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FINANCIAL AND COMMERCIAL.

TUESDAY, July 25.

It was a day of perplexity in Wall Street. No one even professed to understand the import of the decision of the Interstate Commerce Commission in the celebrated Spokane rate case, first decided a year ago, as a matter bearing upon rates between Spokane and Seattle entirely and then expanded until it embraced all the big Western and Eastern systems. It is true that the new general principles of rate making were laid bare with fair lucidity in the otherwise intricate and complex phraseology of the long report, but it was impossible to find in it even a basis for a calculation of the profit or loss coming to all or any of the railroads as a result of the new tariff charges. The report could not be translated into dollars and cents. In the early part of the day it was assumed that the railroads would sustain loss as a matter of course, but later on it was appreciated that the decision involved a readjustment of railroad rates and a readjustment of business and that no one could at present comprehend whether in the end the readjustment would operate profitably or unprofitably as far as concerned both the railroads and business as a whole. That the case was of great importance all agreed. Indeed, it is the most important case passed upon by the Interstate Commerce Commission, for the business interests of important sections of the country are involved to a much greater extent than are the interests of the railroads alone. The suit, in fact, was not begun against the railroads, but was instituted by business men of Spokane against business men of Seattle and the railroads brought in incidentally though necessarily. Spokane aimed to be the distributing point for a large section in the Northwest, but Seattle enjoyed lower freight rates from Chicago on the old and much debated theory of the long and short haul; that is, traffic between Chicago and points further east and Seattle was regulated by water competition, which Spokane did not enjoy. After the early proceedings in the case other Western cities interposed, notably Salt Lake, which was in the same position regarding San Francisco as was Spokane toward Seattle, and the case was further complicated by the Eastern trunk lines, which, shipping freight from the Atlantic seaboard to Chicago, were necessarily involved. The case has of course not yet reached its final stage. Probably it is only well started on the tedious course toward the United States Supreme Court. But as it stands the most that can be positively and definitely said is that Spokane and Salt Lake have won victories over Seattle and San Francisco. Jobbers and manufacturers in the two former cities may be greatly elated and their competitors in the latter places correspondingly depressed, but from the only definite statement it cannot be presumed whether the railroads will lose or profit. They may gain more from the development of the interior than they lose from the decrease of business to the coast cities or they may not. Not even J. C. Stubbs of the Harriman lines, generally accounted the most expert traffic man in the United States, could begin to appraise the effect of the decision upon the railroad business yesterday. For that matter, as Mr. Stubbs said, the important question of the long and short haul is purely academic. As has been said, many arguments remain to be made before the case is finally decided.

The market opened weak. The commodity markets were again soft, corn, wheat and cotton again selling off on a continuation of the gratifying improvement in the crops, but the stock market had to contend not only with the perplexities of the railroad rate case but with depression in European markets, particularly in London, where consols sold down to a new low price and where both the Moroccan situation and the bitter animosities of British politics were restraining factors. The quarterly statement of the United States Steel Corporation, published after the close of the market, was in accord with the optimistic expectations regarding it. Earnings increased $1,600,000 over the previous quarter. There was made a considerably greater allowance for replacement and the surplus after the payment of all charges and dividends was $1,889,000, as compared with $31,000 for the previous quarter. The regular quarterly dividends on both the common and preferred stocks were declared as matters of course. The stock market closed at higher prices than those prevailing in the early trading, and the rate decision then seemed to have lost practically all of its market influence.

New York Stock Exchange Sales, July 25.

CLOSING PRICES OF UNITED STATES BONDS.

	Bid.	Asked.		Bid.	Asked.
2s reg	100¼	100¾	4s coup	112¾	115
2s coup	100¼	—	Pan 2s r	100	100¾
3s reg	101¼	102¾	Pan 2s c	100	100¾
3s coup	101¼	—	D C reg	100	—
4s reg	113¾	115	D C coup	105	—

RAILROAD AND OTHER BONDS.

Allis Chal 1st 5s		Chinese Govt 5s		Norfolk & W 4s	
3000	75⅝	rcts full paid		5000	97¾
Am Cot Oil 4½s		25000	98¾	Norf & W cv 4s	
1000	97¾	500	99	10000	107¾
Am Smelt & R 6s		65000	98¾	10000	108¼
3000	103¾	Colo So ext 4½s		Norf & W div 4s	
1000	103⅝	10000	98¼	10000	99½
11000	103⅝	1000	98⅝	Norf & W pos 4s	
20000	103½	Del & Hud ref 4s		5000	90
Am T & Tcv 4s		70000	98⅝	North Pacific 4s	
50000	108	Den & RG ref 5s		5000	99½
Am T & T coll 4s		11000	99½	North Pacific 3s	
5000	113¼	10000	103⅝	1000	71
Am Tobacco 6s		Det M&M gran		Pac T & T coll 5s	
9000	104⅞	5000 s5	32	15000	99½
2000	105	Distillers Secur		Penna 4s 1948	
5000	106⅛	Pies Corp 5s		1000	103½
1000	106	5000	77½	Pa cv 3½s 1915	
2000 s105		Du Pont 4½s		10000 s109⅞	
8000	104¾	2000	86	500	96¾
Am Tobacco 4s		Erie 1st con 4s		Peoria & Eastlne	
15000	87¼	6000	89	1000	48½
33000	87½	1000	89⅜	Pitts Cin Chi &	
10000	87⅝	Erie cv 4s ser B		St L 4½s ser B	
58000	87½	2000	79⅞	5000	106
1000	87⅝	Erie gen 4s		Publ Serv Corp	
7000	87½	21000	79¾	of N J 5s	
2000	87⅝	Erie gen 4s		1000	93⅞
11000	87¾	5000	79⅜	Reading g m 4s	
8000	87⅞	Ev & T H gm 5s		3000	98⅛
60000	88	5000	102½	15000	98¼
5000	88⅛	Gen Motors 6s		Rio Grande W 4s	
16000	88	2000	91⅛	4000	89
25000	88⅛	3000	90	St L & Iron Mt 5s	
10000	87¾	Interboro Met		2000	107¾
5000	87⅞	col trust 4½s		Wabash 1st 5s 1927	
9000	88	14000	79⅝	9000	89
64000	88⅛	21000	79¾	St L & San Fr gd	
1000	88¼	10000	79⅝	5000	81¾
Ann Arbor 1st 4s		2000	79¾	7000	81¾
8000	81	Int Paper cv 5s		2000 s7	81¾
Armour 4½s		3000	85	8000	81⅞
5000	92¾	Int St Pump 5s		St Louis S W 1st	
10000	92¼	5000	94	1000	92⅜
Atch T & S F cv 4s		5000	94¼	St Louis S W 5s	
10000	113¼	7000	94	5000	80¾
1990		Iowa Central 4s		St Louis S W cv 4s	
12000	103¾	2000	68	5000	79¾
10000	103⅞	Japanese 4½s		10000	80
At G & S F gn 4s		10000	94⅝	San Ant & A Pass 4s	
7000	98⅞	500	95½	2000	87¾
500	98⅝	3000	94¾	Seabd Al Lin	
15000	99	Kanc Pitts 4½s		1000	81¾
At T & S F 1st 4s		3000	80½	1000	81⅝
1000	93¼	Kan City ref 5s		10000	81½
2000	93¼	10000	110⅞	So Pacific ref 4s	
At T & S F adj 4s		10000	100¾	500	95¼
stamped		Kings Co Elec		500	95¼
1000	91⅞	1st L & P 6s		5000	94⅞
500	92⅜	2000	116¼	1000	95
10000	92¼	Lack Steel 5s 1915		So Pacific cv 4s	
2000	91¾	1000	93¾	50000	99¼
Atl Coast Line 4s		Lack Steel 5s 1950		30000	99⅛
5000	95⅜	7000	82¼	20000	99
1000	95¼	L S & M S 4s 1928		50000	99⅛
10000	95	1000	94¼	21000	99¼
Atl Gulf & W I 5s		L S & M S 4s 1931		11000	99½
1000	93⅞	14000	93⅝	44000	99¼
Balt & Ohio 4s		Long Island 4s		Southern Ry 5s	
5000	98¼	2000	99⅜	5000	110¼
2000	98½	2000	99¼	So Ry gm 4s	
Balt & O P L L & N Arb Bonds		L & N Atl Bonds		2000	79¾
& W Va 4s		& Cin 4s		23000	79⅝

RAILROAD AND OTHER BONDS.

Balt & O S W 4s		30000	92⅜	1000	79½
Beth Steel 5s		Manhattan Ry 4s		1000	79⅝
1000	96½	stamped		Tex & Pac 1st 5s	
B R T cv 4s		1000	97¾	5000	110½
4000	86¾	Marine el tr 4½s		Third Avenue 4s	
5000	86⅝	1000	88	ctfs stamped	
3000	86¾	Met St Ry 5s		12000	88
1000 s6	86⅝	2000	77½	4000	67¾
Cal Gas & E 5s		Met St Ry ref 4s		Tri City R&L 5s	
10000	95¾	3000	46	5000	98⅜
5000	96	Mich Cen 3½s		Underground of	
Can So ext 1st		1000	87	London inc	
1000	102¾	Minn State 1st 5s		5000	92
Cen Ga cn 5s		2000	100⅞	Union Pacific 4s	
1000	100	2000	100½	1000	101⅛
2000 c	109½	Mil L S & W 1st		Union Pac cv 4s	
Central Ga 1st 5s		1000	115	5000	109¼
5000	98	Mo Kan & E 1st		5000	109⅛
Cen Leather 5s		1000	109½	20000	108¾
1000	99⅛	Mo Kan & Tex 4s		10000	109
6000	99¼	5000	97½	3000	109⅛
Cent Pacific 1st		Mo Pacific 5s 1917		75000	109¼
4000	96⅞	3000	100⅞	30000	109⅜
Cent Ry & Bkn Ga 5s		Mo Pacific 4s		25000	109¼
1000	102¾	1000	77½	United Rys inv 5s	
Ches & Ohio 5s		Nat Rys Mex 4½s		1000	85¼
4000	111½	3000	93	U S Steel 5s	
Ches & Ohio 4½s		N Y Central cv 3½s		12000	105⅞
3000	101¼	1925		8000	105¾
2000	101⅛	2000	100½	1000	105⅞
5000	101	N Y Cent deb 4s		1000	105¾
C & O cv 4½s		6000	93½	1000	105⅞
3000	98¾	2000	93⅝	registered	
1000	95⅝	2000	93¾	500	105⅝
Ches & O fdg 5s		N Y Central 3½s		500	105⅞
5000	104½	10000	87⅞	500	106
Ches & O R & A 1st		N Y Cen L S 3½s		Va Carolina C 1st	
1000	95	1000	79⅝	7000	100¾
Chi & Alton 3½s		N Y Chi & St L 4s		1000 s100	94¾
1000	67	1000	99⅜	Va Iron C & C 5s	
Chi B & Q gm 4s		N Y City 4½s 1937		1000	97½
6000	96⅞	new		Wabash 1st	
1000	96¾	1000	109	12000	108
C B & Q joint 4s		N Y City 4½s		Wab Pitts 1st 4s	
16000	97	certificates		1000	92½
1000	97⅛	15000	102½	29000	81¼
1000	97¼	13000	102⅝	8000	81⅛
Chi R & Q ill 4s		tem rcts		11000	48
12000	99⅛	2000	103⅛	Wabash ext 4s	
C B & east Ill 5s		5000	103¼	10000	66⅞
4000	111½	N Y City 4½s 1963		5000	66¼
Chi & East Ill 4s		3000	100	Western Elec 5s	
4000	81½	10000	100⅛	6000	102⅞
C & N W gm 4s		N Y Gas Elec Lt		Wo Maryland 4s	
5000	98	H & P 5s		13000	88⅛
7000	98¼	5000	104¼	West N Y 1st 4s	
Chi R I & P RR 4s		N Y Gas Elec Lt		3000	104¾
7000	75⅜	H & P 5s		West Shore 4s	
Chi R I & Pac 6s		3000	89	registered	
4000	110	N Y State 4s 1961		1000	98¾
Chi Rock Isl & Pac 4s		2000	103½	Wis Central 4s	
1000	71¾	10000	100⅛	1000	93⅜
Chi Ter R R 4½s		10000	100⅛	Total sales of bonds (par value)	$2,075,000

FOREIGN BONDS.

	Bid.	Asked.
German Consols 2½s	93¼	94¼
German Consols 3s	83	84
Prussian Government 4s	102	103
Bavarian Government 4s	101	102
Saxony Government 3s	82½	83½
Hamburg Government 3s	81½	82½
City of Berlin	100½	101½
City of Cologne 4s	99¼	100¾
City of Augsburg 4s	99½	100½
City of Munich 4s	99¼	100¾
City of Frankfort on Main 3½s	92	93
City of Venice 4s	94¼	95¼
Mexican Government gold 5s	99¾	99¾
Russian Government 4s	91½	92½
French Rente 3s	94	95
British Consols 2½s	[illegible]	[illegible]

RAILROAD AND OTHER SHARES.

Sales.		High est.	Low est.	Clos ing.	Net Ch'ge.
6650	Am Can	68½	67¾	68	−¼
7700	Am B Sug	55⅛	53⅛	54¾	+1⅛
1800	Am Can pf	88¾	87¾	88½	+½
600	Am Car F	57½	57	57½	
100	Am C F pf	118⅛	118⅛	118⅛	−⅛
300	Am Cot O	56¾	56½	56½	−½
100	Am H L pf	25	25	25	
100	A Malt Crp	5	5	5	
5500	Am Smelt	79¾	79	79⅜	−½
100	A Sm Sec	88⅝	88⅝	88⅝	−¼
2200	Am T & T	136¾	136⅜	136½	−⅛
100	Am Wool	32¼	32¼	32¼	−½
300	Anaconda	38¾	38⅝	38⅝	−⅜
10050	A T & S F	113¾	112¼	113½	−¼
4710	Balt & O	109¼	108⅞	108⅞	−⅜
900	Beth Steel	34⅝	34	34⅝	+⅛
100	Beth St pf	63½	63	63½	+⅛
4200	Bkn R T	82¼	81¾	82⅛	−⅜
100	Brunswick	9	9	9	−⅛
5287	Can Pac	245½	244½	245⅛	+¼
2300	Ches Ohio	82	81¾	81¾	−⅝
200	Chi N W	140¾	140½	140¾	−¾
6850	C M St P	128	126⅞	127⅜	−⅜
400	Chino Cop	23⅛	22¾	23	−⅜
100	C U T stpd	27⅞	27⅞	27⅞	+⅜
100	C U T pstm	57⅞	57⅞	57⅞	+⅜
100	C C C & S L	58	58	58	−2
100	Col Fuel L	34¼	34¼	34¼	−⅛
800	Cons Gas	145½	144¾	145¼	−⅞
200	Corn P R	14⅝	14⅝	14⅝	−⅛
100	Crez Carpt	75	75	75	+2
100	Del Hud	171½	171½	171½	−⅝
100	Den RG pf	57⅝	57⅝	57⅝	−⅜
9500	Erie	36⅜	36	36	−½
2500	Erie 1st pf	58	57½	57¾	−½
200	Erie 2d pf	47	46¾	47	−½
100	Gen Chem	132⅜	132⅜	132⅜	−2⅝
1900	Gen Elec	163½	161	163½	+1¼
500	Goldfield	5⅞	5¾	5⅞	−¼
8200	Gt Nor pf	136	134¾	135¼	−1⅛
200	G N O ctf	59½	59¼	59¼	
900	Harvester	124¾	123½	124¾	−¼
200	Harv pf	125	125	125	
700	Ill Cent	146	145½	146	
500	Inter-Met	18⅛	17¾	18⅛	+⅜
1100	Int-Met pf	51	50⅝	51	−⅛
100	Iowa Cent	18½	18½	18½	
200	Ia Cen pf	36	36	36	−¾
500	Kan C So	35⅛	35	35⅛	
500	Lac Gas	107	106¾	106¾	−½
12800	Lehigh Vy	175⅞	173⅞	174½	
1100	Lou Nash	152½	151¾	152¼	−⅝
100	May Dep S	81½	81	81½	−2
300	Miami Cop	21⅞	21½	21⅞	
100	Minn St L	31½	31½	31½	
600	MSP SSM	141¼	140⅝	141	−¾
2300	M K & Tex	36½	35¾	36	−¾
6900	Mo Pac	49¾	49¼	49¼	−¾
1000	Nat P & S	21¼	20⅞	21	−½
210	Nat P S pf	99	99	99	−1
160	Nat Lead	56⅛	56⅛	56⅛	
100	Nev Cons	19	19	19	
900	N Y Cent	108½	108	108½	−½
1300	N Y O & W	46½	45⅞	46	−⅝
3200	Nor & W	109	107⅞	108¾	+⅝
11900	Nor Pac	133	131½	132	−1⅛
200	Pac Mail	29¾	29⅜	29⅜	−⅝
1300	Penn RR	125	124⅞	125	+⅛
200	PCC & S L	98	98	98	+⅛
800	Pitts Coal	21⅛	20½	21	+⅝
4600	Pit Coal p	88½	86⅜	88	+1½
600	Pullman	162	162	162	
400	Ry St Spg	37⅝	37½	37½	+½
200	Ray Cons	17¼	17¼	17¼	−¼
300	Rep Steel	30¾	30¾	30¾	+⅛
200	Rep St pf	95	94⅞	95	+½
99300	Reading	159⅛	155¾	158	+¾
100	Read 2 pf	96½	96½	96½	
4400	Rock Isld	32⅝	31¾	32¼	
400	Rock I pf	65¼	64⅞	65¼	−⅝
100	Sloss-Shef	49½	49	49½	−½
300	StL SF 1pf	69	68	69	+½
800	StL SF 2pf	48½	47	48	+½
100	StL SW pf	69	69	69	−1½
21600	Sou Pac	123⅛	121¾	122⅝	−⅞
13750	Sou Ry Co	32⅝	32⅛	32⅜	−⅝
2800	So Ry Co pf	74¼	73½	73⅝	−⅞
500	Tenn Cop	40⅞	40¾	40¾	−⅜
400	Tex Pac	29⅛	28⅞	28⅞	−⅝
100	Third Av R	107⅛	107⅛	107⅛	−1⅛
100	Tol StL W	21¼	21¼	21¼	−¼
100	Tol StL W pf	47¼	47¼	47¼	−¼
100	Twin City	109⅛	109⅛	109⅛	−⅞
500	Und'wood	100	99¾	100	−½
100	U'wood pf	113	113	113	+¼
65600	Un Pac	190⅞	189	190	−¾
400	Un Pac pf	95¼	95	95	−¼
100	Un Dry G	106¼	106¼	106¼	−¼
100	Un R In pf	69	69	69	−½
100	US Rub 2p	77⅛	77⅛	77⅛	−⅜
58600	US Steel	80	79	79⅜	−¼
1700	US Steel p	119¼	118¾	119¼	+½
400	Utah Cop	49⅝	49½	49⅝	
700	Va Car C	57⅞	57½	57⅞	+⅛
100	Va I C & C	88¾	88¾	88¾	−1¼
300	Westhse	75	75	75	
300	Wabash	16	16	16	
600	Wab pf	35⅜	35	35	−¾
700	West Md	62¼	61	62⅜	−⅝
600	West U T	81	80	80	−1
Total sales of stocks		420,900	shares.		

CLOSING PRICES.

	Bid.	Asked.		Bid.	Asked.
Adams Exp	230	239	Manhattan	138	142
Allis Chal	8	9	Marine	4⅝	5
Allis Chal pf	28¼	29	Marine pf	16⅞	17
Amal Cop	68	68¼	Miami Cop	21½	21⅞
Am Ag Ch	58¼	59	Minn & St L	31	31½
Am B Sug	54¾	55	M & St L pf	47¼	48¼
Am Brake S	93¾	94½	MSP & SSM	140¼	141
Am Bt Sp pf	132	133	MSP SSM pf	154	156½
Am Can	11½	11⅝	M K & T	35¼	36¼
Am Can pf	88¼	88¾	M K & T pf	67⅞	69
Am Car Fy	57⅞	57¾	Mo Pacific	49	49½
Am Car F pf	118½	118¾	Nat Bis Co	133¼	136¼
Am Cot Oil	56	57	Nat Bis pf	127½	129¼
Am Express	230	236	Nat Lead	56¼	58¼
Am Hide & L	4½	5¼	Nat Lead pf	107½	109¼
Am H & L pf	25	25½	Nat Mex 1 pf	63	67½
Am Ice Sec	23	23½	Nat Mex 2 pf	30½	32½
Am Linseed	10½	11½	Nev Cons	19	19¼
Am Lin pf	31	31½	N J Central	280	288
Am Loco	40½	41	N Y A B	68½	75
Am Loco pf	107	109	N Y Central	108½	109
Am Malt C	4	5½	NYC & StL	58¼	59½
Am M C pf	42	43½	NYC & SL 1pf	104	107
Am Smeltg	79⅞	79½	NYC & SL 2pf	85	90
Am Smelt pf	106½	107	N Y N H & H	140¼	141¼
Am Sm Sec	88¼	89	N Y O & W	45¼	46¼
Am Snuff	250	—	North Am	74	74½
Am Snuff pf	96½	—	Nor & West	108¾	109
Am St Fy	39	40	Nor & W pf	90	90½
Am Sugar	117½	119	Nor Pacific	142	142⅛
Am Sug pf	116	120	Pac Coast	95	105
Am T & T	136⅞	136½	Pac Coast 1pf	85	110
Am Tob pf	94½	95½	Pac Coast 2pf	95	105
Am Wool	32¼	32⅜	Pacific Mail	29⅞	29¾
Am Wool pf	91½	92½	Pac Tel & Tel	48	49
Am W P pf	29½	30	Penna RR	124⅞	125
Assctd Oil	—	54	Peo G L & C	106¼	107½
Anaconda	38½	39	Pittsburg C	20½	20¾
A T & S F	113½	113⅝	Pittsbg C pf	87½	88⅛
A T & S F pf	103	103½	P & C C St L	96	98
Atl Coast L	130½	131¼	PCC & SL pf	108	115
Balt & Ohio	108¾	109	Pitts Steel p	103½	105½
Balt & O pf	89	90	Pr Steel Car	37	37½
Beth Steel	34⅝	34½	Pr Steel C pf	102	103
Beth Steel pf	63	63½	Pub Service	115	118⅝
Bklyn R T	82	82¼	Pull P Car	161½	162½
Bkn Un Gas	142½	145	Ry St Spg	37½	38
Brunswick	9	10	Ry St Spg pf	101	103
Butterick	20½	31	Ray Cons	17⅛	17¼
Can Pac	244⅞	245	Reading	158	158⅛
Cen Leather	29¾	30	Read 1st pf	90⅛	90¾
Cen Lither pf	100	100½	Read 2d pf	95	98
Ches & Ohio	81⅝	81¾	Repub Steel	30⅝	30⅞
Chi & Alton	20	30	Rep Steel pf	94¼	95
Chi Gt West	22⅛	22⅛	Rock Island	32⅛	32⅜
Chi Gt W pf	44½	45	Rock Isld pf	65	65½
Chi & N W	147	148	Sloss-Shef	49¼	50
Ch M & St P	127¼	127⅜	StL & SF 1pf	69	69½
C M & St P pf	153	154	StL & SF 2pf	48	48½
Chino Cop	23	23⅛	St L S W	31	32½
C C C & St L	58	59½	St L S W pf	70	72
C C C & SL pf	94½	100	St P & Om	135	140
Col Fuel & I	34½	34⅞	So Pacific	122¼	122½
Col South	55	55½	So P R Sug	80	88
Col So 1st pf	82	82½	Southern Ry	32⅛	32⅜
Col So 2d pf	75	80	So Ry pf	73⅝	73⅞
Con Gas	145¼	146	Tenn Cop	41	41½
Corn Pd Ref	14½	14¼	Texas Co	113½	115⅞
Corn P Ref pf	81⅛	82	Texas Pac	29	29½
Del & Hud	171½	172½	Third Av	10½	11
Del L & W	535	548	T St L & W	20⅛	21½
Den & R G	28⅜	28½	T St L W pf	44½	47½
Den & R G pf	57½	58¼	Twin City	109	109½
Dis Secur	35½	36⅞	Underwood	100	101
D S S & A	10	15	Undwood pf	113	113½
D S S & A pf	24	27	Un Bag & P	7	8
Erie	35	36¼	Un Bag & P pf	51	60
Erie 1st pf	57¼	58¼	Un Pacific	190	190⅛
Erie 2d pf	45½	48	Un Pac pf	95	95½
Fed Min & S	58	55	Union R Inv	37½	39
Fed M & S pf	64½	67½	Un R Inv pf	68½	69½
Gen Elec	152	153½	Un Cigar pf	104¼	106½
Gt North pf	153¼	155¾	Un Dry Gds	105¾	106½
Gt N O ctfs	59¼	59¾	Un Dry G pf	106⅝	107⅜
Goldfield	5¼	5⅜	U S C I Pipe	15¼	17
Harvester	124¼	125	U S C I P pf	52	55¼
Harv'ter pf	124	125	U S Express	95	98
Havana El	—	—	U S Realty & I	74	76
Havana pf	—	—	U S Red & R	1	4
Hock Val	132½	135	U S R & R pf	—	17
Illinois Cen	145½	146⅞	U S Rubber	41½	42
Inter-B Met	17⅞	18	U S Rub 1 pf	113¼	114
Int-B Met pf	51	51⅝	U S Rub 2 pf	76½	77½
Int Paper	10	11	U S Steel	79½	79⅝
Int Paper pf	48	49	U S Steel pf	119	119¼
Int Pump	41	41½	Utah Copper	49½	49¾
Int Pump pf	88	88¾	Va-Carolina	57½	57¾
Iowa Cent	18¼	19	Va Car pf	120	125
Iowa Cen pf	36	36½	Va I C & C	87	89
Kan City So	35¼	35½	Wabash	16	16½
Kan C So pf	67½	68½	Wabash pf	34¼	35
Lack Steel	37½