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Secured by First Mortgage on one of the finest stands of timber on the continent. The bonds are a first lien on the land as well as on the timber and carry with them a participation feature which should give investors a net return considerably in excess of the 6% interest on the bonds.

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6% Guaranteed Preferred Stock
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We have for sale on the above basis a 6% guaranteed preferred stock of an electric railway whose surplus earnings in 1910 were equal to 2¾% on the preferred stock.

Guaranteed by endorsement by the Public Service Corporation of N. J.

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GUARANTEED 5% STOCK
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DIVIDENDS CONTINUOUSLY 58 YEARS
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High Grade Bonds

Edward B. Smith & Co
Bankers
Philadelphia New York

FINANCIAL AND COMMERCIAL.

MONDAY, June 12.

With the heavy rains of Saturday and Sunday there is a reasonable certainty that there will be no resumption of talk, at least for a very considerable time to come, of a water famine in and around the City of New York. As regards the rest of the country dry weather conditions were still reported to-day from the South and Southwest. In the Southwest, however, the hot wave entirely disappeared and there were experts in the grain trade who declared that inasmuch as the winter wheat harvest is two weeks earlier than usual and will be general over Missouri and Kansas in the present week rains in that section now would be more harmful than otherwise for obvious reasons. In the main the country's winter wheat crop appears to be made; and with winter wheat already beginning to come into primary markets further underpinning was removed from what was still left of the efforts to corner existing supplies of wheat available for delivery in the Chicago market. Selling of wheat, therefore, to-day in Chicago assumed such great proportions that it practically demoralized the market there; and in view of the present splendid general wheat prospect it must be said conservative opinion inclined to the view that the decline in the staple is by no means yet over. In the case of cotton the rains or showers predicted by the Government in many parts of the cotton belt over Sunday did not materialize, and therefore there was another excited speculative movement for the rise in the cotton market throughout the day. Here again the opinion of conservative people runs almost unanimously to the effect that a reckless and absolutely unjustified speculation for the rise is in progress. It is admitted that the outlook for the season's cotton crop is not as bright as it was on May 25, when the last Government observation of conditions was made; but inasmuch as the condition then was so high and the cotton acreage this year has been so enormously increased it can be seen that the crop will have to suffer very material damage indeed before anything like a short cotton crop this year can be accepted as certain, at least at the present early date. The truth is in this respect just as it was in the case of wheat, that present supplies rest wholly in the hands of a few of the most venturesome and daring speculators and that for the time being they are able to make prices substantially at their will.

In the stock market prices moved irregularly through the day, being strong at first, then selling off rather sharply, but again recovering and closing with the usual mixture of advances and declines. The truth is about the current market that it is for the most part merely a traders' affair but with an exceedingly strong general undertone. Professional operators who bought stocks last Friday and Saturday continued the process at the opening of dealings this morning and then made a rush to secure their profits. The absorbing power of the market was amply sufficient for this and as soon as the liquidation was through with a recovery set in. Exceptionally strong features of the market were the Amalgamated Copper, American Smelting and Refining and other stocks of this group. Reason for this was undoubtedly the distinct improvement latterly in the copper metal market, which was again quoted to-day at higher figures. On the other hand a centre of weakness was the Denver and Rio Grande common and preferred shares, which caused a sympathetic decline in Missouri Pacific stock owing to the generally accepted idea that announcement will shortly be made of either a reduction or an entire passing of the present dividend on Denver and Rio Grande preferred stock. This event has as a matter of fact been considered as imminent for several days past, and as the stock market seems to be entirely prepared for it it is very doubtful if the actual occurrence when it comes will cause any particular decline. Rather is such action likely to be taken as will under the circumstances be a wise and proper step. Sterling exchange to-day enjoyed somewhat of a reaction, and the most important item of general news apart from that of crops was the very heavy oversubscription at a good price to the city of Philadelphia's bond issue. Reports from the steel and iron trade were, however, rather more cheerful than they have been recently and it is trustworthily stated that orders from the railroad companies are coming into the steel mills at a more rapid rate. New orders for steel rails since the first of the month already aggregate 122,000 tons.

New York Stock Exchange Sales, June 12

CLOSING PRICES OF UNITED STATES BONDS.

	Bid.	Asked.		Bid.	Asked.
2s reg.	100¾	100⅞	4s reg.	114¾	115
2s coup.	100¾	—	4s coup.	114¾	115
3s reg.	101¼	102¼	Pan 2s reg	100¾	101
3s coup.	101½	—	Pan 2s cp	100¾	101

RAILROAD AND OTHER BONDS.

Adams Exp 4s		Erie 1st con 4s	Penna 4s 1903
2000.....88		5000.....88⅝	5000.....98¼
Ames Cov 5s		Erie cv 4s ser A	Pa cv 3½s 1912
2000.....101½		28000.....88½	500.....98¾
Amsteel 4½s		25000.....89	1000.....99
15000.....103⅞		22000.....88½	6000.....99¼
Am T & T cv 4s		23000.....89	Pacy 3½s 1915
120000.....112½		Erie cv 4s ser B	1000.....97⅞
Am Tobacco 6s		10000.....78¼	500.....97¾
5000.....105		7000.....78⅛	8000.....97⅛
Am Tobacco 4s		15000.....78¼	PublicServCorp
1000.....88⅝		3000.....77⅞	cf 5s
3000.....88¼		2000.....78	1000.....94
4000.....88		20000.....78	Reading gen 4s
1000.....88¼		1000.....78⅛	4000.....97⅞
Am Writing 5s		9000.....78	1000.....97¾
1000.....90½		Erie gen 4s	9000.....97¾
Atch T & SF cv 4s		61000.....9	1000.....97⅞
37000.....95¾		5000.....78⅞	Rock Isl & Sou 5s
4000.....115⅛		Fla E Coast 4½s	1000.....96
1000.....115¼		2000.....98	St L & Iron Mt 5s
Atch T & SF cv 4s		Georgia Pac 1st	9000.....108⅜
25000.....115⅜		1000.....113¾	2000.....108
		Hocking Val 4½s 1955	St L & SF gen 5s
1000.....105⅜		10000.....96¾	1937
50000.....105¼		Int Cent 4s	15000.....89⅞
92000.....105⅜		1000.....98⅜	5000.....89¾
5000.....105¼		Interboro RT 5s	St L & San Fr 6d
At L & S F gen 4s		series A 1955	2000.....178
27000.....90		5000.....101⅛	St Louis S W gen 4s
5000.....98⅞		14000.....104	2000.....79⅞
3000.....99		Int Met cv 4½s	San A & A Pass 4s
A T & SF Sh L 4s		2000.....79½	5000.....87½
8500.....93¾		1000.....79⅞	Seaboard A Lad
A T & S F adj 4s		Int-Gt Nor 3s	1000.....79⅞
1000.....91¼		500.....67	Seaboard Air Lin
1500.....91⅜		Inter Nav 4½s	All & Bir 4s
stamped		2000.....82⅛	1000.....86⅞
4000.....91½		Japanese 4½s	No Pacific ref 4s
1000.....91¾		1000.....94⅛	1000.....95¾
Atlantic Line 4s		Kan C Fts & M 6s	2000.....95⅜
1000.....93¼		1000.....81¼	So Pacific cv 4s
At C Line cl 4s		5000.....80½	22000.....94
1000.....94¼		Kan City Sth 5s	50000.....98¾
10000.....94		2000.....101	Southern Ry 5s
2000.....94⅛		Kings County 4s	12000.....103½
5000.....94¼		stamped	So Ry gen 4s
4000.....94⅜		2000.....84¾	181000.....79⅞
Balt & O gold 4s		Knox & Ohio 1st	50000.....79¾
4000.....98⅛		2000.....106½	Third Avenue 4s
500.....98¼		Lack Steel 5s 1923	ctfs stamped
5000.....98⅛		15000.....94	5000.....69⅜
Bal & O P L F		Lack Steel 5s 1915	11000.....69⅜
& W Va 4s		1000.....94	24000.....69
2000.....91⅜		5000.....94½	1000.....69¼
Balt & Ohio 3½s		2000.....94¼	5000.....69⅜
500.....92⅛		5000.....94	16000.....69¼
6000.....92⅜		L S & M S 4s 1929	10000.....68⅜
Balt & O S W 3½s		4000.....94¼	10000.....68⅝
10000.....91		2000.....94⅜	44000.....68¼
Beth Steel ex 5s		L S & M S 4s 1931	Toledo P & W 4s
1000.....93¼		1000.....93⅞	5000.....92½
12000.....96		1000.....94	Tol S L & West 4s
Bos Union Stat		Leh V R R cv 4s	1000.....73½
1000.....102		1000.....93¾	5000.....73½
		Marine cl 4½s	5000.....73½
1000.....95		6000.....87⅞	5000.....73¼
Canada So 2d		certificates	2000.....73⅞
1000.....105		5000.....78	Tol L & W 4s
Cen Leather 5s		Met St Ry ref 4s	1917
5000.....91⅛		5000 ctfs	10000.....78
Ches & Ohio 4½s		Mich Cen deb 4s	Union Pacific 4s
1000.....112⅜		5000.....92	500.....101½
Ches & Ohio 4½s		Minn & St L 5s	17000.....101
1000.....101½		1000.....105¼	1000.....101⅛
C & O cv 4½s		Mo Kan & Ok 5s	U Pacific ref 4s
20000.....96½		2000.....96½	3000.....97⅜
2000.....96⅜		Mo R & T sf 4½s	Un Dr Nat Fdg
1000.....96¼		4000.....87⅜	5000.....70
2000.....96⅜		Mo Pacific cv 5s	U S Leather 6s
Chi Bur & Q deb		30000.....93⅜	1000.....102⅛
1000.....101⅛		3000.....93½	U S Rubber 6s
Chi B & Q gen 4s		Nat Res Mex 4½s	5000.....104⅜
10000.....93⅞		5000.....92½	20000.....104½
C R & Q Joint 4s		N Y Cent deb 4s	U S Steel sf 5s
30000.....97¾		2000.....93½	17000.....105¾
Chi B & Q gen 4s		N Y Cen L S 3½s	2000.....105⅞
1000.....99½		7000.....79¼	5000.....105¾
Chi B & Q Ill 4s		N Y Chi & St L 4s	8000.....105¾
5000.....99⅝		1000.....99¾	14000.....105⅝
Chi B & Q Ill 4s		N Y City 4½s 1957	27000.....105⅛
1000.....99		500.....109⅛	10000.....105⅝
Chi & East Ill 4s		500.....109⅛	8000.....105⅛
10000.....81⅞		new	registered
1000.....82		30000.....109	500.....105⅝
Chi & Gt W 4s		N Y City 4½s 1917	Vanderbilt Bros
6000.....85⅜		7000.....102½	& Co ctfs
Chi Mil & St Paul		N Y City 4½s	2000.....58½
Dak & G So 5s		103000.....102⅞	10000.....58¼
2000.....103⅜		1000.....103	Va Carolina C 1st
Chi Mil & St P 4s		2000.....102⅞	3000.....100¾
5000.....99		gen reg	1000.....100⅝
C M & St P deb 4s		290000.....104⅜	20000.....100½
1000.....92½		210000.....104⅝	Wabash 1st
1000.....92⅝		115000.....104⅜	1000.....108¼
4000.....92¾		10000.....104⅝	Wab Pitts'r 1st 4s
Chi Mil & St P 3½s		48000.....104¾	1000.....78⅝
registered		N Y City 4s 1960	certificates
4000.....86		1000.....100	27000.....47
Chi R I & P RR 4s		1000.....100⅛	4000.....46¾
21000.....75¾		N Y City 4s 1987	13000.....46¼
1000.....75⅞		10000.....100¼	25000.....46⅛
1000.....75⅝		N Y N H & Hrv	11000.....46¾
74000.....75¾		4s	83000.....47
25000.....75⅞		2000.....97½	10000.....46⅞
20000.....76		N Y Tel gm 4½s	2000.....46½
3000.....76⅛		2000.....100⅛	10000.....46¼
11000.....76		1000.....100¼	15000.....46½
2000.....76⅛		Norf & W cv 4s	10000.....46¼
Chi R I & Ry 4s		15000.....108	4000.....45⅞
1000.....97½		Norf & W Poca 4s	34000.....46
Chi R I & P ref 4s		5000.....90¼	5000.....46¼
1000.....89⅝		Northern Pacific	3000.....46⅛
8000.....89½		5000.....99¾	5000.....45⅞
1000.....89⅜		25000.....99⅞	Col Trust ctfs
Colo Fuel rem 5s		registered	3000.....46½
5000.....100		10000.....99	2000.....45¾
Colo Midland 4s		North Pacific 3s	10000.....45½
10000.....64½		500.....70⅞	Wab Pitts'r 2d 4s
10000.....64		1000.....71	certificates
Colo Southern 4s		7000.....71⅛	1000.....71⅛
1000.....95¾		Or Rail & Nav 4s	5000.....7
1000.....95⅝		1000.....96	Wabash ext 4s
Colo So ext 4½s		Or Sh Line fdg 4s	1000.....60⅛
1000.....91⅛		1000.....94⅝	3000.....59
Den & RG ref 5s		3000 s20.....94¼	10000.....69¼
5000.....91		18000.....94¼	15000.....69
Distillers Securities Corp 5s		Oxard & Ch C 5s	50000.....68¾
11000.....79		2000.....99½	Western Elec 5s
Erie-Penn Coal		Pac T & T cl 5s	2000.....102
col tr 4s		5000.....99½	Wa Maryland 4s
1000.....88⅝		3000.....99¾	9000.....87⅝
		Penna 4s 1943	Westing Elec 5s
		4000.....103¾	5000.....95

Total sales of bonds (par value), 13,392,000.

RAILROAD AND OTHER SHARES.

Sales.		High-est.	Low-est.	Clos-ing.	Net Ch'ge.
100	Allis Ch pf	33	33	33	+1⅛
29800	Amal Cop.	69⅜	68¼	69¼	+1⅛
8000	Am B Su..	56¾	55⅝	55⅝	−⅝
800	Am Can...	11⅝	11½	11½	−⅛
800	Am Can pf	87⅝	87	87	−¼
200	Am Car F.	56¾	56½	56½	−½
100	Am C F pf	118	118	118	+¼
200	Am Cot O.	53¾	53¾	53¾	
100	Am H L pf	24⅛	24⅛	24⅛	
100	A Ice Secs	20	20	20	
100	A Linseed.	11¾	11¾	11¾	−⅛
200	Am Loco..	42	42	42	+¼
100	A M Crp pf	35⅛	35⅛	35⅛	+⅜
21250	Am Smelt.	82⅝	81⅝	82⅜	+¾
200	A Smelt pf	106⅝	106⅜	106⅝	−⅜
300	Am Steel F	42½	42	42½	+½
2484	Am T & T.	152⅜	151½	151⅞	−⅛
300	A Tob pf..	95¾*	95½	95½	
300	A Wool pf.	95¼	94⅞	95¼	+¼
1100	Anaconda	40¾	40	40¾	+1
9500	A T & S F.	115¾	115	115½	−⅛
200	A T S F pf.	105½	105⅜	105⅜	+⅛
500	At C Line.	130½	130	130	−½
600	Balt & O..	108	107⅞	107⅞	+¼
1900	Bkn R T..	81⅜	81⅛	81¼	−⅛
100	Bkn U Gas	144¾	144¾	144¾	−⅛
4195	Can Pac..	242¼	241¼	242¼	+⅜
900	Cen Lther	32	31⅞	32	+⅛
100	Cen L pf..	101⅞	101⅞	101⅞	−⅛
1700	Ches Ohio.	84½	83¾	84	−⅜
1100	Chi N W..	150½	149½	149½	−¼
1400	Chic Gt W	24	23½	24	−⅝
820	Ch Gt W p	46	45¾	46	+¼
21900	C M St P..	130	128⅝	129⅛	+⅛
100	C M SP pf.	155	155	155	
800	Chino Cop.	24¼	24	24¼	+¼
100	CCC & S L	60¾	60¾	60¾	−¼
400	Col Fuel I.	35¼	34¾	35¼	+⅞
235	Col So 1 pf	80½	80½	80½	+¼
800	Cons Gas.	147¼	147	147	
700	Corn P R..	15⅛	14⅞	14⅞	−⅛
200	Corn PR p	83	83	83	−⅞
100	Del Hud..	172½	172½	172½	−1
4100	Den R Gr.	30¼	28⅜	29	−1⅛
2400	Den RG pf	65⅜	62	62⅝	−2⅝
23100	Erie.....	37½	36⅝	37¼	+¼
5060	Erie 1st pf	59	57⅜	58	
2200	Erie 2d pf.	47½	46¼	46¼	−¾
100	Fed M&S.	28	28	28	+1
400	Fed M S pf	63¾	63	63¾	+2¾
900	Gen Elec..	164⅞	164	164⅛	+⅛
800	Goldfield..	6⅛	6⅛	6⅛	
8600	Gt Nor pf.	130⅞	130	130¼	+¼
100	G N O ct..	62½	62½	62½	−¾
700	Harvester	124¼	124	124	
400	Harv pf...	124	124	124	
100	Ill Cent...	141⅛	141⅛	141⅛	+⅛
100	Int Pap pf	50	50	50	+½
500	Int Pump.	42⅛	41¾	41¾	−¼
500	I Pump pf	90½	90	90½	+⅛
500	Inter-Met	19⅜	19	19	−⅜
500	Int-Met pf	52⅜	52¼	52¼	−¾
200	Iowa Cent	18½	18½	18½	+½
200	Ia Cen pf..	36¼	36	36¼	+¾
6300	Kan C So..	36⅝	35¾	36⅜	+¾
700	K C So pf.	69¼	69⅛	69¼	+¼
4100	Lac Gas...	108	107⅝	108	+⅜
8800	Lehigh Vy	180⅜	179⅛	179¼	+⅛
1350	Lou Nash.	152½	151	151	−1
100	Mackay..	91	91	91	−1
300	Mackay p.	74½	74½	74½	
100	Marine pf.	17⅜	17⅜	17⅜	−⅛
100	MiamiCop	20¼	20¼	20¼	
200	Minn St L.	30⅛	30⅛	30⅛	−⅛
400	MSP SSM.	138⅜	137¼	138	−⅞
100	MSPSM pf.	153	153	153	
3300	M K & Tex	37½	36½	36¾	−¾
300	M K & T p.	69	68	68	−1
8700	Mo Pac...	51½	49¾	50¼	−1⅛
200	Nat Bis...	135	135	135	
600	Nat Lead.	57	56¼	57	+1
200	Nat E & S.	17½	17½	17½	−¼
200	N Ry M 2pf	30¼	30¼	30¼	
7550	Nev Cons.	20	19½	19⅞	+¼
900	N Y Cent..	110¼	110	110¼	+¼
100	NY N HH.	148	148	148	
3800	N Y O & W.	44⅞	44¼	44¾	+¼
400	Nor & W..	108¼	107¾	107¾	−½
100	Nor Am...	75½	75½	75½	
10100	Nor Pac..	137⅜	136⅜	136½	−⅝
100	Pac T&T..	51	51	51	−¼
7177	Penn RR..	125¼	124⅝	124⅞	
100	Peo Gas...	106⅝	106⅝	106⅝	+¼
100	Pitts Coal.	21¾	21¾	21¾	
100	Pit Coal p.	85⅜	85⅜	85⅜	+⅛
400	Press S C.	36⅝	36⅝	36⅝	+⅛
100	PressSC pf	101	101	101	+⅛
1300	Ry St Spg.	37¾	37⅜	37½	+⅛
2900	Ray Cons.	18⅛	17½	17½	+¼
800	Rep Steel.	30¼	30	30	
60800	Reading..	161¼	159¾	160	−⅛
100	Read 2 pf.	97	96¾	96¾	−2
10000	Rock Isld.	34	33⅜	33⅝	−⅜
700	Rock I pf.	66¾	66¼	66½	
100	Sloss-Shef	50	50	50	−¾
300	StL SF 2pf	47	46½	46¾	−⅛
100	StL S W..	31½	31½	31½	−1½
300	StP & Om.	144	143	144	+1¼
5530	Sou Pac..	121¼	120½	121	+⅛
1410	Sou Ry Co	32⅛	31½	32⅛	+⅞
3525	SoRyCo pf	72¾	72	72¼	+¼
12500	Tenn Cop.	43¾	42½	43¼	+⅞
1600	Tex Pacific	30	29½	29⅝	−⅛
5150	Third Av R	12	10	10¾	−1
930	Tol StL W	23	22⅝	22⅞	+¼
600	Tol SLW pf	51¼	50⅜	51⅛	+⅛
500	Undwood.	91⅞	91	91¾	+¾
100	Uwood pf.	113½	113½	113½	
31400	Un Pac...	187⅝	186¼	186⅜	−¾
200	Un Dry G	106½	106¼	106½	+½
100	U Dry G pf	105¼	105¼	105¼	−¼
200	Un R Inv.	41¾	41	41	−½
100	Un R In pf	71	71	71	−¼
500	US R&Im.	77¼	77¼	77¼	−½
100	USRub 1 p	113⅞	113⅞	113⅞	+⅜
82700	US Steel..	78½	77⅝	78	+⅛
410	US Steel p.	118½	118⅛	118¼	
18300	Utah Cop.	49¾	48¼	49¾	+1½
2400	Va-Car C.	60½	59¾	60⅛	+⅛
100	Va I C & C.	69	69	69	−1
1250	Wabash..	17⅜	17⅛	17¼	−¼
4000	Wab pf...	39⅝	38½	39⅛	+¼
4000	Westghse.	77½	76	76½	−¼
500	West Md..	61	60⅛	61	
500	West U T.	81⅞	81⅝	81⅝	−⅝

Total sales of stocks, 502,700 shares.

*Ex dividend.

CLOSING PRICES.

	Bid.	Asked.		Bid.	Asked.
Adams Exp	240	247	Manhattan.	139	140
Allis Chal	8½	9	Marine	4⅛	4¾
Allis Chal pf.	31½	32½	Marine pf....	17½	17⅞
Amal Cop...	69⅛	69¼	Miami Cop..	20⅛	20⅝
Am Ag Ch...	58	58¼	Minn & St L.	30	33
Am B Sug...	53½	55¼	M & St L pf.	45	47
Am Brake S.	94½	95	MSP & SSM.	138	138½
Am Br S pf..	134	134½	MSP SSM pf	152	153
Am Can.....	11¼	11¾	M K & T.....	36½	36¾
Am Can pf..	87⅛	87½	M K & T pf..	67	68¼
Am Car Fy..	56½	57	Mo Pacific...	50⅛	50½
Am Car F pf.	117	118	Nat Bis Co .	135	136½
Am Cot Oil..	53¾	54½	Nat Bis pf...	127½	128½
Am Express.	238	241	Nat Lead....	56½	57
Am Hide & L	4	4½	Nat Lead pf.	107	109¾
Am H & L pf	24¼	24½	Nat Mex 1 pf	60	67½
Am Ice Sec..	20½	21¼	Nat Mex 2 pf	30½	32¾
Am Linseed.	11	12	Nev Cons....	19⅞	20
Am Lin pf...	31¼	32½	N J Central.	280	290
Am Loco.....	41¾	42¼	N Y A B.....	72	73
Am Loco pf.	109	111	N Y Central.	110⅛	110⅝
Am Malt C..	4¼	5	NYC & StL..	59	60
Am M C pf..	55½	55	NYC&SL 1pf	102	107
Am Smeltg..	82⅜	82½	NYC&SL 2pf	84	90
Am Smelt pf	106½	106¾	NY NH & H.	145¼	147½
Am Sm Sec..	88	88½	N Y O & W..	44⅝	44⅞
Am Snuff....	250	—	North Am...	75½	76
Am Snuff pf.	97½	—	Nor & West.	107¼	108
Am St Fy...	42	42½	Nor & W pf..	90	92
Am Sugar...	120½	121	Nor Pacific..	136½	136¾
Am Sug pf..	117	119½	Pac Coast ..	98	105
Am T & T...	151⅜	152	Pac Coast 1pf	85	110
Am Tob pf..	95	* 95¾	Pac Coast 2pf	98	105
Am Wool....	33	34	Pacific Mail.	25	26¾
Am Wool pf.	95	95¼	Pac'el&Tel.	50¼	50⅞
Am W P pf..	29	29½	Penna RR..	124¾	124⅞
Assctd Oil...	50	54	Peo G L & C.	106⅜	106⅝
Anaconda...	40¼	40¾	Phila Co.....	115	117
A T & S F....	115⅜	115¼	Pittsburg C.	21¾	22
A T & S F pf.	105	105½	Pittsbg C pf.	85¾	85⅞
Atl Coast L.	130	131	P C C & St L.	94½	96
Balt & Ohio.	107¾	107⅞	PCC & SL pf	108	115
Balt & O pf..	89	89½	Pitts Steel p.	105¼	106¼
Beth Steel...	32⅛	33	Pr Steel Car.	36½	36⅝
Beth Steel pf	62	63½	Pr Steel C pf	100⅞	101
Brklyn R T...	81¼	81⅜	Pub Service.	119	120
Bkn Un Gas.	144	145	Pull P Car...	161½	162½
Brunswick..	9¾	10¾	Ry St Spg...	37½	37¾
Butterick...	29	31	Ry St Spg pf	101¼	102¾
Can Pac.....	242⅛	242¼	Ray Cons....	17½	18
Cen Leather	32	32⅛	Reading.....	159⅞	160
Cen Lther pf	101¼	102¼	Read 1st pf..	89	89¾
Ches & Ohio.	83⅞	84	Read 2d pf..	96	98
Chi & Alton.	28	29	Repub Steel.	30⅛	31
Chi Gt West.	23⅞	24	Rep Steel pf.	95¼	96
Chi Gt W pf.	45¾	46	Rock Island.	33¾	33⅝
Chi & N W..	149	150	Rock Isld pf.	66	66½
Ch M & St P.	129	129¼	Sloss-Shef...	49⅞	51
C M & St P pf	154	155	St L & SF 1pf	67	68
Chino Cop...	24⅛	24⅜	St L & SF 2pf	46⅞	47⅛
C C C & St L.	60	64	St L S W....	32	33
CCC&SL pf	96½	100	St L S W pf..	69	70
Col Fuel & I.	35	35¼	St P & Om...	142	144
Col South...	55	56	So Pacific...	121	121⅛
Col So 1st pf	80½	81	So P R Sug .	78¼	90
Col So 2d pf.	75	80	Southern Ry	32⅛	32¼
Con Gas.....	147	147½	So Ry pf....	72	72½
Corn Pd Ref.	14⅞	15	Tenn Cop...	43⅛	43⅜
Corn P Ref pf	82½	84	Texas Co....	122	124
Del & Hud..	173	174	Texas Pac...	29½	29¾
Del L & W...	505	565	Third Av....	10½	10¼
Den & R G...	29½	30	T St L & W..	22⅛	22⅜
Den & RG pf	62¼	62¾	T St L W pf.	50½	51¼
Dis Secur....	37	37½	Twin City...	108	*109
D S S & A....	14	15	Underwood.	91¼	91¾
D S S & A pf.	25	28	Undwood pf	113½	114
Erie.....	37⅛	37¼	Un Bag & P..	7	7¾
Erie 1st pf...	57¾	58	Un Bag & P pf	57	59
Erie 2d pf...	46¼	47⅛	Un Pacific...	186¼	186⅝
Fed Min & S.	28	30	Un Pac pf ..	94¼	94¾
Fed M&S pf.	63	64	Union R Inv	40¾	41¼
Gen Elec	164	164½	Un R Inv pf.	70½	71¼
Gt North pf.	130¼	130¾	Un Cigar pf.	101½	104
Gt N O ctfs..	62½	63	Un Dry Gds.	105½	105½
Goldfield....	6	6⅛	Un Dry G pf	105	105¼
Harvester...	123¾	124	US C I Pipe.	16½	17⅛
Harv'ter pf.	123½	125	US C I P pf..	57½	59½
Havana El..	95½	96¼	US Express..	98	100
Havana pf..	97½	98½	US Realty & I	77	77½