	106	106	
125	A Sm Sec	89	89	89	+1½
400	Am Steel	47¾	47¾	47¾	
100	Am Sugar	119	119	119	−¼
200	A Sugar p	116¾	116½	116½	−⅜
3860	Am T & T	142⅞	142¼	142¼	−⅝
100	A Tob pf	95¾	95¾	95¾	−½
700	Am Wool	34¾	33¾	34¾	
5950	A T & S F	104¾	104⅛	104⅜	−⅛
500	A T S F pf	101¼	101¼	101¼	−⅛
1000	At C Line	119½	118⅞	118⅞	−⅝
500	Balt & O	109	108½	109	+¾
200	Balt & O pf	91	91	91	
1300	Beth Steel	33¼	32¼	32⅜	+⅝
800	Beth St pf	62½	61	62⅜	+⅞
3100	Bkn R T	78⅜	77⅜	77⅜	−⅜
400	Can Pac	198¼	198	198¼	−¼
500	Cen Leather	35½	35⅛	35½	+⅜
6500	Ches Ohio	84½	83¾	84½	+⅜
600	Chi N W	149	148	148½	+½
100	C G W new	24	24	24	−½
4700	C M St P	126⅜	125½	125¾	−⅝
100	CM SP pf	149½	149½	149½	+¼
100	CCC & SL	67	67	67	+1
600	Col Fuel I	35	34⅞	35	+¼
100	Col South	59¾	59¾	59¾	+½
2195	Cons Gas	137½	136¾	137⅜	+⅜
200	Corn PR p	80½	80	80	
400	Del Hud	170	169⅛	169⅛	−1⅛
4675	Distill'g S	34	33⅜	34	+¾
1400	Erie	30¼	30	30¼	+¼
1300	Erie 1st pf	49¾	49	49½	+½
100	Erie 2d pf	38	38	38	
266	Evans TH	60	55	55	−6½
420	Fed M&S	20	20	20	
220	Fed MS pf	48½	48½	48½	+1
300	Gen Elec	155	154½	154½	−⅜
3600	Goldfield M	8¼	8	8¼	+⅛
1100	Gt Nor pf	128⅛	127½	127¾	
600	G N O ctf	61	60¾	60¾	−¼
900	Harvester	114⅝	113¼	114	−⅜
300	Harv pf	123¼	123	123¼	+¾
600	Int Paper	13¼	13	13¼	+½
1100	Int Pap pf	56⅞	56	56	−⅞
800	Int Pump	44½	43¾	43¾	−⅞
1500	Inter-Met	22½	22⅛	22¼	−⅛
2100	Int-Met pf	59	58½	58¾	−⅛
300	Iowa Cent	21⅞	21⅞	21⅞	+⅛
3200	Kan C So	33¾	33¼	33⅝	+¾
500	K C So pf	66⅞	66	66	
1100	Lac Gas	105⅝	105⅜	105⅜	−⅛
100	Long Isld	66⅞	66⅞	66⅞	−⅛
500	Lou Nash	147	146¾	146¾	+½
600	Manhat'n	143	142½	142½	−½
200	M K & Tex	34¾	34½	34¾	−¼
800	MSP SSM	137½	135⅝	135⅝	−2⅞
100	MSPSM p	149¼	149¼	149¼	−½
600	Mo Pac	54½	53⅝	53⅝	−1⅛
1500	Nat Lead	60¾	60⅛	60½	−½
300	N Ry M 2pf	35⅞	35¾	35⅞	
1300	Nev Con	21⅞	21⅛	21⅛	−⅜
6300	N Y Cent	116½	115⅝	116	+⅛
200	N Y N H & H	156	156	156	+2
200	NY&NH ctf	149	149	149	
900	N Y O & W	44	43½	43¾	−⅛
200	Nor & W	100	100	100	+½
100	Nor Am	66	66	66	
1600	Nor Pac	119¼	119	119	−⅛
6100	Penn RR	130⅞	130⅜	130½	+⅛
400	Peo Gas	107½	107¼	107½	+⅜
100	PCC & S L	98⅜	98⅜	98⅜	+⅜
100	PCC SL pf	113	113	113	+3
400	Pitts Coal	21¼	21	21¼	−¼
100	Press S C	34½	34½	34½	−¾
100	Press S C p	97	97	97	+2¼
130	Pullman	167	167	167	+⅛
200	Q Silver pf	4¾	4⅝	4¾	−¼
200	Ry St Spg	36	36	36	+½
4900	Rep Steel	36	35½	35¾	−¼
900	Rep St pf	99½	99⅜	99½	+⅜
67800	Reading	155¼	153¾	154	−¼
100	Read 1 pf	88¼	88¼	88¼	+½
2800	Rock Isld	34	33⅝	33½	−⅜
200	S-Roebk	181¼	180	180	+1½
100	Sloss-Shef	52¼	52¼	52¼	+⅝
300	StL SF 2pf	41½	41	41	−1
10900	Sou Pac	120	119⅛	120	+½
4100	Sou Ry Co	27⅛	26½	27	+⅜
2750	So Ry Co pf	64	62¾	63½	+1⅜
1300	Tenn Cop	38¼	37½	38	−¼
500	Tex Co	140½	140	140	
400	Tex Land	92	91⅞	92	+1⅞
100	Third Av R	131½	131½	131½	−½
100	Tol Rys	7⅜	7⅜	7⅜	−⅝
200	Tol StL W	27⅞	27¾	27⅞	
64900	Un Pac	177½	176	177⅛	+1¼
200	US R&Im	69½	69½	69½	−1⅜
400	U S Rub	36¼	36½	36½	−¼
200	USRub 1pf	111½	111½	111½	
200	USRub 2p	73	73	73	
114520	US Steel	81⅝	80¾	81¼	+¼
560	US Steel p	118½	118	118	−½
4500	Utah Cop	51	50⅝	50⅝	+⅛
5400	Va-Car C	64	62¾	63¼	−1⅜
200	Wabash	18⅛	17⅞	17⅞	−⅜
1200	Wab pf	38⅜	38	38⅛	−¼
200	West Union	73¼	73¼	73¼	+¼
200	West Md	48	48	48	+⅜
100	West Md p	73	73	73	
200	Wis Cent	62	62	62	−¼

Total sales of stocks 393,700 shares

CLOSING PRICES.

	Bid.	Asked.		Bid.	Asked.
Adams Exp	250	—	Manhattan	142¼	143½
Allis Chal	8½	9⅞	Mackay	94	95¼
Allis Chal pf	32	34½	Mackay pf	75	75½
Amal Cop	70⅞	71⅛	Marine	5¼	5¼
Am Ag Ch	45¼	46¼	Marine pf	17	17¼
Am B Sug	38	38½	Minn & St L	29½	31
Am Can	10	10½	M & St L pf	48	54
Am Can pf	76½	77	MSP & SSM	135½	136
Am Car Fy	55½	55¾	MSP SSM pf	148	150
Am Car F pf	113½	114½	M K & T	34½	35
Am Cot Oil	66¼	67	M K & T pf	63	66½
Am Cot O pf	—	—	Mo Pacific	53⅝	54⅛
Am Express	240	275	Nat Biscuit	110	111½
Am Hide & L	4¼	4½	Nat Bis pf	—	124
Am H&L pf	21¼	21½	Nat Lead	60½	60¾
Am Ice Sec	20	20½	Nat Lead pf	107	107¼
Am Linseed	11¼	12½	Nat Mex 1st p	70	72½
Am Lin pf	31½	33	Nat Mex 2 pf	35⅞	36⅛
Am Loco	40	40¾	Nev Cons	21⅛	21¼
Am Loco pf	106	107	N J Central	276	285
Am Malt C	4½	5¼	N Y A B	77	80
Am M C pf	35	35⅞	N Y Central	115⅞	116⅛
Am Smelt g	81⅝	81¾	N Y C & St L	67¼	68⅛
Am Smelt pf	106	106½	N Y C & St L 1p	106¾	110
Am Sm Sec	87½	89	N Y C & St L 2p	88¾	93
Am Snuff	240	320	N Y N H & H	155	156½
Am Snuff pf	100	101½	N Y O & W	43⅝	43⅞
Am St Fy	42	48	North Am	66	67
Am Sugar	118	119	Nor & West	99	100
Am Sug pf	116	117	Nor & W pf	86	90
Am T & T	142¼	142½	Nor Pacific	119	119⅜
Am Tob pf	95¼	96	Pac Coast	102	108
Am Wool	34¼	34½	Pac Coast 1pf	90	110
Am Wool pf	96	96¼	Pac Coast 2pf	101	110
Anaconda	42¼	43½	Pacific Mail	32½	33
A T & S F	104¼	104⅛	Pac Tel & Tel	42	42½
A T & S F pf	101⅛	101½	Penna RR	130⅝	130½
Atl Coast L	118½	119	Peo G L & C	107¼	108
Balt & Ohio	109	109½	Pittsburg C	21½	21½
Balt & O pf	90	92	Pittsbg C pf	73	73⅝
Batopilas M	2⅛	2½	PCC & St L	98	98½
Beth Steel	32⅛	32½	PCC & SL pf	112⅝	113½

	Bid.	Asked.		Bid.	Asked.
Beth Steel pf	61½	62½	Pr Steel Car	36½	38
Bkyn R T	77½	78	P Steel C pf	96½	98
Bkn Un Gas	136	138	Pull P Car	166	168
Brunswick	10	11½	Ry St Spg	35½	36
Butterick	29½	30½	Reading	154	154½
Can Pac	198	198½	Read 1st pf	87½	89
Cen Leather	35⅛	35¼	Read 2d pf	94	96
Cen Leather pf	105¼	106¼	Repub Steel	35¼	36½
Ches & Ohio	84⅛	84½	Rep Steel pf	99⅝	99¾
Chi & Alton	30	43	Rock Island	33⅛	33½
C G W new	23⅛	24¼	Rock Isld pf	65	66
C G W new pf	48	49	Sloss Shef	51½	52½
Chi & N W	148¼	149	St L & SF 1pf	60	65
Ch M & St P	125¾	126	St L & SF 2pf	41	42
C M & S P pf	147	150	St L S W	28	30
C C C & St L	68⅛	67	St L S W pf	67	69
C C C & St L pf	98⅛	110	Stp & oma	140	150
Col Fuel & I	35	35½	So Pacific	119⅞	120
Col H C & I	4½	12	So P R Sug	85	—
Col South	59½	60	Southern Ry	27	27⅛
Col So 1st pf	76½	77	So Ry pf	63½	63¾
Col So 2d pf	74	75½	Tenn Cop	37¼	38½
Con Gas	137¼	137½	Texas Co	140	140½
Corn Pd Ref	16⅛	17¼	Texas Pac	27	28
Corn P Ref p	79	80	Third Av	13¼	13½
Del & Hud	169	169½	T St L & W	27	27¾
Del L & W	597½	600	T St L W pf	59⅞	60½
Den & R G	33	33½	Twin City	110½	111½
Den & R G pf	74	74½	Un Bag & P	8	9
Dis Secur	34	34⅛	Un Bag & P pf	52	60
D S S & A	12¼	14	Un Pacific	177⅛	177¼
D S S & A pf	24	24¼	Un Pac pf	92	93
Erie	30⅛	30⅛	Union R Inv	29	29½
Erie 1st pf	48¾	49½	Un R Inv pf	55	59
Erie 2d pf	36¾	39	Un Cigar pf	100	108
Fed Min & S	18	20	Un Dry Gds	103	104½
Fed M&S pf	48	55	Un Dry G pf	105¾	106¾
Gen Elec	154	155	U S C I Pipe	18¼	19
Gt North pf	127⅝	127¾	U S C I P pf	53	60
Gt N O ctfs	60½	61	Va Car	63	63⅝
Goldfield	8⅛	8⅛	Va-Car pf	124	126
Harvester	114	114⅝	Wabash	17¾	18
Harv'ter pf	123	123½	Wabash pf	38	38½
Havana El	90	—	Wells F Ex	162	165
Havana pf	—	94	Westhouse	73	73½
Hock V	130	135	West Md	47⅝	48
Illinois Cen	134½	135½	West Md pf	73	73½
Inter B Met	22¼	22½	West Un Tel	71½	73
Int B Met pf	58¾	58⅞	Wheel & L E	6	6¾
Int Paper	13	13¼	Wheel & L E pf	15½	16½
Int Paper pf	56	57	W & L E 2pf	7¾	8½
Int Pump	43¾	44	Wells Central	60½	61½
Int Pump pf	82¾	83½			

FOREIGN BONDS.

	Bid.	Asked.
German Consols 2½s	82	86
German Consols 3s	80	84
Prussian Government 4s	101¼	102¾
Bavarian Government 4s	100¾	101¾
Hessian Government 3½s	90¾	91¾
Saxony Government 3s	82¼	83¾
Hamburg Government 3s	81	82
City of Berlin 4s	100	101
City of Cologne 4s	99¾	100¾
City of Augsburg 4s	99½	100¾
City of Munich 4s	99½	100¾
City of Frankfort-on-Main 3½s	82	83
City of Vienna 4s	99½	99¾
Mexican Government gold 5s	99¾	100¾
Russian Government gold 4s	91½	92½
French Government Rente 3s	96½	97½
British Consols 2½s	76½	79½

THE CURB MARKET.

The only interesting feature of yesterday's curb market was the active trading in American Tobacco stock. Opening at 437, the price advanced briskly to 444 in the first hour. After noon there was a sharp reaction to 435, but before the close the stock again sold at 441. In all 200 shares were traded in, an unusually active day in this stock. Elsewhere the market was quiet, with a slightly easier tendency after the first hour. Standard Oil eased off 2 points. Chino was fractionally better.

Transactions in detail in the market yesterday were as follows:

Sales.		Open ing.	High est.	Low est.	Clos ing.
200	Am Tobacco	437	444	435	441
1900	Ariz Cananea Ms	4 5-16	4⅝	4¼	4⅝
200	British Col Cop	6⅞	7	6⅞	7
200	Braden Copper	4⅛	4⅛	4⅛	4⅛
600	Cons Arizona	2 1-16	2 1-16	2	2
2800	Chino Copper	21⅝	21⅞	21½	21½
3200	Ely Cons	29	29	28	28
10700	Ely Central	21	21	19	19
1000	First Nat'l Cop	2⅝	2¾	2⅝	2¾
100	Florence	1 13-16	1 13-16	1 13-16	1 13-16
700	Greene Cananea	7⅞	7⅞	7¾	7¾
1200	Girous Copper	7 13-16	7⅞	7¾	7 13-16
300	Inter Rubber	29½	29½	29⅛	29⅛
800	Inspiration