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DAILY FINANCIAL CALENDAR.

EX DIVIDEND.

Company and Term.	Stk.	Amt.
American Car and Foundry, quarterly	com	½
American Car and Foundry, quarterly	pfd	1¾

DIVIDENDS PAYABLE.

Reading, quarterly	1 pfd	1

FINANCIAL NEWS AND COMMENT

General Advance in Stocks Led by Union Pacific on Talk of Bonus.

COPPERS ARE LAGGARD

Market Freed From Immediate Crop Restraints—Tariff Uncertainty Ending.

Led by Union Pacific the stock market yesterday turned strong and active in the early dealings and, although there was an interval of comparative dulness and sag in midsession, the upward movement was renewed in the late trading and final priced industrials which scored sharp day. The close showed a large number of substantial gains ranging from 1 to 4 points, the leadership of Union Pacific being conspicuously supported by Southern Pacific, Atchison, Northern Pacific, Great Northern preferred, Reading and Lehigh Valley.

Industrial stocks were less prominent in the advance, possibly because the standard issues in that quarter had recently displayed more firmness than rails, but United States Steel rose against profit taking and there were many of the lower priced industrials which scored sharp gains. The copper issues were noticeable laggards. Possibly this was because they had been gaining ground extensively of late, but it was observed that although they dragged they yielded very little to realizing or to bearish pressure. Total transactions for the day marked a material expansion of business over prevailing volumes in the past fortnight. Europe again sold.

Short covering undoubtedly contributed largely to the movement of prices and increase of dealings, but there was an appearance of new buying excited by the same influences, which induced the retirement of bearish commitments. The way in which the market had held for several days in advance of Tuesday's crop reports had indicated possibilities of a forward movement when the worst was known about the agricultural situation for the time being. It needed only the overnight circulation of a definite statement that the Union Pacific shareholders would receive a substantial distribution from the proceeds of the Southern Pacific stock sale to cause buying of Union Pacific and the ease with which that stock went up was provocative of purchases elsewhere.

At the same time it was inferential that the technical position of the market made it still responsive to the removal of restraints on trading, and the fact that the September crop report was out of the way could be classed in the category of such relief. Perhaps an even more important release from restraint was suggested by the passage of the tariff bill through the Senate and the prospect that that before the end of the month the trade and industry would be free from uncertainty on account of this measure. In the meantime the week's budget of expected news was rounded out by the publication of the United States Steel Corporation's tonnage statement, showing a falling off of only 175,848 tons in unfilled orders last month.

Shrinkage of the corporation's forward business has been at a decreasing rate since last May, but this was a very pronounced sign of improvement in the ratio between production and bookings and was a contraction decidedly less than had been looked for. It was accompanied in trade comment by expressions of opinion that forward buying was active enough to afford assurances against any near at hand season of drastic price cutting. It should be noted, though, that the favorable implications of the steel statement were somewhat offset by the trade symptoms manifested in the report of idle equipment on the railroads at the beginning of the month. This showed during the last fortnight of August an increase of 3,881 in the net surplus of freight cars at a time when it is altogether seasonable for equipment to threaten a disturbing shortage.

There was nothing particularly new in the Union Pacific melon report. Its novelty consisted in the unqualified terms in which the rumor was mooted. For several weeks fairly definite intimations have been vouchsafed in Wall Street that the Union Pacific directors had under consideration the distribution of a portion of the company's surplus earnings which would be converted into cash by the subscription for the Southern Pacific stock offering. It was regarded yesterday as doubtful, however, if the directors at to-day's scheduled meeting would take any action in this matter. Nor, during the Stock Exchange session was any explicit information obtainable from official quarters as to just what sort of expectancy the financial community should maintain toward the disposition of the proceeds of the Southern Pacific stock sale. The Union Pacific preferred shares advanced sharply, apparently on the notion that they must perforce participate in any extra disbursement to the common stock.

It can hardly be pretended that the course of the stock market was a response to crop news or a reflection of the bearings of tariff change and other political developments on the basis of values. Whether or not the present action of securities signifies anything more than an adequate discounting of adverse factors during the first half of the year remains to be seen. The events in the field of general business, coinciding with and following the completion of tariff revision, may furnish some clues in this respect. In relation to the crops it did not appear yesterday that the agricultural markets were particularly inclined toward reaction, perhaps because of indications that September would work further impairment of the year's yields. Corn made a small net loss for the day and grains closed practically unchanged after early recessions.

There was no striking development in the money market, but it is worth recording that time funds are very lightly offered in Wall Street now and that the interior of the country is reporting rising rates. The Treasury is having small success in getting Mr. McAdoo's deposits into the Southern and Western banks for the sole reason that the Treasury went the wrong way about making its funds available for the country's needs. Such deposits can best be placed in the money market reservoirs, that is, at the leading financial centres.

SHORT TERM SECURITIES.

Security.	Rate.	Pay.	Due.	Bid.	Offer.	Yield
AmalCop	5	M-S	Mar. 15, 1915	98⅞	99¼	5.65
B&ORRCo.	5	J-D	July 1, 1914	99⅞	99⅞	5.33
B&MRRCo.	5	F-A	Feb. 8, 1914	98	99	6.17
B&MRRCo.	6	J-D	June 2, 1914	97¾	98¼	6.25
BklynRT	5	J-J	July 1, 1916	98	98½	5.90
ChesORy.	6%	J-D	June 1, 1914	99⅛	99⅜	6.28
Chi&WIRR	M-S	Sept. 1, 1915	98	98½	5.62	
ConGasNY	6	Feb. 2, 1914	100 1/16	100 3/16	4.95	
ErieRRCo	6	A-O	April 2, 1914	99 15/16	100 1/16	7.18
ErieRRCo.	5	A-O	Oct. 1, 1914	98¼	98½	5.81
ErieRRCo.	5	A-O	April 1, 1915	97⅞	97⅞	6.66
GenElecCo.	6	Varies	April 15, 1914	5.50	5.25	Dis.
IlCentR	4½	J-J	July 1, 1914	99 15/16	100⅛	5.00
IntCoNorRR	6	F-A	Aug. 1, 1914	99¾	99⅞	8.25
IntHarv	5	F-A	Feb. 15, 1915	98 15/16	99 1/16	5.28
LS&MSRR	4½	M-S	Mar. 15, 1914	98 3/16	98 5/16	5.60
MKTCRR	4½	M-S	Mar. 1, 1914	99 1/16	99 3/16	5.62
M&STRy	5	M-N	May 1, 1915	97 15/16	97 13/16	6.91
MoPacRy	5	J-D	June 1, 1914	99½	99¾	10.00
NYCoRRR	4½	M-S	Mar. 1, 1914	98⅞	99⅛	5.60
NYCoRRR	5	A-O	Apr. 21, 1914	99 15/16	99 31/16	5.13
NYCoRRRH	5	M-S	Sept. 15, 1914	99⅞	99⅞	5.37
NYCoRRRH	4½	M-N	May 1, 1915	98⅛	98⅜	5.08
NYNHaRR	3	J-D	Dec. 1, 1913	99¾	100	5.00
NYStateNotes	4	Varies	Feb. 2, 1914	4.85	4.70	basis
NoPacRR	3	J-J	July 2, 1914	100 1/16	100 3/16	5.08
NoPacCo	5	J-D	June 15, 1914	99½	99¾	5.00
NoRyCo	5	F-A	Feb. 1, 1916	98½	99	5.45
UnitedFt	6	M-N	May 1, 1917	100¾	101 1/16	5.80

NEW YORK STOCK EXCHANGE PRICES.

Railroad and Other Shares.

WEDNESDAY, SEPTEMBER 10, 1913.

Closing. Bid.	Closing. Ask.	Div. Rate.	Sales.		Opening.	High-est.	Low-est.	Last.	Net Change.
78	78⅛	6	21300	Amal Copper	78¼	78⅛	78	78	—⅛
28¼	28½	..	1000	Am Beet Sugar	27⅝	28⅞	27⅝	28	+⅛
46	47	4	1025	Am Ag Chem	43⅝	45⅝	43⅝	45⅝	+4⅜
34⅞	35	..	12600	Am Can	34⅛	35⅛	34⅛	35	+1
97	97⅛	7	1740	Am Can pf	96	98	96	97⅞	+2⅜
47⅛	47¾	2	600	Am Car & F	47⅝	47¾	47⅛	47¾	+⅛
36	37	..	200	Am Cities	36	36	36	36	—1½
44⅛	44¾	..	2700	Am Cotton Oil	43⅛	45¼	43⅛	44½	+1½
24	24⅛	..	500	Am Ice	23½	24	23½	24	+¾
9¼	9⅜	..	300	Am Linseed Co	9⅛	9⅛	9⅜	9⅜	—⅞
35½	36	..	250	Am Locomotive	35¼	35¾	35¼	35¾	+½
51½	53	6	100	Am Malt pf	51½	51½	51½	51½	+½
68½	68¾	4	3200	Am Smelting	68⅜	68⅞	68¼	68½	..
101⅛	101½	7	100	Am Smelting pf	101¼	101¼	101¼	101¼	+¼
31¼	32	2	100	Am Steel Found	31¼	31¼	31¼	31¼	—⅝
110	111	7	500	Am Sugar	110½	111	110½	111	+1
131¼	131¾	8	850	Am Tel & Tel	131⅜	131½	131¼	131¼	..
225	229	20	100	Am Tobacco	231	231	231	231	+1
38¾	38⅞	12	1800	Anaconda	38⅜	39	38⅜	38¾	+¼
96	96¼	6	7500	Atch, Top & S Fe	94⅝	96¼	94⅝	96¼	+1⅜
96½	96¾	5	100	Atch, Top & S Fe pf	96½	96½	96½	96½	—¼
121	122	7	200	At Coast Line	121	121⅛	121	121¼	+¾
96⅛	96⅞	6	500	Balt & Ohio	96⅞	96⅞	96½	96½	+⅛
36⅝	36¾	..	1500	Bethlehem Steel	36	36¾	36	36½	+1½
72¾	74	5	200	Bethlehem Steel pf	72¾	74	72¾	74	+1
28½	29	4	550	B F Goodrich	29	29	28⅞	29	+½
88⅞	90	7	500	B F Goodrich pf	90	90	90	90	+1⅝
88⅝	89	6	3600	Bklyn Rap Tran	88½	89⅛	88¼	88¾	+⅝
127	130	6	100	Bklyn Union Gas	127	127	127	127	—1
25¾	26	..	1300	Cal Pet	26⅛	26¼	25½	26	—⅛
64½	65¼	7	100	Cal Pet pf	65⅛	65⅛	65⅛	65⅛	..
222	222¾	10	4900	Can Pacific	221½	222¾	221½	222¼	+1⅝
217⅞	218⅛	..	400	Can Pacific 4 pd	216⅞	217⅞	216⅞	217⅞	+2¾
24	24¼	..	900	Cen Leather	23½	24¼	23½	24	+1¼
92½	94½	7	100	Cen Leather pf ex div	92¾	92¾	92¾	92¾	..
58⅜	58¾	4	600	Ches & Ohio	58	58½	58	58½	+⅛
17⅝	25	..	100	Chi & Alton pf	24½	24½	24½	24½	+7¼
128	128⅝	7	100	Chi & Northwest	128¼	128¼	128¼	128¼	+¾
106	106¼	5	4900	Ch, Mil & St Paul	105⅜	106¼	105⅜	106¼	+½
43⅞	44⅛	60	6900	Chino Copper	43⅛	44⅝	43⅛	44	+⅛
32⅞	33	..	4800	Col Fuel & Iron	31¼	33¼	31¼	32⅞	+1⅞
132⅜	133	6	600	Cons Gas	132¼	133	132¼	133	+1
11¼	11½	..	1700	Corn Prod	11⅛	11½	11¼	11⅜	+⅛
68	78	5	100	Corn Prod pf	68	68	68	68	+1½
158	160½	9	100	Delaware & Hud	160⅛	160⅛	160⅛	160⅛	+⅛
72	76	6	100	Det United Ry	73¼	73¼	73¼	73¼	+3½
12½	13	..	600	Distillers Sec	12⅞	12⅞	12⅝	12⅝	+¼
29	29⅛	..	3000	Erie	28½	29	28½	29	+½
46½	47	..	100	Erie 1st pf	46¾	46¾	46¾	46¾	+½
36½	37⅜	..	100	Erie 2d pf	37	37	37	37	..
94	95	6	300	F W Woolworth	94¾	94¾	94¼	94¼	+¼
105	107½	6	120	Gen Chem Co pf	105	105	105	105	+1
35	36	..	100	Gen Motor	35¼	35¼	35¼	35¼	—2¼
79	81	7	200	Gen Motor pf	81	81	81	81	+1
127⅝	127⅞	7	1600	Great Nor pf	126½	127¾	126½	127¾	+1¾
34	35	..	200	Great Nor Ore ctfs	34½	34½	34½	34½	+¼
47¾	48¼	12	200	Guggenheim	48⅛	48⅛	48	48	..
114	116	7	20	Harvester N J pf	116	116	116	116	..
110	111	5	1250	Illinois Central	109	110	109	110	+1½
15⅝	15⅞	..	400	Inspiration Con	15¾	15⅞	15¾	15¾	..
7	10	..	200	Int Pump	6⅝	6¾	6⅝	6⅝	+½
23½	30	..	100	Int Pump pf	23⅛	23⅛	23⅛	23⅛	—4⅞
15⅞	16⅛	..	3100	Inter-Met	15⅞	16¼	15⅞	15⅞	—⅛
62¼	62½	..	9000	Inter-Met pf	62	62⅞	61¾	62½	+¾
97	106	7	350	J I C Mch Co pf	97⅞	97⅞	97⅛	97⅛	—1⅜
26½	27	..	1300	Kan City South	25	26½	25	26½	+1½
58½	60	4	150	Kan City South pf	58	58	58	58	—2
98	103	7	100	Laclede Gas	98	98	98	98	+1½
154½	155	10	1400	Lehigh Valley	154⅜	155	154⅜	155	+1⅛
35	35⅞	..	200	Loose Wiles Bis	34½	34⅞	34½	34⅞	+1⅝
135½	136½	7	100	Louisville & Nash	136	136	136	136	+¼
68½	68½	4	100	Mackay Cos pf	68	68	68	68	..
130	132	7	100	Manhattan El	130	130	130	130	..
69½	70	6	1600	Mex Pet	70	70	68¾	70	..
24	24¼	40	2250	Miami Copper	24⅜	24½	24⅛	24⅛	—⅛
14½	16	..	50	Minn & St Louis	14½	14½	14½	14½	..
135⅞	137	7	325	Minn, St P & S S M	135	135⅞	135	135⅞	..
22½	22¾	..	1000	Mo, Kan & Texas	22	22¾	22	22¾	+⅜
30⅛	30¼	..	1300	Missouri Pacific	30	30¼	30	30¼	+½
105½	107½	7	20	Nat Lead pf	107½	107½	107½	107½	..
14⅛	14¾	..	310	Nat E & S	14½	14¾	14¼	14¼	..
82	86	7	35	Nat E & S pf	84¾	84¾	84¾	84¾	..
17½	17¾	30	2500	Nevada Con	17⅛	17¾	17¼	17¾	+⅝
96⅝	97¼	5	1700	New York Central	96⅝	97¼	96¼	97⅛	+1⅛
90⅝	91	6	2315	N Y, N H & H	90¼	90½	90	90½	..
29¼	30	..	500	N Y, Ont & W	29⅛	30⅛	29⅛	30⅛	+⅞
105	105½	6	150	Norfolk & West	105⅜	105⅜	105⅜	105⅜	..
72¾	74	5	100	No American Co	72⅜	72⅜	72¾	72¾	+¾
112¾	113	7	2300	Northern Pacific	111½	112¾	111½	112¾	+1½
112⅝	112⅞	6	2250	Penn R R	112¼	112⅝	112¼	112⅝	+½
125¼	125⅜	7	5250	Peoples Gas	124⅛	125½	124⅛	125	+1
87	89	5	300	Pitts, C C & St L	88	88	87½	87½	—½
19⅝	20	..	200	Pitts Coal	19½	19⅞	19½	19⅞	+⅜
85	86	5	600	Pitts Coal pf	85	85	84¾	85	+½
28½	28¾	..	1000	Pressed Steel Car	28⅜	28¾	28⅜	28½	+⅜
97	99	7	100	Pressed Steel Car pf	97	97	97	97	+1
151	151¾	8	100	Pullman Pal Car Co	151¼	151⅛	151⅛	151⅛	—⅜
20½	20⅝	15	3100	Ray Cons Copper	20⅛	20¾	20⅛	20⅝	+¼
27	27½	2	500	Rwy Steel Spring	27¼	27½	27¼	27½	+½
24	24¾	7	4000	Republic Steel	24¼	24½	24	24½	+⅞
88	90	7	300	Republic Steel pf	89½	89⅝	89½	89⅝	+1⅝
161⅝	161¾	8	38900	Reading	160½	161¾	160⅛	161¾	+1½
86	88¼	4	150	Reading 2d pf	88⅛	88⅛	88⅛	88⅛	—⅛
17⅜	17½	..	1000	Rock Island	17	17⅜	17	17⅜	+¾
27⅛	27½	..	510	Rock Island pf	26⅞	27¼	26⅞	27¼	+½
53	54	..	100	Rumely pf	53	53	53	53	+1½
181⅛	199	7	100	Sears-Roebuck	181	181	181	181	+1⅞
30	32	..	100	Sloss-Sheffield	30½	30½	30½	30½	+½
76½	80	..	100	S S Kresge	75⅛	75⅛	75⅛	75⅛	—⅞
99⅞	100	7	100	S S Kresge pf	100	100	100	100	..
..	25	..	100	St Louis Southwestn	25	25	25	25	..
92⅛	92⅝	6	32370	Southern Pacific	90½	92¼	90½	92¼	+1¾
96⅜	96⅝	..	9021	Southern Pacific ct	95	96⅝	95	96⅝	+1¾
96	96½	..	650	Southern Pacific 1 pd	95⅜	96	95	96	+1¼
24⅝	24⅝	..	700	Southern Rwy Co	24½	24⅝	24½	24⅝	+⅜
80	81	5	400	Southern Rwy Co pf	80	80	80	80	+½
32	33	2	75	Standard Milling Co	33	33	33	33	..
22	25	..	150	Studebaker	22	22	22	22	—⅛
79	84	7	300	Studebaker pf	80	80	80	80	—2
33⅞	34	12	1200	Tenn Copper ex div	34	34	33⅞	33⅞	+¼
120¼	120¾	7	300	Texas Co	120⅝	120¾	120⅝	120¾	..
38⅝	38¾	..	1600	Third Av R R	38	38⅞	38	38⅝	+½
107	107½	6	100	Twin City R T	107½	107½	107½	107½	+1½
155	155⅛	10	63100	Union Pacific	151¾	155⅛	151¾	155⅛	+4¼
85½	85¾	4	2500	Union Pacific pf	82¼	86	82¼	85½	+3¾
21	23	..	100	Un Ry Inv	22	22	22	22	..
65	67	5	100	U S Rlty & Imp	66	66	66	66	..
62½	62¾	6	1600	U S Rubber	61	62¾	61	62½	+1½
106½	107	8	200	U S Rubber 1st pf	106¼	106½	106¼	106½	+⅝
64	64⅛	5	44600	U S Steel	63⅝	64⅛	63⅝	64⅛	+⅞
109	109⅝	7	1400	U S Steel pf	108¾	109½	108¾	109⅝	+¾
55⅝	55⅞	30	4300	Utah Copper	55¼	56⅛	55¼	55⅝	—⅛
29	29½	3	3000	Va-Carolina Chem	28	30¾	28	29¾	+2⅛
100	108	8	100	Va-Carolina Chm pf	100	100	100	100	..
4⅛	4½	..	100	Wabash	4⅜	4⅜	4⅜	4⅜	+⅛
72½	72⅞	4	900	Westinghouse Elec	71½	72½	71½	72½	+⅝
47¼	47½	..	400	Wis Central	46¾	47½	46¾	47½	+⅝

Total sales to-day, 359,550 shares.

NOTE.—Where a "c" follows a quotation it indicates a bid or offer for 10 shares.

BID AND ASKED PRICES.

Closing prices of stocks in which there were no transactions yesterday:

	Bid.	Asked.		Bid.	Asked.		Bid.	Asked.		Bid.	Asked.
Adams Ex	122	135	Col & So	29	30	MayDS pf	99¾	101	SeaboardAL	17¾	19
AllsChal&pd.	7	7½	Col&So 1pf	65	66	MerMarine	3¾	4	SeabAL pf	44¼	44½
AlChal pf&pd	16	18	Col&So 2pf	60	70	MerMar pf	15¾	17¾	Sears-R pf	119½	—
AAgChm pf	93	94	Crex Carpet	65	82	MexPet pf	—	90	Sloss-Sh pf	86	91
A B Shoe	91⅞	93	CubASug pf	—	84	MichCen	—	190	SoPRSugar	—	65
A B Shoe pf	132⅞	133	Del L&W	400	410¾	M&StL pf	36	40	SoPRSug pf	—	105
A H Sug pf	72	80	Denv Co pf	95¼	99½	MSP&SS M pf	65¼	77	SoRyM&O	65¼	77
ACarFdl pf	115½	116½	DesM&FtD	1½	5	MSP&SS M.L.	140	150	StandM pf	62	64¾
AmCities pf	63	65	Den & RG	19	22	MSP&SS M.L.	77½	84	Tex & Pac	15	16
Am Coal	75	100	Den&RG pf	33	35½	MK&Tex pf	57	58	Tex&Pac pf	—	100
AmCoal Pr	83c	85c	Det & Mack	85	—	NC&StL	135	145	TolSt L&W	10¾	11
ACoalPr pf	100	105	Det&Mpf	85	—	NatBisc pf	125½	128½	TolSt L&W pf	23¼	24
A Cot Oil pf	96	98	DulSS&A	5½	7	NatLib pf	116½	120½	Underwood	86½	93½
Am Express	119	121	DulSS&A pf	10¾	12½	Nat Lead	48¼	50	Underw pf	105	—
Am Hide & L	4	4½	FedMin&S	11	14	NRyMex1pf	36	45	UnBag&P	5	5½
AHide&L pf	21½	24	FM&S pf	37½	42	NRyMex2pf	15½	15¾	Unit&G pf	23	26½
A Lins Oil pf	23	27	FWoolw pf	111	113	NewCenCo	40	60	UncigMCo	41	47
Am Loco pf	102	105	GWElme	150	180	NYAirBrake	85	90	UncigM pf	95	103
Am Malt	8	9	GWElme pf	105	115	NYC&StL	55	58	UnDrygds	88	92½
ASm&RfpfB	83	85	GenChCo	175c	188	NYDock	10	20	UnDryG pf	98	100
Am Snuff	155	168	GenElec	144	145	NYDock pf	30	40½	USCastIP	10	15
Am Snuff pf	100	102	Gold&Stock	112	—	NOG&M pf	—	25	USCIPpf	17½	40
AmSugR pf	113½	116	GtNpf 60pd	125	128	NorNat	40¼	47½	USInAlcoh	28	30
ATel&Cable	56	66	Havana	82	85c	NorW pf	80¼	86	USInAlpf	83	90
AmTob pf n.101		101½	Havana pf	93	94¾	NOO&T	58¾	63	USExpress	41	48
Am Wool Co	18½	21	HarvN	108	109	NWTel	—	120	USRub 2pf	75	82
AWoolCo pf	79	80½	HarvCorp	107	108	OntSilvM	2½	3	Vandalia R	—	85⅛
Am Writ Pap	16	17	HarCor pf	113⅞	115	PabBrew pf	100	110	VaIronC&C	39	45
Ann Abor	10	25	HomesMin	104	107	PacCoast	76	95	VaR&P	32	33½
Ann Arb pf	35	65	IntAgr	4	9	PacG1pf	75	95	VaR&P pf	92	—
AssetNtCo	87	90	IntAgr pf	—	50	PacG2pf	78	100	Vulcan	11¼	17
BaldwinL	44⅞	45½	IntPaper	9	10	PacMail	21	22	Vulcan pf	48	57
BaldwinL pf	104	105⅛	IntPaper pf	36	37	PacT&T	27¼	29¼	Wabash pf	12	12¾
Balti & O pf	81	82	Ingersoll-R	120	—	Pat&T pf	90	98	WellsFarEx	87	90
Batopilas	1⅛	1¼	Inger-R pf	95	—	PettibM	20	30	WMaryland	30½	41
Brunswick T	8	8¾	IowaCen	7	10	PettibM pf	80	97⅛	WMaryl 5s	55	70
Buff R&P	97	110	IowaCen pf	15	30	PeopGE	9	14	Wes Union	67½	68
Buff R&P pf	115	150	JKayser 1pf	102	—	PCC&StL pf	100	110	Westngh A B	260	—
Butterick Co	26	27	JKayser 2pf	62	—	PhelpsD	192⅛	—	Westngh pf	114	119
Can Southn	—	60	KCFS&M pf	58½	65	PhillCo	85	90	WeymanHC	240	300
CCoal&Coke	—	87	KeoD&M	7	9	PiedBiel pf	92½	95¼	WeymB pf	112	120
CenRRofNJ	285	300	KeoD&M pf	45	—	PubServC	109½	—	WheelL&E	5	6
Cen&SATel	106c	106c	LackSteel	38	40	Quicksilver	2	2¾	W&ELpf	18	22
Ch & Alt	10	20	LErie&W	7½	10	QuicksilP	3¾	4½	W&LE2pf	9	11
ChI Gt West	13½	14	LE&W pf	20	25	RyStl&Sp	92	97			
ChIGtW pf	28¾	30	LakeShore	85	95c	RitRecur	—	78			
ChI&L pf	50	80	Lig&MTCo	212	215	RoadIpf	80	90			
ChMil&StPpf	183	183½	LorMTCo pf	113	115	RumelyCo	21	22			
Chi&NW pf	170	182	LorillardCo	161	167	StJ&KCL	5¾	5½			
ChStP&O	120	123	LorillardCo pf	111	114	StJ&KCL pf	15	24			
ChSP&O pf	130	140	LWiles1pf	98	100	StL&SF pf	9½	10			
CCC&StL	36	41	LWiles2pf	85	100	SL&SFC2n	20	50*			
CCC&StL pf	80	75	MarlayCos	83	88	StLSwPpf	58	65			
ColFdl pf	—	100	MayDStores	67½	67¼						

Live Stock Market.

WEDNESDAY, September 10.

Receipts of beeves were 2,287 head, including 54 cars for the market.