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BOSTON LONDON CHICAGO

FINANCIAL REVIEW OF THE PAST WEEK

Dull and Heavy Security Markets With Liquidation of High Grade Bonds.

THE ADVANCE IN MONEY

Time Rates Up All Around, but Monetary Position Is Sound —Grain and Cotton.

Stocks and bonds lost ground last week, though in neither department was the decline serious. In stocks the opening day of the week was the most reactionary, bearish sentiment prevailing because of an unfavorable bank statement and political discussion created by the proximity of the Vermont election. As it turned out the market received the news from Vermont with complete indifference and a day or so later rallied rather buoyantly on short covering. The trading was almost entirely professional from the beginning of the week to the close and net changes of prices were of little consequence. The technical position seemed to be strong at the end of the week, but there was absolutely no sign of bullish initiative, whether this was retarded by the money situation, by politics, by apprehensions of a car shortage, by the clogged condition of the bond market, by anticipation of the report of the board arbitrating the dispute between the railroads and the engineers or any other of the bear arguments current for some time.

In the bond market there was steady liquidation. For many months prior to the recent advance in money rates financial institutions all over the country found it more profitable to place surplus funds in securities than elsewhere, money being redundant and little profit being obtainable from either call or time loans. The situation has changed. Now it is more advantageous to loan money at time or on commercial paper than to keep it invested in securities, as well as more profitable generally, on account of the keen demand for funds from customers, and many financial institutions, naturally enough, have been disposing of their high grade securities in moderate amounts. The bond market is also hampered by the circumstance that many of the syndicates which underwrote the $1,600,000,000 of new securities issued in the first six months of the year have many of these securities still on their hands. They are being worked off gradually, but the process is slow, and until the securities are distributed it is idle to expect any great improvement in bond prices. Meanwhile excellent investment opportunities are supplied by the bond market, and there were indications last week that investors were tempted by the low prices of the high grade issues. New York city 4¼s, per cent. bonds at or below par could not fail to stimulate an investment demand, and purchasing orders at those prices were more than could be supplied. Accordingly, while the general trend of the bond market was downward last week the interest in the bond market increased and there was presented a prospect of a better investment demand.

Movements in money, though upward, were salutary. In previous autumns of firm money advances in rates have been accompanied by a brisk speculation in securities. But there has been no August in recent years when the requests for funds from Stock Exchange houses were so meagre and no first week of September when transactions in stocks were so small. Practically in its entirety the demand for money this year has been for use in business. There has been no overspeculation in securities, and all reliable reports from the interior say that there has been no expansion in real estate speculation, in power ventures or other enterprises which occasionally tie up the funds of interior banks. For five years the banks of the country, taking a lesson from the 1907 panic and, incidentally, being inspected more closely, have been prudent in extending credit, more than ever cautious in advancing funds for uncertain enterprises and accordingly in a condition to meet just those commercial necessities that are now required of them. The New York and Chicago banks at the same time have strengthened their position abroad until now they may place finance bills abroad without much bargaining. To them there are still due loans made in Germany in the long period of easy money and backward business and there will soon be accumulating credits based on exports of an assuredly bountiful yield of all grains and a promised high crop of cotton. This so-called secondary reserve abroad has proved latterly and will continue to prove beneficial. Moreover, as has been pointed out by Secretary of the Treasury MacVeagh, there may be at the disposal of the banks substantial sums in the shape of Government deposits, with the emergency currency law to fall back upon in the altogether unlikely event that recourse to it is needed. Altogether it does not seem reasonable to entertain any apprehension over money.

Speculators continued to look with disfavor on the railroad shares. No pessimistic position could be sustained by statements of railroad earnings, for the July statements were extremely favorable as regards net as well as gross revenues, and such August statements as have been rendered show that in that month the railroads did much more business than in July. One of the compilations, for instance, shows that on a dozen representative roads gross earnings in August were $2,000,000 greater than in July, and in July these same roads reported great increases over the corresponding month last year. The railroads are gaining and have been gaining traffic not only from the improvement in general business but from the extraordinarily rapid movement of the crops and from the precautions taken to avoid a traffic congestion in the fall and winter. They now have a record volume of traffic and are handling it in a more expeditious and profitable manner than had been anticipated. But the fear that some of the roads may be overcome by the huge volume of business in the coming month still persists and there remains the chance that the railroads may be compelled to make very costly advances in wages. The board of arbitration which heard the evidence in the dispute between the railroad managers and the locomotive engineers of all the lines in the official classification territory resumes its sessions on Tuesday. It may be that some advance in wages will be awarded, but the great point of interest is as to whether or not the board will recommend increases in rates compensating the railroads for future and past increases in expenses for labor and materials and thus do something toward uplifting the standing of railroad securities in the eyes of investors. In this connection it is interesting to recall that Oscar S. Straus, the nominee of the Progressive party for Governor, is chairman of the board of arbitration.

The Government cotton report on Tuesday complied with previous expectation. Unless unfavorable weather intervenes the country will harvest a crop of 14,000,000 bales, and there is no doubt whatever that such a crop can be marketed at good prices. To-day there will be published the most important Government grain report of the year. It will show the condition and estimated yield, after making allowance for possible deterioration, of spring wheat, corn, oats, barley, flax, buckwheat and potatoes, the actual yield of hay and the condition and number of hogs. More favorable weather for the development of vegetation than that since the publication of the last Government grain report has never been experienced, and it will be surprising if to-day's report does not indicate much greater yields than were forecasted in the August report. A conservative estimate, compiled from a number of reports of private crop experts, makes the yield of wheat about 700,000,000 bushels, that of corn above 2,900,000,000 bushels, oats 1,275,000,000 bushels and other crops also far above the average. It will probably turn out that the money value of the crops will be at least $1,000,000,000 more than was the case last year, and last year, thanks to a record breaking crop of cotton, the country's agricultural prosperity was all that could ordinarily be desired.

ADVANCE IN STEEL PRICES FOR 1913 ORDERS

Transactions Light for the Week While Demand for Spot Iron Was Heavy.

PITTSBURG, Sept. 8.—The close of the week found negotiations for upward of 20,000 tons of pig iron for deliveries running into the new year unclosed. Transactions during the week were not heavy in Pittsburg district, the demand for spot iron having been generally supplied in the heavy selling just before the opening of the month, while consumer and producer are still somewhat at variance over the stand of the furnace interests for a premium of about 50 cents over prompt prices on all deliveries running into 1913.

Lake front furnaces at first were disposed to grant some concessions on this general spread of 50 cents on deliveries into first quarter and half of the new year, but all producers have come up to the new level apparently within the past week. There were upward of 3,000 tons of Bessemer iron sold during the last two days of the week at the new price of $15, Valley furnace, while quotations for this grade for first quarter, 1913, are $15.50 Valley furnace. The quotation of $14.25 Valley furnace, or $15.15 delivered Pittsburg, for No. 2 foundry iron for fourth quarter proves attractive to consumers, but they are not ready to accept $14.75 for 1913 deliveries as the minimum of the market. One sale is reported running two months into the new year at $14.50 Valley furnace, but the furnace interests are confident of getting the higher figure.

Attempts to reserve ore supplies for the earlier part of next year by furnace interests that did not provide sufficient ore stocks to last until the opening of the 1913 season develop a disposition to ask 30 to 50 cents more for lake ores next year. Prices of spot and early delivery furnace coke also have risen 5 to 10 cents a ton at Connellsville, the principal merchant producers having secured $2.30 and $2.35 for nearby deliveries, as against $2.25 the week preceding.

Crude steel continues scarce, with deliveries falling behind, and some finishing mills handicapped by occasional shortages of billets and semi-finished bars. Premiums on billets and sheet and tin bars run $2 to $3 over the official prices, according to the plight of the buyer.

The principal price change of the week in finished product was the establishment of $3.60, Pittsburg mill, as the base on tin plate for any delivery. This is an advance of $2 a ton over the old price of $3.50, and was put in effect on Thursday by the principal independents. The Steel Corporation did not participate in this movement, the American Sheet & Tin Plate Company, the Corporation's subsidiary, continuing its old quotation, though it is but nominal, as the Corporation will not contract into November and December on this base, and will only accept reservations for tonnage for those months contingent on prices at that time.

Spikes and track supplies are generally higher. Cold rolled shafting advanced $1 to $2 a ton. Light rails are $1 to $2 a ton above the August level, a definite advance having been put into effect by the leading makers on Friday. The trade generally expects an advance of $1 a ton in sheets, and the probable withdrawal by the Steel Corporation of its old base on bars and plates, putting its official prices on a level with the prices announced by the independents in mid-August.

Plenty of Potatoes This Year.

YORK, Pa., Sept. 8.—Potatoes will be the principal dish on the poor man's table in this county throughout the coming winter. Some farmers are taking out 325 bushels from one acre of land. These are being sold to dealers as low as 25 cents a bushel.

Last year potatoes retailed at 90 cents.

Poultry Show in Pennsylvania.

YORK, Pa., Sept. 8.—One of the features of the York County Fair, which will be held the first week in October will be the poultry show. This exhibition will be in charge of an association of poultry fanciers. Twenty silver cups have been provided as special prizes.

DAILY FINANCIAL CALENDAR.

EX DIVIDEND.

Brooklyn Rapid Transit.
New York, New Haven and Hartford.
Southern Pacific.
Union Pacific, common and preferred.

RAILROAD AND OTHER BONDS.

Sales.		High-est.	Low-est.	Clos-ing.	Net Ch'ge.	1912 High.	1912 Low.
7	Adams Ex 4s	85	84	85	−½	88⅛	82½
1	Alls Ch 5s ctf stamped	57½	57½	57½	−½	59½	56
3	Am Agric Ch cv 5s	101½	101½	101½	−⅛	102⅞	101½
1	AmCot O 4½s	97¼	97¼	97¼	−¼	99½	97¼
11	Am H & L 6s	100½	100	100⅛	−⅜	101	99⅛
11	AmSmltSec6s	105½	105⅜	105⅜	−⅛	105⅞	104⅞
1	Am Spirits 6s	100	100	100	+½	101	99½
6	AmT&T cv 4s	113½	113¼	113¼	−½	116¼	108¾
32	AmT&T ctf 4s	90¼	90⅛	90¼		91¼	90
5	Amer Tob 6s TrustCo ctf	120¼	120¼	120¼		121½	119⅞
10	Am Tob 4s	97¼	97¼	97¼		97¾	91⅞
3	Am Writ P 5s	91	91	91	+⅜	91⅜	88¼
2	Ann Ar 1st 4s	79	79	79		84¼	77
1	Argent Gov 5s JPM&Co ctf	99½	99½	99½	−½	100	97
43	Armour 4½s	91	90½	90⅞	+⅜	92½	90½
56	AT&SF cv 5s	108⅜	108	108⅛	−1	110⅝	106½
100	AT&SF cv 4s	108⅛	108	108⅛	−⅜	110¼	105¼
362	AT & SF cv 4s 1909	105	104½	104¾	−¼	106⅛	100¼
3	AT & SF cv 4s 1909	108⅛	108⅛	108⅛	+⅜	108⅛	106¼
14	ATSF Cal 4½s	100	100	100	+⅛	100½	98⅞
69	AT & SF gn 4s	97⅛	96⅞	97	+¼	100	96½
12	AT&SF Sh L 4s	92⅜	92	92	−½	94	92
13	A T & S F ad 4s std	89¼	88⅞	88⅞	−⅜	92½	88⅞
38	Atl C Line 4s	95	94½	95	+¼	96⅛	91
73	Atl Coast Line col tr 4s	94½	93⅞	94	−½	99¼	93½
21	B & O gold 4s	97⅛	97	97		99¼	97
9	B & O P L E & W Va 4s	89⅞	89⅜	89¾	+¼	92	89½
24	B & O 3½s	91¼	90½	90½	−½	93⅛	90½
2	B & O P Jct & M D 3½s	87½	87½	87½	−½	89	87
34	B&O SW 3½s	89½	89¼	89¼	−⅛	91½	89¼
29	Beth Steel 5s	97	96⅞	96⅞	−⅜	102	93½
2	B'y & 7 Aven	103	103	103	−⅛	104½	103
1	Bkn Ferry 5s certificates	16	16	16	14	16	16
20	B R T 5s	105½	105½	105½		106¼	103
116	B R T cv 4s	91½	90½	91¼	−⅜	91⅞	83⅞
13	Bkn Ch Ft 1st std	101⅜	101½	101½	−½	103	101½
1	Bkn U Gas 1st	106½	106½	106½	−½	107⅞	106
19	Cal Gas & E 5s	95½	95	95	−⅝	96⅛	91
16	Can So ext 1st	100½	100¼	100⅜	−⅜	102	100¼
5	Can So 2d	100	100	100		101	100
4	Cent Ga cn 5s	109	109	109		110½	109
13	C Leather 5s	95⅛	95	95⅛	−⅛	96¼	91¼
6	Cent Pac 1st	94½	94½	94½	+⅜	97	94
4	CRR of NJ 5s	119⅛	118½	118½	−1⅛	122¼	118½
16	C & O 4½s	100	99½	99½		102	99½
36	C & O cv 4½s	93⅜	93½	93⅜	+⅛	94	92⅝
4	C & Alt 3s	70⅛	70⅛	70⅛	+⅛	72½	70
58	C & Alt 3½s	65	64⅝	64⅝	−⅛	65½	60¼
18	CB&Q gn 4s	95⅜	95⅛	95¼	−¼	97½	95⅛
219	CB&Q 1st 4s	96¼	95¼	96	−⅛	98⅜	95⅜
2	CB&Q 1st 4s r	95⅜	95⅜	95⅜	−⅜	98⅜	95⅜
15	CB&Q ill 3½s	85½	81¼	81¼	−⅛	88	84¼
1	CB&Q Neb 4s	98	98	98		99⅛	97¾
2	C & E I 5s	107	107	107	−6	113	107
1	C & E Ill 4s	77¼	77¼	77¼	−¼	81½	77¼
12	Chi & Gt W 4s	77⅛	77	77⅛	−⅛	83	77
3	ChiMil&Puget Sound 4s	92½	92½	92½	−⅛	95¼	92½
10	C M & St P Dubuque 6s	112⅜	112⅜	112⅜	−⅛	113⅜	112⅜
1	C M & St P Lake Sup	105	105	105	−1¼	108	105
1	C M & St P D & G 5s	102¼	102¼	102¼	+¼	103	102
311	CM&StPcv4½s rcts full pd	106¼	105¼	106⅛		107	101¼
9	C M & St P 4s	97	96½	96½	−½	98⅜	96½
10	CM & SP 3½s	83⅜	83⅜	83⅜	−⅜	86⅞	83⅜
12	C & N W Mil Spar & N 4s	92¼	92¼	92¼	+¼	94	92½
21	C&NW gn 4s	96	95½	95¾		98¾	87⅛
63	C & N W 3½s	84¼	83⅜	84¼	+½	87	83⅜
68	CRI&P RR 4s	68⅞	68⅜	68⅞	+⅛	73¼	67
5	CRI&P Ry 6s	106¾	106¾	106¾	−1¼	108⅞	106¾
8	CRI&P Ry 5s	91⅞	91¾	91¾	+¼	93	91
2	CRI&P Ry 4s	94½	94½	94½	−⅛	96½	94½
81	CRI&P ref 4s	87½	87	87	−⅜	90⅞	87
3	CSPM&O cn 4s	121	121	121	−½	124	121
69	Chino Cop 6s	172	160	172	+12	172	116
1	CinLSt L&C 4s	96⅛	96⅛	96⅛	−⅞	97	96
2	Cin Ind & W 4s	85¼	85¼	85¼		88	86¼
5	CCC&StL gen 4s	91	90½	90½	−2¼	93¼	90½
1	C C C & St L Cairo div 4s	93¼	93¼	93¼	−½	94½	93⅛
2	C C C & St L St L 4s	91	91	91		93½	89⅛
37	Col In col tr 5s	83½	82½	82½	+¼	88½	72½
7	Col Mid 4s	49	49	49		58½	42
6	Col So 4s	95	94¾	95		97⅛	94¾
15	ColSo ex 4½s	95⅛	94¼	94¼	−¾	96⅛	94¼
2	C Cable 4s reg	82	82	82	−1½	82	82
10	Ct Ry & Lt 4½s stamped	101½	101½	101½	−⅛	102¼	101½
15	Cont'l Coal 5s	98	97½	97½	−1½	99	96
3	Corn Prod 5s 1934	95¼	95¼	95¼		96½	94
13	Cuban 5s	108½	108½	108½	−¼	104	102
7	Del & H cv 4s	97⅞	97½	97½		99	97½
6	Del & H ref 4s	98⅜	98⅜	98⅜	+⅛	99⅞	98¼
3	D & R Gr 4s	87	87	87	+1¼	90¼	84½
2	D&R Gr ref 5s	82½	82½	82½	−⅜	90	82½
1	DetCity Gas 5s	101	101	101	+¼	101¼	100⅛
6	Det-Edison 5s	101⅜	101½	101½	−⅛	102⅛	101⅜
1	Det U 1st 4½s	77½	77½	77½	+1	79¼	75½
19	Dis Sec Cor 5s	75	74½	74½	−½	78¼	71⅜
7	Dul Mes & N 5s	105	105	105	−⅜	106	105
42	Du Pont 4½s	87¼	87¼	87¼	+½	92⅞	84⅞
25	Erie 1st con 4s	88⅛	88	88	−1	90	88
3	Erie cv 4s ser A	86½	86½	86½	−⅜	91⅛	85⅜
17	Erie cv 4s ser B	78½	78	78⅛	−1½	80⅞	75
15	Erie-Pa Coal col 4s	90	90	90		91	88¼
4	Erie gn 4s	77¾	77¼	77¼	+⅛	79⅛	77⅛
3	FlaEastC 4½s	97	96⅜	96⅜		98⅜	96
4	Gen Motor 6s	99⅞	99¾	99⅞	+⅛	100⅜	98½
1	Ga Car & N 1st	105⅛	105⅛	105⅛	−⅜	105⅜	105⅛
1	Gt Nor 4½s	100½	100½	100½	+⅛	101⅜	100⅛
47	GB&W deb B	15	14	14	−¾	15	10⅞
1	HockVal 4½s	100½	100½	100½	+¼	103	100
28	Ill Cr 4s 1955	93⅛	93	93		96⅛	93
2	Ill Cen 4s 1951	101⅛	101⅛	101⅛	−⅛	104	101⅛
6	Ill C Lou 3½s	85	85	85	−1	87⅛	84½
5	Ill Steel 4½s	90½	90½	90½		92¼	90¼
45	IndianaSteel5s JPM&Co rcts	101	101	101		101⅜	100⅜
20	InsConsCop cv 6s rcts 1 pd	108	107⅛	107¼	+¼	108½	104½
8	Interboro R T 5s sr A 1952	104¼	104⅛	104⅛	+¼	105	103⅛
120	Interboro-Met col tr 4½s	81½	81	81¼	−⅜	84½	80½
7	Int Nav sf 5s	79⅜	79¼	79⅜		82½	78
11	Int Paper 6s	103	103	103	−½	104¼	103
1	IntPaper cv 5s	90	90	90	−⅜	91¼	84½
2	Iowa Cen 4s	64	62	62	−2⅛	66½	62
24	Japanese 4½s	92⅛	92⅛	92½	+¼	93⅜	91½
6	Jap 4½s 2d	91⅜	91	91		93	90⅜
5	Ka & M 2d 5s	98⅞	98⅞	98⅞	−⅛	99½	92½
23	KC Ft S&M 4s	78½	78	78⅛	−⅜	80½	77
34	Kan C So r 5s	97¾	96½	96¾	−⅜	100¼	96½
4	Ky Cent 4s	92¼	92	92	−¼	95	92
3	LkSteel 5s 1915	94¼	94¼	94¼	+¼	94⅜	90½
19	LkSteel 5s 1950	80¼	80	80¼	−¼	82½	77
5	LacledeGas 5s	102⅛	102⅛	102⅛		103	101½
5	LacledeGas of St L rfg 5s	101½	101½	101½	−½	102	100¾
2	LS&MS 4s 1928	92¼	92	92¼	−⅛	94¾	92
23	LS&MS 4s 1931	92	92	92		94¾	91⅞
16	Liggett&M 7s	120⅞	120⅜	120⅜	−⅛	123	118⅛
32	Liggett&M 5s	97⅜	97⅜	97½	+¼	99	88¼
2	L Isl fdg	95½	95	95	−½	97½	95
35	L & N 4s	97½	97	97⅜	−⅛	99⅜	97
7	Manhattan 4s	95¾	94½	94½	−½	98	94½
2	Manhat 4s std	95¼	95¼	95¼	−¼	98⅛	95¼
46	Marine ctf 4½s	66⅜	66	66⅛	−⅛	70⅜	63
145	Mex Pet 6s	101	99	100½	+1¼	101	96
6	Mil Gas 1st 4s	90½	90½	90½	+⅜	90⅜	83⅞
1	M L S & W 1st	111⅜	111⅜	111⅜	+¼	115⅛	111⅛
4	Mil&N 6s 1913	101	101	101	−⅛	101¼	101
1	M & St L 5s	102¼	102¼	102¼	+¼	105	101
2	M SSM & A 4s	96¼	96¼	96¼		96¼	96¼
2	Minn St Ry 5s	102	102	102		102	101½
1	Mo K & T 4s	95	95	95		97	94
8	Mo K & T 2d	80⅜	80¼	80½	−¼	84⅛	80
4	MK&T sf 4½s	86½	86⅜	86⅜	−⅛	89¼	85½
3	Mo K & T fd	77½	77½	77½		81½	77½
1	Mo Pac con	105	105	105	−¾	108⅛	104
10	MoPac 5s 1920	97⅛	96⅞	97⅛	+⅜	100¾	96¾
1	MoPac 5s 1917	99½	99½	99½	+½	100¾	98¾
84	Mo Pac cv 5s	86	84¼	85¼	+¾	89⅝	84
15	Mo Pac 4s	71¾	71¼	71¾	+⅜	75¼	70
3	MoPacCBr 4s	92	92	92		92	91½
7	N C & St L 1st	102⅛	102⅛	102⅛	−⅛	104	102⅛
1	N Flo & S 1st	108¼	108¼	108¼	−⅞	109¼	108¼
8	NRysMex 1st 4s	90¼	90¼	90¼		92½	87¼
30	Nat Tube 5s JPM&Co rcts	99½	99	99⅛	−⅛	101½	99
50	NYCanal 4s	100¼	100¼	100¼	−⅛	100½	100¼
12	NYCen 3½s	86¼	85¾	85¾	−½	88⅞	85½
6	NYC L S 3½s	80	80	80	−¼	85	80
1	NYC M C 3½s	78	78	78	−1⅜	82⅜	78
7	N Y C M C 3½s reg	78	78	78	−⅜	79½	77⅞
20	N Y City 4½s 1957	106½	106	106¼	+¼	107⅞	105¾
13	N Y City 4½s 1957 new	106¼	105	106¼	+¼	107⅞	106
64	N Y City 4¼s	100⅜	100⅜	100⅜	−⅝	103	100⅜
618	N Y City 4¼s 62 tem rcts	100¼	99⅞	100	−⅛	101⅞	99⅞
63	NYCity 4s 1959	98⅞	98	98¼	−½	100⅛	98
36	NYCity 4s 1958	98⅞	98	98⅜	−⅜	100⅛	98
28	NYCity 4s 1957	98⅞	97⅞	98	−⅞	100¼	97⅞
2	NYCity 4s 1956 reg	97½	97½	97½	−⅞	99½	97½
1	N Y Dock 4s	81	81	81	−1	85½	81
152	N Y Gas El L H & P 5s	103⅞	103¼	103¼	−⅛	104¼	102⅛
20	N Y Gas El L H & P 4s	88½	88	88⅛	−⅛	89½	88
1	N Y L E & W Coal & RR 6s	107⅞	107⅞	107⅞		107⅞	106
32	N Y N H & H cv 6s	128¼	127⅞	127⅞	−⅜	132½	127⅞
3	N Y N H & H 4s 1956	91½	91½	91½		93⅛	91⅛
5	N Y O & W 4s	92	92	92		95	92
219	N Y Rys fdg 4s tem rcts	78⅛	77¼	77½	−⅛	81¼	77¼
388	NYRys adj 5s	56⅞	55¼	56⅛	+1	59½	51⅛
1	NYState 4s 61	101¼	101¼	101¼	+¼	102⅞	101
57	NYTel gn 4½s	98¼	98	98¼	−⅜	100⅛	98
37	N Y Westchest & Bostn 4½s	99¼	99¼	99¼	−¼	100¼	98¾
7	Nor & W 4s	96½	96⅜	96⅜	+¼	97¼	96½
2	Nor & W cv 4s	115¼	115¼	115¼	−⅞	118	107½
5	Nor & W cv 4s rcts 1st pd	116	116	116	+2½	116	107¼
2	N & W ov 4s	92½	92½	92½	+¼	91	91¼
14	N & W Poc 4s	91	90⅞	91	+⅛	91	90⅞
70	Nor Pac 4s	97⅛	97⅛	97⅛	+⅜	100¼	97⅛
16	Nor Pac 3s	68½	68¼	68½		70⅛	68¼
2	NP StP&D 2d	102⅜	102⅜	102⅜	−⅜	102⅜	102⅜
5	NP StP&D 4s	95½	95½	95½	−½	96½	94
1	Og & Lake Ch 4s	84½	84½	84½	−⅛	86	84
34	Or Ry & Nav 4s	93	93	93		96⅛	91½
2	Or Short L 6s	112⅞	112⅞	112⅞	−⅛	113¼	112
1	Or Short L 5s	109¼	109¼	109¼	−⅛	112	109¼
17	Or S L fdg 4s	93	93⅛	92⅞	+⅞	95¼	92
22	Ore Wash RR & Nav ref 4s	90¼	90	90¼	+¾	92¾	89½
1	Or R & C 1st 5s	99½	99½	99½	−⅛	100	99¼
55	Pac T&T ctf 5s	100⅜	100⅜	100⅜	−⅜	101¼	98¼
10	Pa 4s 1948	102¾	102¾	102¾	+¼	104⅛	102½
2	Pa R E 4s	100¼	100¼	100¼	+¼	102	100
92	Pa cv 3½s 1915	97	96⅞	97	+⅛	97⅞	96¼
28	P Gas & Coke fdg 5s	101½	101½	101½		102½	101⅞
5	Peo & E inc	40½	40½	40½	+¼	46¾	38
4	P C C & St L 3½s ser E	94⅞	94⅞	94⅞	+1⅜	94⅞	93⅛
11	P Lorillard 7s	121⅜	121¼	121¼	−¼	128¾	119
12	P Lorillard 5s	98¼	97⅞	98	+⅛	99½	89¾
43	PublicService Corp N J 5s	93⅛	92¾	93		94½	92⅜
7	Ray Con cn 6s	125	124½	124½	−½	130	112
55	Rdg gen 4s	96¼	96⅜	96¼		99¾	96½
39	Rep I & S af 5s	91⅞	91½	91⅞		93⅜	90⅜
9	StL & I Mt 5s	101	101	101		103⅜	102½
6	StL & I Mt 4s	78⅜	78⅜	78⅜	−⅜	83¾	77⅜
2	StL & Iron Mt Riv & Gif 4s	83	83	83	−⅜	84	82½
2	StL&SF gn 6s	118½	118½	118½	−¼	119⅞	118½
1	SL&SF SW 5s	99½	99½	99½			
19	StL&SF gn 5s 1927	84⅛	83¾	84⅛	−⅛	88½	83⅛
39	StL & SF fdg	78⅜	78¼	78¾	−⅛	81¾	77¾
2	StL S W 1st	90½	90½	90½	−¼	92½	90½
25	StLSWcon 4s	80¼	80½	80¼		84	79
1	SP M &