FINANCIAL AND COMMERCIAL.

SATURDAY, January 28.

If there was no such upward movement in the stock market to-day as there was yesterday the peculiar strength shown by the market was equally impressive. Despite realizing sales by speculators, which occurred in considerable volume, as they usually do in the last few minutes of business on Saturday and were in the nature of an evening up of the week's transactions by professional operators, the market held itself with the same stubborn steadiness that it has throughout the present month and notably, in the last fortnight. The hardening tendency occurred itself mostly to-day with the railroad shares, the Canadian Pacific, Northern Pacific, Norfolk and Western and Chicago, Milwaukee and St. Paul leading, although in the industrial list the United States Steel common shares touched at one time the highest price yet seen in their current rise. The general action of the market was the more emphasized because of decided weakness shown in Amalgamated Copper stock, due no doubt to the renewed evidences of depression in the copper mining trade. The Rock Island Company's December earnings statement was extremely favorable, with a gross increase of $962,000 and a net increase of $916,000. It is true that the earnings of the Rock Island for December, like those of the Atchison previously published this week, made an exceptionally favorable comparison with those of the corresponding month of 1909, because in the latter year weather conditions hindered greatly the operations of the company's lines. But that this cause was not the sole reason for to-day's highly pleasing report is shown in the fact that as compared with 1908 the Rock Island's gross increased $670,000 and its net $322,000.

The weekly bank statement was again extraordinarily strong, especially so when read in connection with the banking transactions this week in the city bond sale, which led of course to an enormous and temporary increase in loans. Although in the average form of the statement loans increased $28,000,000, the surplus reserve increased $3,226,000, making this total figure now $39,365,000, as compared with $33,662,000 in 1910 and even with but $27,000,000 in 1908 just after the panic period. In the actual statement loans increased in the great sum of $15,000,000, which served to reduce the actual surplus by a little less than $2,000,000. The presumption is that when the new city bonds are paid for an even stronger condition of the Clearing House banks will be exhibited.

During the present week the stock market has been quiet and dull, showing throughout, however, a decided undertone of strength which yesterday and to-day became pronounced. There is little doubt that a more confident feeling is making its way in the financial district and in business circles over the country. Economizing is still going on and its general scope appears to be widening; but the whole country seems to recognize that this money saving is ground for hope rather than discouragement and seems to be really pleased with its taking place. Probably people would not look at the matter in quite so cheerful a way were it not that money has become cheap, which lessens the expense of carrying on undertakings, has made an active bond market and facilitates the buying and holding of stocks. At least in certain lines actual business conditions themselves are better. In the iron and steel trade the tinplate, steel and wire and certain other departments are busy, and latterly the long delayed railroad orders have begun to be placed, while the recent mild weather has tended to impair trade in winter merchandise, as it usually does. Mild winters have become so common recently that manufacturers and wholesalers are prepared for them, and their occurrence does not hurt business as much as formerly. It may be said that the farmers are making active preparations for another large planting season and their purchases are naturally stimulating many manufacturing industries; and manufacturing trade in general is feeling the incentive of a lower price range for nearly all commodities. It is more and more apparent that a gradual falling movement is under way in cotton, even if no one expects that this will run to great lengths. What has kept up the price of raw cotton in the present year, and so far as seems will continue to keep it up for a long time to come, is the increased consumption of cotton goods in countries other than our own.

Events of the week have included mostly the highly successful city bond sale, favorable reports from the winter wheat district, the reduction in the Bank of England's discount rate owing to a plethora of funds in England that made the step absolutely necessary, and if it could be called an event the dispersal of a more hopeful feeling in the community regarding the outcome of the Standard Oil and American Tobacco cases in the United States Supreme Court. The prevailing sentiment seems to be that no matter what the court may find reason to hold concerning the American Tobacco and Standard Oil companies themselves it will lay down such a general rule of law as to allow the great mass of our business corporations that have been formed in recent years to continue to do business as usual. The advance of $1 a ton made in the price of all steel and wire products ordered by the Steel Corporation seemed to raise Wall Street unexpectedly, but it had for some time been regarded as imminent by well informed people in the iron and steel world; and although it may be a while yet before a similar advance occurs in the price of iron and steel products in general, it is yet highly probable that with anxiety at an end over the future construction of the anti-trust law the railroad and other companies will be large and immediate buyers of metal materials and their present stocks of these materials are so low that a pretty lively rise in steel prices might take place. In the matter of our foreign trade, which is at the moment of so much importance, indications accumulate that imports are decreasing and exports enlarging, just as they have done in months in the recent past. The statistics published to-day of the imports at our leading port of entry, that of our own city, for the week ending January 21 showed that the value of these imports was but $15,000,000, as against $19,000,000 in the same week last year. The returns of business at home are now comparing of course with those of 1910, when recovery was at its height from the 1907 troubles. According to R. G. Dun & Co's figures current bank clearings are now 20.5 per cent. less than in the corresponding week in January of last year, but as compared with 1909 there is a gain of 10.5 per cent.

New York Stock Exchange Sales, Jan. 28.

CLOSING PRICES OF UNITED STATES BONDS.

	Bid.	Asked.		Bid.	Asked.
2s reg	100¾	101¼	4s reg	115¼	116½
2s coup	101¾	101¾	4s coup	116½	—
3s reg	102½	103	Pan 2s	100½	—
3s coup	102½	103¼	Pan 3s	100½	—

RAILROAD AND OTHER BONDS.

Sales.		High est.	Low est.	Clos ing	Net Chge.
300	Allis Ch pf	31	30½	31	+1
14825	Amal Cop	62⅞	61¾	62½	7⅞
1300	Am Ag Ch	49¼	48¾	49¼+	3⅜
100	Am B Sug	41⅞	41⅞	41⅞−	1⅛
100	Am Can	9⅞	9⅞	9⅞+	1⅛
2603	Am Can pf	82¼	81½	81½−	1½
200	Am Car F	54½	54¼	54¼−	1½
100	Am C F pf	117	117	117	−1
200	Am Cot O	58½	58½	58½−	1½
1400	Am H & L	4	3⅞	4	+⅛
300	Am H L pf	23½	23¼	23½+	1¼
200	A Ice Sec	19	18⅞	18⅞+	3⅜
200	A L Seed p	30⅞	30¾	30⅞+	1½
700	Am Loco	41⅛	40⅜	40⅜−	3⅜
4200	Am Smelt	78⅜	77⅞	78⅛−	1⅜
100	A Smelt pf	105	105	105	
200	Am Steel F	45⅞	45¾	46¾−	1¼
600	Am T & T	144¼	144	144	−¼
400	Am Wool	32	31½	31½−	1½
200	A Wool pf	93½	93¼	93½−	1⅜
400	Am W P p	30½	30	30½	
600	Anaconda	38¾	38⅝	38¾−	1⅛
14800	A T & SF	107¼	106	107	+¾
800	A T S F pf	103	103	103	−⅛
100	At C Line	1191½	1191½	1191½	
900	Balt & O	108¼	107¾	108¼+	¼
1250	Beth Steel	33⅛	32⅝	32⅞−	3⅜
200	Beth St pf	61⅞	61¾	61⅞−	¼
2720	Bkn R T	77⅝	77⅛	77⅜+	¼
235	Brunswk	10	10	10	−⅝
100	Butterick	29¼	29¼	29¼−	¼
1200	Can Pac	210⅛	209⅞	210	+⅜
500	Cen Leather	31⅛	30¾	31⅛+	⅛
8400	Ches Ohio	84¾	84	84⅝+	1⅛
100	C G W new	22¾	22¾	22¾−	½
400	C G W pf new	47¼	47⅛	47¼	
2200	C M St P	129¼	128⅞	128⅞−	⅜
525	C M SP pf	154	154	154	−⅜
600	Col Fuel I	35¼	34¾	36¼−	⅛
950	Cons Gas	142½	142	142⅛−	⅜
1300	Corn P R	14	13⅞	14	−⅜
200	Corn Pk p	78⅛	78⅛	78⅛−	⅞
100	D L & W	524	524	524	−11
310	Den R Gr	30⅞	30½	30½	
100	Den RG pf	70	70	70	
500	Distils' S	34⅜	34	34	−⅛
100	D S S A pf	24⅞	24⅞	24⅞+	⅜
200	Erie	28½	28½	28½	
100	Fed M & S	173¼	173¼	173¼+	2¾
100	Fed M S pf	93	93	93	+1
115	Gen Chem	104½	104½	104½+	4½
100	Gen Ch pf	106	106	106	+⅛
300	Gen Elec	152⅛	152	152⅛+	⅜
1400	Goldfield	6½	6⅜	6½	−⅛
2800	Gt Nor pf	127⅛	126¼	127⅛+	⅞
900	G N Ore	59¾	59	59	−⅞
1400	Harvester	116⅛	115⅞	115⅞−	⅛
100	I Pump pf	85	85	85	−1¼
527	Inter-Met	19¼	19¼	19¼+	¼
400	Int-Met pf	53½	53½	53½	
200	Iowa Cent	18⅞	18⅞	18⅞−	⅛
500	Ia Cen pf	32¼	32¼	32¼+	⅛
600	Kan C So	34	34	34	
1570	Lac Gas	113½	113	113	−⅜
1800	Lehigh Vy	177⅞	177½	177¾	
100	Lou Nash	143¾	143¾	143¾	
200	Mackay p	75¾	75¼	75¾+	½
100	Marine	51½	51½	51½	
100	Marine pf	17⅜	17⅜	17⅜+	½
300	Minn St L	28¼	28⅛	28¼+	¼
531	MSP SSM	138¾	138¼	138½+	¼
500	M K & Tex	35¼	35¼	35¼−	¼
100	M K & Tp	66	66	66	
600	Mo Pac	50¾	50½	50⅝	
300	N R Y M 2pf	36¼	36¼	36¼	¼
100	Nev Cons	18⅝	18⅝	18⅝	
4500	N Y Cent	112⅛	111⅞	112⅛+	⅜
100	N Y C S L	64	64	64	−½
100	N Y C S L 2	90	90	90	
14500	Nor & W	108	107¼	107¾+	½
300	Nor Am	72¼	72	72¼+	¼
100	N Y O & W	42	42	42	+⅛
100	N O T & L	40¼	40¼	40¼+	¼
8000	Nor Pac	120⅜	119½	120⅜+	¾
400	Pac T & T	54	54	54	
4220	Penn RR	127⅜	127¼	127⅜+	¼
525	C M SP pf	154	154	154	−⅜
600	Col Fuel I	35¼	34¾	36¼−	⅛
950	Cons Gas	142½	142	142⅛−	⅜
1300	Corn P R	14	13⅞	14	−⅜
200	Corn Pk p	78⅛	78⅛	78⅛−	⅞
100	D L & W	524	524	524	−11
310	Den R Gr	30⅞	30½	30½	
100	Den RG pf	70	70	70	
500	Distils' S	34⅜	34	34	−⅛
100	D S S A pf	24⅞	24⅞	24⅞+	⅜
200	Erie	28½	28½	28½	
100	Fed M & S	173¼	173¼	173¼+	2¾
100	Fed M S pf	93	93	93	+1
115	Gen Chem	104½	104½	104½+	4½
100	Gen Ch pf	106	106	106	+⅛
300	Gen Elec	152⅛	152	152⅛+	⅜
1400	Goldfield	6½	6⅜	6½	−⅛
2800	Gt Nor pf	127⅛	126¼	127⅛+	⅞
900	G N Ore	59¾	59	59	−⅞
1400	Harvester	116⅛	115⅞	115⅞−	⅛
100	I Pump pf	85	85	85	−1¼
527	Inter-Met	19¼	19¼	19¼+	¼
400	Int-Met pf	53½	53½	53½	
200	Iowa Cent	18⅞	18⅞	18⅞−	⅛
500	Ia Cen pf	32¼	32¼	32¼+	⅛
600	Kan C So	34	34	34	
1570	Lac Gas	113½	113	113	−⅜
1800	Lehigh Vy	177⅞	177½	177¾	
100	Lou Nash	143¾	143¾	143¾	
200	Mackay p	75¾	75¼	75¾+	½
100	Marine	51½	51½	51½	
100	Marine pf	17⅜	17⅜	17⅜+	½
300	Minn St L	28¼	28⅛	28¼+	¼
531	MSP SSM	138¾	138¼	138½+	¼
500	M K & Tex	35¼	35¼	35¼−	¼
100	M K & Tp	66	66	66	
600	Mo Pac	50¾	50½	50⅝	
300	N R Y M 2pf	36¼	36¼	36¼	¼
100	Nev Cons	18⅝	18⅝	18⅝	
4500	N Y Cent	112⅛	111⅞	112⅛+	⅜
100	N Y C S L	64	64	64	−½
100	N Y C S L 2	90	90	90	
14500	Nor & W	108	107¼	107¾+	½
300	Nor Am	72¼	72	72¼+	¼
100	N Y O & W	42	42	42	+⅛
100	N O T & L	40¼	40¼	40¼+	¼
8000	Nor Pac	120⅜	119½	120⅜+	¾
400	Pac T & T	54	54	54	
4220	Penn RR	127⅜	127¼	127⅜+	¼
100	Peo Gas	107¼	107¼	107¼	
1100	Phila Co	106⅝	106½	106½+	½
400	PCC & S L	99½	99	99½+	¾
400	Pitts Coal	19½	19	19½+	⅝
300	Press S C	33⅜	33¼	33¼+	⅛
100	P S C N J	116½	116½	116½	
100	Ry S Sp pf	97¾	97¾	97¾+	1¾
1100	Rep Steel	34¾	33½	34¾+	1¼
300	Rep St pf	96⅛	95⅝	96⅛+	1⅛
48900	Reading	157⅜	156⅝	157⅜−	½
300	Read 2 pf	98	98	98	+⅜
1600	Rock Isld	32	31⅝	32	−⅛
250	Rock I pf	62⅞	62¾	62⅞+	⅞
150	StL SF 2pf	41¼	41¼	41¼	
500	StL S W	30	29⅞	30	+1½
800	StL SW pf	65	64¼	65	+1¼
5100	Sou Pac	119⅜	119	119⅛−	¼
1500	Sou Ry Co	27⅞	27⅝	27⅞	
100	Tenn Cop	35⅜	35⅜	35⅜+	⅜
200	Third Av R	11	11	11	+½
200	Tol StL W	23	23	23	+1¼
200	Tol StL W pf	50¾	50⅝	50¾	
100	Twin CRT	109¼	109¼	109¼	+¼
100	Un Bag P	8	8	8	
14525	Un Pac	176¾	176⅛	176½−	⅛
600	Un Pac pf	93⅞	93¾	93⅞+	⅛
300	Un Dry G	102⅛	102⅛	102⅛+	1⅝
200	Un R Inv	44¼	44	44¼+	¼
100	Un R In pf	69	69	69	−½
500	U S Rub	39½	39½	39½−	¼
125	U S Rub 1p	110½	110½	110½−	¼
44500	U S Steel	79⅛	78½	78⅝−	¼
200	U S Steel p	119⅜	119⅜	119⅜−	⅛
700	Utah Cop	45⅛	45	45	−¾
2800	Va-Car C	65½	65	65½	
100	Wabash	16¼	16¼	16¼	

Sales.		High est.	Low est.	Clos ing	Net Chge.
200	Amer Ag Ch	5	5	5	
1000	Am B Sug	4½	4½	4½	−½
1000	Am Can	7⅛	7	7	−⅛
1000	Am C F pf	116½	116½	116½	+1½
1000	Am Car F	70	70	70	
1000	Am Cot O	58½	58½	58½	
1000	Am Cot O pf	104	104	104	
1000	Am Hide & L	4	4½	4½	+½
1000	Am H & L pf	23¼	23¼	23¼	−½
1000	Am Ice Sec	18¼	18	18	−½
1000	Am Linseed	10½	11	10½	−½
1000	Am Ldn pf	50¼	50¼	50¼	
1000	Am Loco	40¼	40¼	40¼	
1000	Am Loco pf	110	111	110	−1
1000	Am Malt C	3½	3½	3½	
1000	Am Smelt'g	78⅛	78¼	78⅛	−⅛
1000	Am Smelt pf	104⅞	105¼	104⅞	−⅛
1000	Am Sm Sec	87¼	88¼	87¼	−1
1000	Am Snuff	260	260	260	−5
1000	Am Snuff pf	100	102	100	−2
1000	Am St Fy	45¼	46	45¼	−¾
1000	Am Sugar	115	116	115	−1
1000	Am Sug pf	115½	117	115½	−1½
1000	Am T & T	144⅛	144¼	144⅛	−⅛
1000	Am Tob pf	94	95	94	−1
1000	Am Wool	31½	31¾	31½	−½
1000	Am Wool pf	93½	93¾	93½	−1
1000	Am W P p	30½	30¾	30½	−½
1000	Anaconda	38½	38¾	38½	−½
1000	A T & SF	107	107¼	107	−¼
1000	A T & SF pf	102¾	103¼	102¾	−¼
1000	At Coast L	119½	120¼	119½	−½
1000	Balt & Ohio	108	108¼	108	−¼
1000	Balt & O pf	90	91	90	−½
1000	Beth Steel	32⅜	32⅞	32⅜	−½
1000	Beth Steel pf	61½	61¾	61½	−½
1000	Bklyn R T	77¼	77½	77¼	−½
1000	Bkn Un Gas	140	142	140	−1
1000	Brunswick	9½	11	9½	−½
1000	Butterick	29	29¼	29	−½
1000	Can Pac	210	210¼	209¾	−½
1000	Cen Leather	31	31¼	31	−½
1000	Cen Leather pf	103	104	103	−½
1000	Ches & Ohio	84¼	84¼	84¼	−½
1000	Chi & Alton	34	34	34	−½
1000	C G W pew	23	23¼	23	−½
1000	C G W new pf	47¼	47½	50½	51
1000	Chi & N W	146¼	147	146¼	−½
1000	Ch M & St P	128¾	129	128¾	−½
1000	C M & S P pf	153¾	154	153¾	−½
1000	C C C & St L	62	65	62	−½
1000	C C C & St L pf	97¼	100	97¼	−½
1000	Col Fuel & I	34¾	35¼	34¾	−½
1000	Col South	58½	59	58½	−½
1000	Col South 1st pf	76½	77½	76½	−½
1000	Col South 2d pf	73½	77	73½	−½
1000	Con Gas	142¼	142½	142¼	−½
1000	Corn Pd Ref	14	14½	14	−½
1000	Corn P Ref p	78	79	78	−½
1000	Del & Hud	167½	168	167½	−½
1000	Del L & W	530	530	527½	−½
1000	Den & R G	30	30½	30	−½
1000	Den & R G pf	69⅝	70½	69⅝	−½
1000	Dis Secs	54	54¼	54	−½
1000	D S S & A	12¼	13¼	12¼	−½
1000	D S S & A pf	24¼	24¼	24¼	−½
1000	Erie	28¾	28⅞	28¾	−½
1000	Erie 1st pf	46½	47	46½	−½
1000	Erie 2d pf	35¾	36¼	35¾	−½
1000	Fed Min & S	15	18	15	−½
1000	Fed M & S pf	90	95	90	−½
1000	Gen Elec	152	152¾	152	−½
1000	Gt North pf	126¼	127	126¼	−½
1000	Gt N Ore ctfs	59¼	59¾	59¼	−½
1000	Goldfield	6⅜	6½	6⅜	−½
1000	Harvester	115¾	115⅞	115¾	−½
1000	Harv'ter pf	122⅞	123½	122⅞	−½
1000	Havana El	93½	—	93½	−½
1000	Havana pf	93½	94½	93½	−½
1000	Stock V	133	134	133	−½
1000	Illinois Cen	136¼	139	136¼	−½
1000	Inter-B Met	18½	19¼	18½	−½
1000	Int-B Met pf	53¾	55¾	53¾	−½
1000	Int Paper	12⅝	12¾	12⅝	−½
1000	Int Paper pf	54	55	54	−½
1000	Int Pump	39½	40	39½	−½
1000	Int Pump pf	84¼	85¼	84¼	−½
1000	Iowa Cent	18½	19	18½	−½
1000	Iowa Cen pf	32	32½	32	−½
1000	Kan City So	33½	34½	33½	−½
1000	Kan C So pf	66	67	66	−½
1000	Lack Steel	35	43	35	−½
1000	Laclede Gas	113	118¼	113	−½
1000	Lake E & W	15	30	15	−½
1000	L E & W pf	37	45	37	−½
1000	Long Island	61	65	61	−½
1000	Lehigh Val	177¼	177¾	177¼	−½

Sales.		High est.	Low est.	Clos ing	Net Chge.
1000	Lou & Nash	143¾	144	143¾	−½
1000	Manhattan	138	140	138	−½
1000	Mackay	90	92	90	−½
1000	Mackay pf	74½	75¼	74½	−½
1000	Marine	5⅞	5¾	5⅞	−½
1000	Marine pf	17⅛	17½	17⅛	−½
1000	Minn & St L	27	29	27	−½
1000	M & St L pf	40	54	40	−½
1000	MSP & SSM	138⅞	139	138⅞	−½
1000	MSP SSM pf	147	149	147	−½
1000	M K & T	35	35¼	35	−½
1000	M K & T pf	65½	66½	65½	−½
1000	Mo Pacific	50⅝	50¾	50⅝	−½
1000	Nat Bis Co	121⅛	121¾	121⅛	−½
1000	Nat Bis pf	124¼	126	124¼	−½
1000	Nat Lead	56¼	56¾	56¼	−½
1000	Nat Lead pf	107	108	107	−½
1000	Nat Mex 1st p	72¼	72½	72¼	−½
1000	Nat Mex 2 pf	36½	37	36½	−½
1000	Nev Cons	18½	18⅝	18½	−½
1000	N J Central	272	280	272	−½
1000	N Y A B	71	73	71	−½
1000	N Y Central	112	112¼	112	−½
1000	N Y C & St L	64	65	64	−½
1000	N Y C & St L 1p	104	1 9	104	−½
1000	N Y C & S L 2pf	89½	95	89½	−½
1000	N Y N & H	149½	149¾	149½	−½
1000	N Y O & W	41⅞	42⅛	41⅞	−½
1000	North Am	72	73	72	−½
1000	Nor & West	107¾	108	107¾	−½
1000	Nor & W pf	90½	95	90½	−½
1000	Nor Pacific	120¼	120½	120¼	−½
1000	Pac Coast	98	105	98	−½
1000	Pac Coast pf	90	110	90	−½
1000	Pac Coast 2pf	98	105	98	−½
1000	Pacific Mail	26	27	26	−½
1000	Pac Tel & Tel	53¾	54	53¾	−½
1000	Penna RR	127⅛	127¼	127⅛	−½
1000	Peo G L & C	107	107⅛	107	−½
1000	Pittsburg C	18⅞	19½	18⅞	−½
1000	Pittsbg C pf	68	70	68	−½
1000	P C C & St L	99½	99¾	99½	−½
1000	P C C & St L pf	109	112	109	−½
1000	Pr Steel Car	33¼	33½	33¼	−½
1000	P Steel Car pf	97	98	97	−½
1000	P S C N J	116	116½	116	−½
1000	Pull P Car	161½	163	161½	−½
1000	Ry St Spg	32	35	32	−½
1000	Reading	156⅝	156¾	156⅝	−½
1000	Read 1st pf	93¾	90⅞	93¾	−½
1000	Read 2d pf	98	99	98	−½
1000	Repub Steel	34½	34¾	34½	−½
1000	Rep Steel pf	96	97	96	−½
1000	Rock Island	32	32⅛	32	−½
1000	Rock Isld pf	62¾	63½	62¾	−½
1000	Sloss-Shef	50½	51	50½	−½
1000	St L & S F	62	65	62	−½
1000	St L & S F 2pf	40½	41¼	40½	−½
1000	St L S W	29¾	30	29¾	−½
1000	St L S W pf	64⅞	65¼	64⅞	−½
1000	St P & Om	135	145	135	−½
1000	So Pacific	118⅞	119⅛	118⅞	−½
1000	So P R Sug	82	88	82	−½
1000	Southern Ry	27⅞	28	27⅞	−½
1000	Ry pf	64	65	64	−½
1000	Tenn Cop	35⅛	35½	35⅛	−½
1000	Texas Co	151	153	151	−½
1000	Texas Pac	26½	27	26½	−½
1000	Third Av	10	10½	10	−½
1000	U S Bag & P	8	8½	8	−½
1000	U S Bag & P pf	56½	60	56½	−½
1000	U S Cast I P	49	50	49	−½
1000	U S Cast I P pf	116	118⅜	116	−½
1000	U S Leather	8½	8¾	8½	−½
1000	U S Leather pf	13	13½	13	−½
1000	U S Rubber	39	39½	39	−½
1000	U S Rub 1st pf	124	124	124	−½
1000	U S Rub 2d pf	98	99	98	−½
1000	U S Smelter	36	36	36	−½
1000	U S Steel	78⅞	78¾	78⅞	−½
1000	U S Steel pf	119¼	119½	119¼	−½
1000	Utah Copper	45	45¼	45	−½
1000	Va-Car	65¼	65½	65¼	−½
1000	Va-Car pf	124	125	124	−½
1000	Wabash	16¼	16½	16¼	−½
1000	Wabash pf	34¾	35⅛	34¾	−½
1000	Wells-F Ex	153	160	153	−½
1000	Westhouse	66	68	66	−½
1000	West Md	50¾	51	50¾	−½
1000	West Md pf	75½	76½	75½	−½
1000	West Un Tel	74½	75¼	74½	−½
1000	Wheel & L E	4½	5½	4½	−½
1000	W & L E 1st pf	12½	13¼	12½	−½
1000	W & L E 2d pf	5	6	5	−½
1000	Wis Central	60¼	62	60¼	−½

BONDS.

Sales.		High est.	Low est.	Clos ing	Net Chge.
$1000	At Gulf & W I 5s	71⅛	71⅛	71⅛	−⅛
38000	Am S S 6s con w i	100½	100½	100⅛	−⅛
3000	Bing Cent 6s	106½	106½	106½	−⅛
1000	Des M Ft D 2d 5s	89	89	89	−⅛
2000	So Bell Tel 5s w i	97	97	97	−⅛
10000	Western Pac 5s	92⅞	93	92⅞	−⅛

CLOSING PRICES.

	Bid.	Asked.		Bid.	Asked.
Adams Exp	230	240	Lou & Nash	143¾	144
Allis Chal	7⅞	8	Manhattan	138	140
Allis Chal pf	31	31½	Mackay	90	92
Amal Cop	62½	62¾	Mackay pf	74½	75¼
Am Ag Ch	49¼	49½	Marine	5⅜	5¾
Am B Sug	41¼	41¾	Marine pf	17⅛	17½
Am Brake S	91½	93	Minn & St L	27	29
Am Brk Sp	130	135	M & St L pf	40	54
Am Can	9½	9¾	MSP & SSM	138⅞	139
Am Can pf	81½	81¾	MSP SSM pf	147	149
Am Car Fy	54⅞	54½	M K & T	35	35¼
Am Car F pf	117	118	M K & T pf	65½	66½
Am Cot Oil	58½	59	Mo Pacific	50⅝	50¾
Am Cot O pf	104	108	Nat Bis Co	121⅛	121¾
Am Ldnpress	255	265	Nat Bis pf	124¼	126
Am Hide & L	4	4½	Nat Lead	56¼	56¾
Am H & L pf	23¼	23¾	Nat Lead pf	107	108
Am Ice Sec	18¼	18	Nat Mex 1st p	72¼	72½
Am Linseed	10½	11	Nat Mex 2 pf	36½	37
Am Ldn pf	50¼	51	Nev Cons	18½	18⅝
Am Loco	40¼	40¾	N J Central	272	280
Am Loco pf	110	111	N Y A B	71	73
Am Malt C	3½	4¼	N Y Central	112	112¼
Am M C pf	56	57	N Y C & St L	64	65
Am Smelt'g	78⅛	78¼