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# FINANCIAL NEWS AND COMMENT

**Another Negative Session in the Market—Trading Professional.**

**STEEL ORDERS INCREASE**

**Announcement of Southern Pacific 5 Per Cent. Bonds Convertible at Par.**

For several days the stock market has presented an increasing resemblance to the markets of two months or more ago, when prices were on a materially lower level. Dealings have been very professional throughout the general list, relieved by evidences of special transactions in particular descriptions. Quoted values have been in a more or less reactionary stage for about ten days without marks of a well defined trend or tendency. Quiet resistance has been offered to unsettling activities or to disturbing information, but the optimistic impulses of January have been at least temporarily exhausted, while there has been no appearance of aggressive operations for the fall. Yesterday's session was about as negative as any in some time. On the whole the list averaged a little lower at the close, and during the greater part of the day the market had an inert and rather heavy aspect, although, because of a certain amount of animation in the forenoon, dealings expanded moderately over Monday's scale of trading.

A hardening movement in the afternoon which seemed to be owing to short covering by restless traders followed some display of weakness in the morning which was inaugurated by foreign selling orders. It was then that the principal features of the session were provided. Denver and Rio Grande common broke sharply and there was a further display of weakness in the International Mercantile Marine securities. These manifestations were the sequel to some heavy selling in London for Holland, which was reported to have become uneasy over the Rock Island collapse after the other unpleasant experiences that it had had in recent months with the speculative American securities to which Dutch fancy runs. When international transactions were suspended prices proceeded to rally slightly.

Some impulses in that direction were provided by the upturn in Rock Island stocks and bonds, which seemed to be attributable to the intimations that a receivership was not contemplated in the process of reorganizing Rock Island affairs. Various rumors were current purporting to denote the outlines of reorganization, a good many of which dodged the obvious probability that a status could be preserved for the Rock Island company shares only by subjecting them to a heavy assessment for the benefit of the underlying railroad, which is a property of historic merit. The announcement of the terms of the Southern Pacific bond issue, an offering at par of $55,000,000 of 5 per cent. twenty year debentures convertible into stock at par, had no unfavorable effects, although it is clear that a rather high price for long term capital is thereby fixed for the early stages of what is commonly supposed to be a cheap money market. Dealings in the new Southern Pacific bonds began in the curb market around 103, and the rights were quoted at ½. The low conversion price seemed to be regarded by Wall Street as a rather novel display of generosity toward the shareholders.

The United States Steel Corporation's report of unfilled orders on hand at the end of January disclosed an increase of 331,372 tons during the month. This brought forward business above the amount on the corporation's books at the end of last October, and the increase was the first reported in more than a year. The exhibit had been discounted by advance estimates, but it is a gratifying token of improving tendencies in general business, of which there have been and are other signs, although the steel buying movement indicated last month was not as heavy as those which at previous seasons of depression in the corporation's history have signalized the turn of the tide. There was no change in local money conditions and very little life in either money or exchange. It was noted, however, that abroad there was keen inquiry for gold with which to build up bank reserves, and the European continent obtained at a premium most of London's weekly consignment of the metal from South Africa.

## STANDARD OIL STOCKS.

| | Yesterday. Bid. | Asked. | Monday. Bid. | Asked. |
|---|---|---|---|---|
| Atlantic Refining | 695 | 705 | 715 | 730 |
| Borne-Scrymser | 300 | 325 | 300 | 325 |
| Buckeye Pipe Line | 165 | 170 | 165 | 170 |
| Chesebrough Mfg | 670 | 680 | 670 | 680 |
| Colonial Oil Co | 110 | 125 | 110 | 125 |
| Continental Oil | 215 | 225 | 220 | 225 |
| Crescent Pipe Line | 57 | 60 | 57 | 60 |
| Cumberland Pipe Line | 60 | 65 | 60 | 64 |
| Eureka Pipe Line | 300 | 310 | 305 | 315 |
| Galena Signal Oil Co | 184 | 188 | 187 | 192 |
| Galena Signal Oil Co pf | 136 | 140 | 135 | 140 |
| Indiana Pipe Line | 125 | 130 | 130 | 135 |
| National Transit | 42 | 44 | 42 | 44 |
| New York Transit | 300 | 308 | 300 | 310 |
| Northern Pipe Line | 113 | 118 | 115 | 120 |
| Ohio Oil | 159 | 161 | 150 | 152 |
| Pierce Oil Corp | 98 | 103 | 100 | 105 |
| Prairie Oil & Gas | 490 | 495 | 495 | 505 |
| Solar Refining | 345 | 355 | 355 | 375 |
| Southern Pipe Line | 245 | 250 | 246 | 250 |
| South Penn. Oil Co | 308 | 318 | 320 | 330 |
| South Penn. Pipe Line | 150 | 155 | 145 | 155 |
| Standard Oil of Calif | 300 | 305 | 297 | 302 |
| Standard Oil of Ind | 500 | 505 | 495 | 505 |
| Standard Oil of Kan | 470 | 480 | 470 | 480 |
| Standard Oil of Ky | 265 | 270 | 265 | 275 |
| Standard Oil of Neb | 440 | 460 | 465 | 480 |
| Standard Oil of N Y | 180 | 183 | 182 | 185 |
| Standard Oil of Ohio | 400 | 410 | 400 | 425 |
| Swan & Finch Co | 370 | 385 | 265 | 285 |
| Union Tank | 98 | 102 | 99 | 102 |
| Vacuum Oil | 205 | 210 | 205 | 214 |
| Washington Oil | 60 | 65 | 58 | 64 |
| Waters-Pierce | 3400 | — | 3300 | — |
| Anglo-American | 16 | 16½ | 17 | 17½ |
| Standard Oil of N J | 412 | 417 | 420 | 424 |
| Subsidiaries en bloc | 940 | — | 970 | — |
| Standard Oil old "Allon" | 1352 | — | 1300 | — |

## RAILROAD EARNINGS.

American Railways:

| | 1914. | Changes. |
|---|---|---|
| Month of Jan | $426,850 Inc. | $24,768 |
| From July 1 | 3,304,830 Inc. | 250,257 |
| Seaboard Air Line: | | |
| Fourth week Jan. | $658,723 Dec. | $4,779 |
| Month | 2,130,512 Dec. | 33,995 |
| From July 1 | 14,410,181 Inc. | 590,401 |
| Havana Electric Railway, Light and Power: | | |
| Week Feb. 3 | $57,084 Inc. | $1,065 |
| From Jan. 1 | 317,865 Inc. | 3,233 |
| Midland Valley: | | |
| Month of Jan | $129,252 Inc. | $12,968 |
| From July 1 | 1,038,723 Inc. | 109,167 |

### Live Stock Market.

TUESDAY, February 10.

Receipts of beeves were 649 head, including 3 cars for the market. No trading to speak of in live cattle. The feeling was steady to strong. Dressed in fair demand at 12@14c. per lb. for city dressed native sides. Exports to-morrow 27 beeves, 10 sheep and 10 hogs, all to Bermuda.

Receipts of calves were 308 head, all for the market. Prices were full steady for all sorts and grades of live calves. Common to prime veals sold at $9@$12.75 per 100 lb.; culls at $7.50@$8; yearlings at $4@$5.50; barnyard calves at $6. Dressed calves firm at 16@19½c. per lb. for city dressed veals and 12@16½c. for country dressed.

Receipts of sheep and lambs were 1,528 head, all for slaughterers. There was no trade in either sheep or lambs. The feeling was firm. Dressed mutton was firm at 8½@11c. per lb.; dressed lambs at 12@14c.; hog dressed 15c.; country dressed hothouse lambs unchanged at $6@$8 per carcass.

Receipts of hogs were 4,986 head, all for slaughterers. Feeling steady for all weights. Country dressed hogs steady at 8@12c. per lb.

## NEW YORK STOCK EXCHANGE PRICES.

### Railroad and Other Shares.

TUESDAY, FEBRUARY 10, 1914.

| Closing Bid. | Closing Ask. | Div. Rate. | Sales. | | Opening. | Highest. | Lowest. | Last. | Net Change. |
|---|---|---|---|---|---|---|---|---|---|
| 22⅝ | 22⅞ | .. | 100 | Alaska G M | 22½ | 22½ | 22½ | 22½ | —1⅛ |
| 12⅞ | 13 | .. | 500 | Allis-Chalmers | 12½ | 12⅞ | 12⅝ | 12⅞ | +¼ |
| 76¼ | 76½ | 6 | 18750 | Amal Copper | 76½ | 76⅝ | 76 | 76⅝ | —⅛ |
| 25 | 25½ | .. | 1000 | Am Beet Sugar | 24½ | 25¼ | 24½ | 25⅛ | —1⅛ |
| 53 | 54 | 4 | 100 | Am Ag Chem | 53 | 53 | 53 | 53 | —1 |
| 95 | 95¾ | 6 | 100 | Am Ag Chem pf | 96 | 96 | 96 | 96 | —⅛ |
| 141 | 143 | 8 | 100 | Am Brake Shoe pf | 142 | 142 | 142 | 142 | +1 |
| 30½ | 30¾ | .. | 8800 | Am Can | 31 | 31 | 30⅛ | 30⅝ | —⅛ |
| 92 | 92¾ | 7 | 500 | Am Can pf | 92½ | 92⅝ | 92½ | 92½ | —½ |
| 51¼ | 51¾ | 2 | 900 | Am Car & F | 51 | 51½ | 51 | 51¼ | —1 |
| 22¾ | 23½ | .. | 100 | Am H & Leather pf | 22⅝ | 22⅝ | 22⅝ | 22⅝ | —1½ |
| 27 | 27½ | .. | 300 | Am Ice | 27 | 27 | 26⅝ | 26⅝ | —⅜ |
| 34⅝ | 34⅞ | .. | 300 | Am Loco | 34½ | 34½ | 34½ | 34½ | —¼ |
| 68⅝ | 69⅛ | 3 | 700 | Am Smelting | 68½ | 68⅝ | 68½ | 68⅞ | —¼ |
| 104¼ | 104⅜ | 7 | 600 | Am Smelting pf | 103⅞ | 104⅛ | 102⅞ | 104 | +¾ |
| 164 | 165 | 12 | 300 | Am Snuff | 165 | 166 | 165 | 166 | —1¾ |
| 106½ | 107 | 7 | 600 | Am Sugar | 106½ | 106½ | 105½ | 106½ | —½ |
| 57 | 64 | 5 | 100 | Am Tel & Cable | 59 | 59 | 59 | 59 | —1 |
| 119½ | 120 | 8 | 4000 | Am Tel & Tel | 121 | 121 | 119⅞ | 119⅞ | —1⅛ |
| 104½ | 105 | 6 | 68 | Am Tobacco pf n | 104½ | 104½ | 104½ | 104½ | .. |
| 80 | 81 | 7 | 300 | Am Woolen pf | 81⅞ | 81⅞ | 81 | 81 | —1¾ |
| 14 | 16½ | .. | 40 | Am Writing P pf | 15 | 15 | 15 | 15 | .. |
| 37 | 37¼ | 12 | 700 | Anaconda | 37⅛ | 37⅛ | 37 | 37 | —⅝ |
| 25 | 30 | .. | 200 | Assets Realization | 26½ | 26½ | 26 | 26 | +½ |
| 98¼ | 98½ | 6 | 1300 | Atch, Top & S Fe | 98¼ | 98⅜ | 98⅛ | 98⅛ | .. |
| 101 | 102 | 5 | 100 | Atch, Top & S Fe pf | 101⅝ | 101⅝ | 101⅝ | 101⅝ | .. |
| 124½ | 125 | 7 | 450 | At Coast Line | 125 | 125 | 125 | 125 | +½ |
| .. | .. | 8 | 15 | Bank of Commerce | 182⅛ | 182½ | 182½ | 182½ | .. |
| 92 | 92¼ | 6 | 5200 | B & O | 92⅛ | 92½ | 91⅝ | 92¼ | —⅛ |
| 81 | 83 | 4 | 100 | B & O pf | 81¼ | 81¼ | 81¼ | 81¼ | —¼ |
| 1¼ | 1⅝ | .. | 100 | Batopilas | 1¼ | 1¼ | 1¼ | 1¼ | +¼ |
| 36 | 37 | .. | 200 | Bethlehem Steel | 36¼ | 36¼ | 36 | 36¼ | +½ |
| 76½ | 77 | 5 | 200 | Bethlehem Steel pf | 76½ | 76½ | 76½ | 76½ | .. |
| 24 | 24½ | .. | 1100 | B F Goodrich | 24⅛ | 24½ | 23½ | 24½ | .. |
| 90⅝ | 91 | 7 | 200 | B F Goodrich pf | 90¼ | 90¼ | 90 | 90 | —¼ |
| 91⅜ | 91½ | 8 | 610 | Bklyn Rap Tran | 91¼ | 91⅜ | 91¼ | 91⅜ | —⅛ |
| 28⅝ | 29 | .. | 500 | Cal Pet | 28⅝ | 28⅞ | 28 | 28⅞ | —⅛ |
| 64⅝ | 67½ | .. | 250 | Cal Pet pf | 66 | 66 | 65½ | 65½ | —½ |
| 216⅛ | 216½ | 10 | 4000 | Can Pacific | 216½ | 216⅝ | 216 | 216¼ | —1¼ |
| 30¼ | 30½ | 2 | 1500 | Cen Leather | 30½ | 30⅝ | 30¼ | 30⅜ | —⅛ |
| 65 | 65½ | 4 | 700 | C & O | 65 | 65 | 64⅞ | 65 | —½ |
| 135 | 136 | 7 | 100 | Chi & Northwest | 135⅞ | 135⅞ | 135⅞ | 135⅞ | —⅛ |
| 13½ | 13¾ | .. | 100 | Chi Gt West | 13½ | 13½ | 13½ | 13½ | —⅛ |
| 102⅝ | 103 | 5 | 2050 | C M & St P | 103 | 103¼ | 102½ | 102⅝ | —⅜ |
| 42⅞ | 43 | 60 | 3300 | Chino Copper | 43 | 43 | 42⅝ | 43 | .. |
| 33 | 33½ | .. | 900 | Col F & I | 33¼ | 33½ | 33⅛ | 33½ | —¼ |
| 27 | 28 | 1 | 200 | Col & Southern | 27 | 27 | 27 | 27 | —½ |
| .. | .. | .. | 600 | Comstock | 8 | 8 | 8 | 8 | —2 |
| 135¾ | 136 | 6 | 800 | Con Gas | 135½ | 136 | 135½ | 136 | .. |
| 12¼ | 12¾ | .. | 1000 | Corn Products | 12¼ | 12¼ | 12 | 12¼ | .. |
| 69½ | 71 | 5 | 100 | Corn Products pf | 69½ | 69½ | 69½ | 69½ | —2½ |
| 157 | 158 | 9 | 100 | Del & Hud | 157½ | 157½ | 157½ | 157½ | —1 |
| 392 | 398 | 10 | 200 | Del, L & W | 398 | 398 | 397 | 397 | —2 |
| 12 | 14¾ | .. | 300 | Denv & R G | 14¾ | 14¾ | 14 | 14 | —2½ |
| 25 | 25½ | .. | 500 | Denv & R G pf | 25¼ | 25½ | 25 | 25 | —½ |
| 18¾ | 19 | .. | 500 | Distillers Sec | 18¾ | 18⅞ | 18½ | 18⅞ | +⅜ |
| 30⅝ | 30¾ | .. | 3300 | Erie | 30½ | 30⅞ | 30½ | 30⅝ | .. |
| 47½ | 48 | .. | 600 | Erie 1st pf | 47½ | 47½ | 47⅜ | 47½ | —½ |
| 108 | 108½ | 6 | 20 | Gen Chem Co pf | 108½ | 108½ | 108½ | 108½ | .. |
| 56⅝ | 57 | .. | 900 | Gen Motor | 57 | 57 | 56½ | 57 | .. |
| 131¾ | 132 | 7 | 2600 | Gt Nor pf | 131⅛ | 132 | 131⅛ | 131⅞ | —⅛ |
| 36⅝ | 38 | .. | 100 | Gt Nor Ore ctfs | 36½ | 36½ | 36½ | 36½ | .. |
| 131¼ | 133 | .. | 100 | Gt Nor full paid | 131¼ | 131¼ | 131¼ | 131¼ | +⅝ |
| 50⅝ | 50⅞ | 12 | 800 | Guggenheim | 50½ | 50¾ | 50⅛ | 50⅝ | —⅛ |
| 108 | 110 | 5 | 100 | Harvester N J | 109¼ | 109¼ | 109¼ | 109¼ | +¼ |
| 126 | .. | 8 | 100 | Hocking Valley | 127 | 127 | 127 | 127 | .. |
| 110½ | 113½ | 5 | 160 | Ill Central | 110¼ | 110¼ | 110¼ | 110¼ | .. |
| 17¼ | 17½ | .. | 300 | Inspiration Con | 17½ | 17½ | 17¼ | 17¼ | —¼ |
| 38 | 40 | 2 | 300 | Int Paper pf | 38 | 38 | 38 | 38 | +¾ |
| 15⅝ | 15⅝ | .. | 400 | Inter-Met | 15½ | 15½ | 15⅜ | 15⅜ | —⅛ |
| 61 | 61½ | .. | 900 | Inter-Met pf | 61¼ | 61¼ | 60⅞ | 61 | —⅜ |
| 25⅝ | 26 | .. | 500 | Kan City Sou | 26 | 26 | 25⅝ | 25⅝ | —¾ |
| 38⅜ | 38⅞ | .. | 100 | Lack Steel | 38⅜ | 38⅜ | 38⅜ | 38⅜ | —¼ |
| 8 | 8 | .. | 150 | Lake Erie & West | 8⅜ | 8⅜ | 8⅜ | 8⅜ | .. |
| 117¼ | 122 | 7 | 175 | Liggett & Myers pf | 117 | 117 | 117 | 117 | .. |
| 150½ | 151 | 10 | 10800 | Lehigh Valley | 150⅜ | 151¼ | 149⅝ | 150⅜ | .. |
| 113 | 114 | 7 | 25 | Lorillard pf | 114 | 114 | 114 | 114 | .. |
| 136½ | 137½ | 7 | 100 | L & N | 136½ | 136½ | 136½ | 136½ | —1½ |
| 2⅝ | 2⅞ | .. | 200 | Marine | 2¼ | 2¼ | 2¼ | 2¼ | .. |
| 9¼ | 9⅞ | .. | 400 | Marine pf | 9 | 9 | 8½ | 9 | —1¾ |
| 65½ | 66½ | 5 | 300 | Mays Dept Stores | 67 | 67 | 66 | 66 | —1 |
| 72 | 73 | .. | 12300 | Mex Pet | 73 | 73¼ | 71 | 71 | —2 |
| 23 | 23¼ | 40 | 600 | Miami Copper | 23¼ | 23¼ | 23 | 23 | —½ |
| 134½ | 135½ | 7 | 100 | Minn, St P & S S M | 134½ | 134½ | 134½ | 134½ | .. |
| 21¼ | 21⅝ | .. | 1600 | Mo, K & T | 21⅜ | 21⅜ | 21½ | 21½ | —1¼ |
| 26⅝ | 26⅝ | .. | 2400 | Mo Pacific | 26 | 26⅜ | 25⅞ | 26⅝ | +½ |
| 106⅞ | 109 | 7 | 60 | Nat Lead pf | 108 | 108 | 108 | 108 | .. |
| 11⅝ | 11⅞ | .. | 400 | Nat R R Mex 2d pf | 12 | 12 | 11⅞ | 11⅞ | —⅜ |
| 16¼ | 16⅝ | 30 | 400 | Nevada Con | 16⅜ | 16⅜ | 16⅛ | 16⅛ | —⅝ |
| 90 | 90½ | 5 | 8100 | N Y Central | 89¼ | 90⅜ | 89¼ | 90 | —⅜ |
| 36 | 41 | .. | 100 | N Y, Chi & St L | 41 | 41 | 41 | 41 | .. |
| 73⅛ | 73⅜ | .. | 1200 | N Y, N H & H | 72⅞ | 73½ | 72⅞ | 73½ | +⅛ |
| 29½ | 29⅜ | 2 | 100 | N Y, Ont & W | 29⅝ | 29⅝ | 29⅝ | 29⅝ | —⅛ |
| 103⅞ | 104¼ | 6 | 1400 | Norfolk & West | 103⅝ | 104 | 103⅝ | 104 | +⅛ |
| 115⅞ | 116 | 7 | 2300 | Nor Pacific | 115⅝ | 116 | 115¼ | 115⅞ | —⅛ |
| 25⅝ | 26¼ | .. | 100 | Pacific Mail | 26¼ | 26¼ | 26¼ | 26¼ | +¼ |
| 112½ | 112¾ | 6 | 3850 | Penn R R | 112⅛ | 112⅞ | 112 | 112⅞ | —⅜ |
| 122½ | 123 | 8 | 450 | Peoples Gas | 123 | 123 | 122½ | 122½ | —⅛ |
| 21½ | 21⅝ | .. | 200 | Pitts Coal | 21½ | 21½ | 21½ | 21½ | —⅛ |
| 91⅝ | 91¾ | 5 | 200 | Pitts Coal pf | 92⅛ | 92⅛ | 91⅝ | 91⅝ | —⅜ |
| 43¾ | 43⅝ | .. | 775 | Pressed Steel Car | 42⅞ | 43⅝ | 42⅞ | 43⅝ | +⅝ |
| 102 | 103 | 7 | 100 | Pressed Steel Car pf | 102½ | 102½ | 102½ | 102½ | +½ |
| 112 | 113½ | 6 | 100 | Public Service | 113 | 113 | 113 | 113 | +½ |
| 2 | 2¾ | .. | 100 | Quicksilver | 2¼ | 2¼ | 2¼ | 2¼ | .. |
| 19⅞ | 20 | 15 | 1150 | Ray Cons Copper | 20 | 20 | 20 | 20 | .. |
| 31½ | 31¾ | 2 | 500 | Ry Steel Spg | 31⅜ | 31⅜ | 31⅜ | 31⅜ | —⅛ |
| 25⅛ | 25½ | .. | 2200 | Republic Steel | 25⅜ | 25⅜ | 25⅛ | 25⅛ | .. |
| 88½ | 89 | 7 | 100 | Republic Steel pf | 89 | 89 | 89 | 89 | —⅛ |
| 167¼ | 167⅞ | 8 | 35800 | Reading | 167¼ | 167⅜ | 166⅝ | 167⅜ | .. |
| 90½ | 92½ | 4 | 400 | Reading 2d pf | 92½ | 92½ | 92½ | 92½ | +⅛ |
| 7¼ | 7⅜ | .. | 11000 | Rock Island | 6½ | 7⅜ | 6⅛ | 7¼ | +1¼ |
| 12⅛ | 12⅜ | .. | 8000 | Rock Island pf | 12 | 12⅜ | 11¼ | 12¼ | +1¼ |
| 21¼ | 21½ | .. | 500 | Seaboard A L | 21⅛ | 21¼ | 20¾ | 21¼ | .. |
| 53½ | 55 | 2 | 800 | Seaboard A L pf | 54½ | 54⅞ | 54¼ | 54⅝ | —⅛ |
| 123⅝ | 124½ | 7 | 200 | Sears-Roebuck pf | 123⅝ | 123⅝ | 123⅝ | 123⅝ | —⅛ |
| 99¾ | 101 | 4 | 200 | S S Kresge | 100 | 100 | 100 | 100 | +1⅞ |
| 3¼ | 4 | .. | 100 | St L & S F | 3½ | 3½ | 3½ | 3½ | —⅛ |
| 7½ | 8½ | .. | 100 | St L & S F 2d pf | 8 | 8 | 8 | 8 | .. |
| 6 | 10 | .. | 4 | St L & S F—Ctf of n | 10 | 10 | 10 | 10 | .. |
| 96¾ | 96⅞ | 6 | 23800 | Sou Pacific | 96¾ | 97 | 96⅛ | 96⅝ | .. |
| .. | .. | .. | 2300 | Sou Pacific ctf | 102⅝ | 102⅝ | 102⅝ | 102⅝ | —1⅝ |
| 26⅜ | 26⅝ | .. | 3700 | Southern Ry Co | 26½ | 26¾ | 26⅛ | 26⅝ | —⅜ |
| 83 | 83⅞ | 5 | 100 | Southern Ry Co pf | 83 | 83 | 83 | 83 | —⅛ |
| 34¼ | 35½ | 2 | 100 | Stand Milk Co | 35½ | 35½ | 35½ | 35½ | .. |
| 27 | 28 | .. | 600 | Studebaker | 28 | 28 | 27½ | 28 | —½ |
| 84½ | 86½ | 7 | 200 | Studebaker pf | 86½ | 86½ | 85 | 85 | —1½ |
| 36¼ | 36½ | 12 | 1400 | Tenn Copper | 36⅝ | 36½ | 36¼ | 36⅜ | +⅛ |
| 146½ | 147 | 7 | 1300 | Texas Co | 147 | 147 | 146 | 147 | +½ |
| 44¼ | 44½ | .. | 2400 | Third Ave R R | 44½ | 44¾ | 44 | 44½ | +⅛ |
| 10 | 10¼ | .. | 100 | Tol, St L & W | 10⅛ | 10⅛ | 10⅛ | 10⅛ | .. |
| 106½ | 107⅞ | 6 | 100 | Twin City R T | 107⅞ | 107⅞ | 107⅞ | 107⅞ | —⅜ |
| 162 | 162¼ | 10 | 19800 | Un Pacific | 162 | 162½ | 161⅝ | 162⅛ | —⅜ |
| 84⅝ | 85 | 4 | 200 | Un Pacific pf | 85¼ | 85¼ | 85 | 85 | —¼ |
| 47 | 49 | .. | 200 | Un Ry Inv pf | 47½ | 47½ | 47½ | 47½ | —¾ |
| 55 | 56 | 5 | 100 | U S Rlty & Imp | 55 | 55 | 55 | 55 | .. |
| 59 | 59¼ | 6 | 500 | U S Rubber | 59½ | 59½ | 58⅞ | 59⅛ | +⅛ |
| 101 | 101⅜ | 8 | 700 | U S Rubber 1st pf | 101⅜ | 101⅜ | 101 | 101¼ | —⅜ |
| 65½ | 65⅝ | 5 | 64250 | U S Steel | 65⅛ | 65⅝ | 64⅝ | 65½ | .. |
| 110½ | 110½ | 7 | 1150 | U S Steel pf | 110½ | 110½ | 109⅞ | 110 | —¾ |
| 55¼ | 55⅝ | 30 | 2650 | Utah Copper | 55¼ | 55⅝ | 54⅝ | 55¼ | .. |
| 31½ | 32 | .. | 100 | Va Carolina Chem | 31½ | 31½ | 31½ | 31½ | —⅛ |
| 104 | 105 | 8 | 185 | Va Carolina Chem pf | 104½ | 104½ | 104½ | 104½ | +½ |
| .. | 40 | .. | 135 | Vulcan Detinning pf | 35 | 35 | 35 | 35 | —7 |
| 2⅞ | 3 | .. | 100 | Wabash | 3 | 3 | 3 | 3 | .. |
| 8¾ | 9 | .. | 100 | Wabash pf | 8¾ | 8¾ | 8¾ | 8¾ | —⅛ |
| 70⅛ | 70⅝ | 4 | 500 | Westinghouse Elec | 70 | 70½ | 70 | 70½ | .. |
| 61½ | 62 | 3 | 1300 | West Un Tel | 63 | 63 | 62 | 62 | —1¾ |

Total sales to-day, 314,420 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. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| AdamsExpr | 90 | 95 | DesM&FtD | 5 | 10 | MackayCsPf | 70 | 80 | Runnels Co | 12½ | 15 |
| AllisChal pf | 46 | 48 | DesM&FtDp | 20 | — | Manhattan | 130¼ | 135 | Rumely pf | 42 | 45 |
| AmBrSuge | 95½ | 97½ | Det&Mack | 85 | — | MayDnSsPf | 102 | — | SH&SF 1st | 15 | 20 |
| AmIceSu | 7⅞ | 8 | Det&Mack p | 85 | — | MotorPhPf | 102 | — | SH SW pf | 64 | 65½ |
| AmTel&C p | 115½ | 116 | DetUnion | 71½ | 74 | NevPet p | — | 88 | Sears-Roe | 180 | 190 |
| AmCities | 36 | 36½ | DuluthSS&A | 5 | 7¼ | NtCrCoal | 30 | 40 | Shoe Sh pf | 33½ | 34 |
| AmCities pf | 63⅝ | 64 | DulSS&A pf | 11 | 17 | Min&StL | 15½ | 17 | Sloss-Sh pf | 96 | 97 |
| AmCoal | 80 | 101 | DuPontP pf | 87¼ | 89 | Min&StLpf | 28 | 40 | SSKresge pf | 104 | 106 |
| AmCoalPr | 33 | 33½ | Erie 2pf | 38⅝ | 39 | MSP&SSM | 140 | 150 | SoPR Sugar | 5 | 6 |
| AmCoinPrp | 106c | 108c | FedMin&S | 10 | 17 | M pf | 142½ | 148 | SoPSug pf | 95 | 106 |
| AmCotOil | 45 | 46 | FedMin&S pf | 36 | 42 | MSP&SSM | — | — | So Ry Mob | 70½ | 71 |
| AmCotOil pf | 95 | 97 | FWoolwth | 100¼ | 101¼ | M L L | 84 | 85½ | Stan Milp pf | 63 | 65 |
| AmExpress | 102 | 108 | FWoolwthpf | 115 | 116¼ | MoK&Tex pf | 50 | 50¼ | Tex & Pac | 14 | 17 |
| AmHide&L | 4½ | 4¾ | GWHeime | 160 | 180 | Mor&Ess | 166 | 170 | Tex Pac LT | 97 | 102½ |
| AmLinOil | 10½ | 11½ | GWHeimepf | 110 | 118 | NcBat&Sil | 130 | 140 | TStL&W pf | 19½ | 22 |
| AmLinOil pf | 20½ | 22 | GenChem | 170 | 179 | NatBiscuit | 136½ | 137 | TwCRTPf | 120 | — |
| AmLoco pf | 101 | 101½ | GenElectric | 146¾ | 148 | NatBisc pf | 123⅝ | 125 | Underwood | 81½ | 85 |
| AmMalt | 7 | 9 | GenMots pf | 88 | 89 | NatE&S pf | 79 | 83 | Underw pf | 108½ | 111 |
| AmMalt pf | 40¼ | 50 | GranbyCon | 85 | 92 | NatLead | 40⅝ | 51 | Un Bag & P | 7 | 7½ |
| AmS&R pf | 83 | 85 | Havana | 81 | — | NatStMalt | 31 | 35 | UnBag&P pf | 29¾ | 33 |
| AmSmelt pf | 101 | 105 | Haverm pf | 92 | 95c | NYAirBrake | 62 | 67 | Un Cig | 90 | 50 |
| AmStelFy | 35½ | 36 | HackensackW | 110 | — | NYC&StLpf | 92½ | — | Un C Mg pf | 101½ | 103 |
| AmSugRf pf | 112 | 113 | HarvNJpf | 115½ | — | NYC&StLpf | 53 | 85 | Un Cig Ins | 22½ | 23 |
| AmTobacco | 247½ | 248 | HavCor | 10⅞ | 110 | NYDock | 5 | 20 | Un Dry G pf | 88½ | 95 |
| AmWoolCo | 18½ | 21 | HavCorpr | 115½ | — | NYDock pf | 24¾ | 42 | Un Dry L pf | 99½ | 100 |
| AmZinLeadS | 4⅞ | 5⅛ | HavEl&Ry | 115 | 116¼ | NSteel&W | 115 | 120 | US Bell | 92 | 125 |
| BaldLoco pf | 95¾ | — | IntAgrCorp | 7⅞ | 9¼ | NOCh&Mpf | 95 | 105 | USCIP pf | 47 | 54 |
| BklynUnGas | 126 | 128½ | IntAgr pf | 28 | 85 | NorSouth | 38¼ | 40½ | USIn Alc | 31 | 33 |
| BrunsTer | 16½ | 18½ | IntPaper | 36 | 40 | NorA&Wpf | 86 | 88½ | USIn Alc pf | 92 | 100 |
| Buff&D | 109½ | 112½ | IntPump | 8 | 9½ | NoAmerican | 69 | 70 | U S Exp | 57 | 58½ |
| BurRR&P pf | 116 | 135 | IntPump pf | 22 | 27½ | NobleT&L | 60 | 66 | Vanadis Pr | 8 | 8¾ |
| ButterickCo | 28 | 29½ | Ingr-Rand | 120 | — | OntSLM | 2½ | 3 | Vair C&C | 48 | 52 |
| CanSouth | 60¼ | 65 | Inger-Sh pf | 92 | — | PabstBw pf | 104½ | 107 | Va R & P | 32 | 35½ |
| CentIronNJ | 306 | 325 | IowaCen | 7½ | 9 | Pacoast | 82 | 95 | Va S&P pf | 95 | — |
| Cen&SAFel | 107c | 109c | IowaCen pf | 15 | 19 | Pacstl pf | 80 | 95 | Valeur | 9 | 14 |
| CentSafpf | 98½ | 104¼ | JKSyser | 85 | 95 | PacSpPf | 92 | 95 | WabMar Fx | 85 | 89 |
| ChicAlton | 9¼ | 20 | JKsyserpf | 101 | 108½ | PacT&Tl | 28 | 30½ | West Ma | 31 | 32 |
| ChicAlton p | 12 | 19 | JICMch pf | 93½ | 95 | PacT&Tl pf | 87 | 90½ | West Md pf | 30 | 60 |
| ChicGW pf | 31¼ | 31¾ | KCFt S&Mpf | 65½ | 70¼ | PettB&M | 28½ | 30 | WestJstlpf | 115 | 119 |
| Chic&L pf | 50 | 80 | KanCitSo pf | 62 | 62 | PettB&Mpf | 90 | 99 | Wey Bud | 235 | 275 |
| CIGWM&StPp | 137¾ | 140½ | KeokO&M | 4½ | — | PeoGAC | 40 | 50 | Wey Bud pf | 114 | 120 |
| ChicNW pf | 141 | 185 | Keo&DesMpf | 40 | — | PHCC&St | 88 | 93 | WheelLE | 9½ | 9¾ |
| ChicStP&Gn | 126 | 150 | LacledeGas | 100 | 101 | PCC&St.pf | 101 | 108 | W&LE 1st pf | 17 | 19 |
| ChicStP&Op | 135 | 150 | LehVal&W pf | 17 | 21 | Ph Dodge | 183 | — | W&LE 2d pf | 8 | 10 |
| CCC&St | 70 | 80½ | Lehighton | 475 | 490 | Phila Co | 96 | 96 | Wis Cent | 41 | 48¼ |
| CCC&Stl pf | 66 | 72 | L&Hvlpf | 222 | 228 | Phila gal ct | 80½ | 82 | | | |
| ColFuel&I p | — | 100 | LongIsland | 34 | 38 | Pitt&SF | 95 | 96 | | | |
| Col&So 1 pf | 60 | 62 | LorillardCo | 163 | 167 | Pullman | 155½ | 156½ | | | |
| Col&So 2 pf | 50 | 60 | LWiesHb | 36½ | 37 | Quicksilv pf | 2½ | 4 | | | |
| CrucCarpet | 72 | 80 | LWiesInf | 102 | 104 | Ry St Spd pf | 99½ | 102 | | | |
| CuAmSug | 20 | 24 | LWiesPrf | 93 | 98 | RR Secur | 75 | 78 | | | |
| CuAmSu pf | 84 | 90 | Mont W pf | 100 | 115 | Read 1st pf | 48 | 50 | | | |
| DeereCo pf |