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FINANCIAL NEWS AND COMMENT

War Stocks React Again Under Persistent Liquidating Pressure.

RAILS LEAD IN STRENGTH

Inspired by the very encouraging statements of railroad earnings and increasing traffic which are now coming out and measuring not only better railroad conditions but the progressive expansion of general business, there was a good deal of confident buying of the staple stocks in yesterday's market. This absorption was stimulated also by the further indications of a more prosperous development of trade and industry furnished by the situation in metal lines, particularly in iron, steel and copper. In the main the stock market seemed to emphasize the newly acquired preference of speculation for the seasoned mediums which have not participated much in the stock market advance of the year conducted largely in the war munition shares and related groups. The preference was moreover accentuated by an apparent discrimination against the war stocks, which were obviously under selling pressure all day.

Trading was on such an active scale, the total exceeding a million shares, that the interposition of the session between two recesses presumably did not have much effect on the dealings. At the same time holiday considerations may have to some extent entered into the Wall Street reckoning, especially as Wall Street is frequently in the habit of putting itself in some shape to make a gratified or disappointed reflection of election results. The market contrasted somewhat with the session before Columbus Day, when all around strength accompanied activity. It was after that session, however, that the share list became increasingly irregular and developed a reactionary trend which had a sequel in last week's extensive setback in the congested portion of the industrial department.

There was a good deal of strength in the early trading yesterday, with the standard shares leading. These issues displayed either aggressive or underlying firmness at all periods thereafter, but the long list of war stocks became unsettled in the forenoon and was heavily reactionary up to the close. In the late dealings the irregularity of the price movement became more pronounced, but heaviness was still manifested only in the recent favorites of speculation in war contracts. The general run of standard stocks acted encouragingly. The dealings in the numerous war specialties, however, suggested that speculation in them was still laboring with an excessive accumulation of long commitments in the hands of the public followers of the market who were seeking to close them out as opportunity offered, the principal buying seeming to come from the short interest. Bethlehem Steel pointed the way downward for the war order descriptions, with Studebaker and Baldwin Locomotive falling sharply enough to induce pressure on the rest of the war stock assortment.

A bullish diversion was effected in low priced railroad shares, Missouri Pacific responding to the analysis of the securities in reorganization published by the readjustment managers, and the declaration of a dividend on Chicago Great Western preferred seemed to advertise the possibilities of the more depressed railroad shares. On the whole, though, the substantial interest displayed in the market was noted in the rails, coppers, steel issues and some of the industrial specialties outside the war order classification.

Foreign news did not loom large in Wall Street considerations. Neither in the grain nor the cotton market was there any token of attention to peace talk, although it should be observed that the financial community expects peace discussions to be more or less of a sentimental factor in the next few weeks. The advices which came from Paris about a British and French discrimination against our steel makers on account of the high prices was in some quarters interpreted as possibly confirmatory of reports heard lately about a British embargo on steel exports. There is no visible source of steel supply on which Great Britain could draw at home except that which may have been engaged in such foreign trade as British manufacturers have kept up. Accordingly the Paris rumors might be taken as denoting a possible increase of general foreign demand for our steel output.

The brilliant reports of the Eastern railroad lines for September entered very largely into Wall Street calculations. The returns of the Pennsylvania, New York Central and Erie were record breaking and it is to be noted moreover that the October results, when published, will unquestionably surpass the September exhibit.

Sterling exchange displayed rallying strength after early heaviness. Gold importation was increased by the receipt of about $3,250,000, bringing the total inflow of the year up to more than $320,000,000.

THE SUGAR MARKET.

Nervous Trading in Raw—Refined Inactive but Firm.

The market for raw sugar was unsettled and nervous, as the trade was basing its opinions on crises more on the traffic conditions and the question of delivery than on the usual factors which go to make values. Refiners were apparently not as much worried over supplies as some owners of raw sugar supposed and, as the demand was not urgent, offers were a little more liberal, and while no sales were reported the market was a trifle easier on the basis of 3.74c. cost and freight, equal to 4.62c. for centrifugal 96 test, duty paid. Refined sugar was inactive but firm, with prices unchanged on the basis of 5.35c. for fine granulated.

The market for sugar futures was irregular, closing at 2 points higher to 4 points lower. Total sales were 1,300 tons. Trading was confined principally to the near positions and there seemed to be a desire to even up contracts and await developments. Prices follow:

	Open-ing.	High-est.	Low-est.	Closing.	Prev. close.
November	3.35	3.35	3.35	3.32@3.35	3.30
December	3.25	3.26	3.21	3.23@3.26	3.24
January	3.19	3.19	3.08	3.07@3.09	3.10
February	..	..	..	2.93@2.97	2.97
March	3.02	3.02	2.91	2.99@3.01	3.02
April	..	..	..	3.03@3.06	3.07
May	..	..	..	3.10@3.12	3.12
June	..	..	..	3.14@3.15	3.15
July	..	..	..	3.18@3.19	3.19
August	..	..	..	3.20@3.22	3.23
September	..	..	..	3.22@3.25	3.26
October	..	..	..	3.25@3.27	3.29

INDUSTRIAL EARNINGS.

SOUTHERN EXPRESS.

The Southern Express Company reports to the Interstate Commerce Commission for July:

	1915.	Changes.	
Total oper. rev.	$537,976	Dec.	$60,830
Total op. ex.	498,609	Dec.	37,106
Net op. revenue	$39,367	Dec.	$23,724
Oper. income	23,524	Dec.	22,801

NORTHERN EXPRESS.

The Northern Express Company reports to the Interstate Commerce Commission for August:

	1915.	Changes.	
Total op. rev.	$143,451	Inc.	$11,524
Total op. expen.	82,240	Dec.	741
Net op. rev.	$61,391	Inc.	$12,265
Oper. income	46,875	Inc.	12,270
From July 1:			
Total op. rev.	$301,283	Inc.	$12,126
Total op. expen.	186,559	Dec.	6,987
Net op. rev.	$114,724	Inc.	$19,113
Oper. income	104,675	Inc.	19,095

NEW CITY NOTES.

Security.	Int. Rate.	Pay.	Due.	Bid.	Offer.	Yield.
N Y City	6	M-S	Sept. 1,'16	102¼	102½	2.85
N Y City	6	M-S	Sept. 1,'17	103½	103 11-16	3.87

NEW YORK STOCK EXCHANGE PRICES.

Railroad and Other Shares.

MONDAY, NOVEMBER 1, 1915.

Closing Bid.	Closing Ask.	Div. Rt.	Sales.		Open-ing.	High-est.	Low-est.	Closing.	Net Change.
12⅝	12½	..	500	Alaska Juneau	12½	12⅝	12½	12½	..
32	32⅛	..	6900	Alaska G M	32⅛	32½	32	32	..
41½	41¾	..	8200	Allis-Chalmers	42¾	42⅞	40⅛	41½	— 1½
75¼	75⅝	..	3400	Allis-Chalmers pf	74¾	75⅛	74	75½	+ 1½
66½	67	..	16200	Am Beet Sugar	67	68½	66¾	66¾	+ ¼
93	94	6	100	Am Beet Sugar pf	93½	93¼	93¼	93¼	..
70¼	72	4	600	Am Ag Chem	72⅛	72⅛	70¼	70¼	— 1⅝
97½	99	6	100	Am Ag Chem pf	98½	98½	98½	98½	..
95	100½	7	124	Am Brake Shoe	101¼	101¼	100¼	100¼	— ⅝
200	207½	8	500	Am Brake Shoe pf	210¾	210¾	204	205	— 4
61¼	61½	..	4700	Am Can	62¾	62¾	61	61¼	— ⅝
85⅝	85⅞	2	4600	Am Car & F	87¼	88	85¼	85¾	— 1⅜
116	117	7	100	Am Car & F pf	116⅝	116⅝	116⅝	116⅝	— ½
145	150	7	100	Am Coal Prod	150	150	150	150	..
61½	62½	..	1000	Am Cot Oil	62½	62¾	62½	62¾	+ ½
12½	12¾	..	1900	Am H & Leather	12⅞	13¼	12⅞	13	+ ⅛
57½	58	..	2500	Am H & Leather pf	58	58⅞	57¼	57¾	..
25¼	25½	..	1300	Am Ice	25	25½	25	25½	+ ½
27½	28	..	1700	Am Linseed Co	28¾	28¾	27½	27⅞	— ¼
47½	47¾	..	700	Am Linseed Co pf	48½	48½	47¾	47¾	— ¼
68	68½	..	6000	Am Loco	71	71	67½	68	— 2½
99	100	7	500	Am Loco pf	99⅛	99¾	99⅛	99¾	+ ⅝
10½	11	..	2100	Am Malt	12¼	12¼	10	10	— 1⅞
36	36¼	2	1400	Am Malt pf	37	37	36	36	+ ⅛
92	92¼	4	2400	Am Smelting	93¾	93⅞	92⅛	92⅛	— 1⅝
110	..	6	200	Am Snuff pf	107	109½	107	109½	+ 3
66	66½	..	1600	Am Steel Fdy	68¼	68¼	66¼	66¾	— 2⅛
114¾	114⅞	7	7200	Am Sugar	113⅝	115¾	113⅝	114¼	+ 1¼
115	116	7	100	Am Sugar pf	115½	115½	115½	115½	..
125¾	125⅞	8	11700	Am Tel & Tel	125	126½	125	125⅞	+ 1⅛
231	232	20	600	Am Tobacco	230	231	230	231	+ 3
109	110½	6	100	Am Tobacco pf	110	110	110	110	..
53¼	53¾	..	2200	Am Woolen	54	54½	53¼	53¼	— 1¼
97¼	97¾	7	900	Am Woolen pf	98	98	97½	97½	— ½
82⅛	82¼	8	30400	Anaconda	82¾	83½	82⅛	82¼	— ⅝
8	10	..	300	Assets Realization	10	10	10	10	..
109	109⅝	6	8400	Atch, T & S Fe	109	109⅝	108⅞	109	+ ½
101	101¼	5	400	Atch, T & S Fe pf	101¼	101¼	101	101	— ⅝
52	52½	..	300	Am Wool ctfs	53¼	53¼	52¾	52¾	— ½
97	98	7	100	Am Wool pf ctfs	97⅞	97⅞	97⅞	97⅞	..
..	..	8	123	Bank of Commerce	185	186	185	185	..
131	131½	..	19900	Baldwin Loco	134	137½	129	131	— 3½
95⅛	95¼	5	11200	B & O	94⅞	95½	94¾	95⅛	+ ⅛
76	76½	4	1300	B & O pf	76	76¼	75⅞	76¼	+ ⅜
460	475	..	1310	Beth Steel	500	500	450	461	— 63¾
166	170	7	200	Beth Steel pf	166½	166½	166	166	— 2
75¼	75½	..	1600	B F Goodrich	77	77¼	75⅛	75¼	— 1¼
88¼	88⅝	6	4000	B R T	88	89⅛	88	88½	+ ⅞
132½	135	6	100	Bklyn Un Gas	133	133	133	133	+ 1
86	91	7	100	Brown Shoe pf	88¾	88¾	88¾	88¾	+ ¾
67½	68	30	8100	Butte & S Copper	68½	68¾	67½	67½	— ⅞
19	19½	..	200	Cal Pet	19½	19½	19½	19½	+ ½
43	44	4	100	Cal Pet pf	43	43	43	43	..
192¾	193	10	26800	Can Pacific	184¾	194	181⅞	193	+ 9⅞
60	60⅛	3	28700	Cen Leather	59⅞	61¼	59⅞	60	+ ⅜
107⅞	108	7	100	Cen Leather pf	108	108	108	108	..
62	62¼	..	9700	C & O	62½	62⅝	61½	62¼	— ½
12½	13⅞	..	100	Chi & Alton	13	13	13	13	+ ⅞
132	132½	7	1200	Chi & N W	131⅝	132¼	131⅝	132¼	+ ⅝
16⅛	16⅜	..	8100	Chi Gt West	15¼	16½	15¼	16⅜	+ 1¼
38⅜	39⅝	..	19400	Chi Gt West pf	36½	40	36½	39⅝	+ 2⅞
95	95½	4	12100	Ch, M & St P	95	96¼	94½	95¼	+ ½
129¼	129½	7	600	Ch, M & St P pf	129½	129⅝	129⅝	129⅝	+ ⅝
118	120	7	100	C, St P & O	119⅛	119⅛	119⅛	119⅛	— ⅛
18¾	19	..	7600	Chi, R I & Pac	18⅞	19⅜	18½	18¾	+ ⅛
53¼	53½	60	11100	Chino Copper	52⅞	53⅝	52¾	53⅝	+ ½
50	51	..	100	C, C, C & St L	50⅛	50⅛	50⅛	50⅛	— ⅝
69	69½	4	100	Cluett, P & Co	69	69	69	69	..
57	57½	..	4500	Col F & I	58¼	58¼	56⅝	57	— ½
36¼	36½	..	1200	Col & Southern	36	36½	35	36	+ 1
56½	57½	..	300	Col & Southern 1st pf	57	57	56½	57	+ ½
142	143½	7	11400	Cons Gas	141½	145	141¼	143	+ 1
20	20¼	..	3000	Corn Products	20⅜	20⅞	20	20	..
89¾	90¼	5	700	Corn Products pf	90	90¼	90	90¼	+ ¼
95	98	5	1500	Cont Can	99¾	100	95¾	96	— 3½
116½	120	..	1400	Cuban Am Sugar	119¾	120½	116½	116½	— 1½
82¼	82¾	..	10800	Crucible Steel	85	85	81¼	82¼	— 2¾
106¼	106¾	..	500	Crucible Steel pf	107⅞	107⅞	106¾	106¾	— 1⅛
152½	153	9	800	Del & Hud	152	153¼	152	153	+ 1
210	215	10	100	Del, L & W	212½	212½	212½	212½	..
13	13⅛	..	2500	Denv & R G	10⅛	13½	10⅛	13⅛	+ 2⅞
23	23⅛	..	6000	Denv & R G pf	18¾	23⅞	18¾	23½	+ 5½
96	97	7	100	Deere Co pf	96	96	96	96	+ ½
133	134	7	100	Detroit-Edison	133	133	133	133	+ 3
47¾	48	..	9200	Distillers Sec.	49	49	47½	47¾	— ¾
6¼	7½	..	100	Dul, S S & A	6½	6½	6½	6½	— 1
12	13	..	800	Dul, S S & A pf	13½	13½	12½	13	..
25½	25⅞	20	3900	Dome Mines	26¾	26¾	25	25½	— ½
43¾	43⅞	..	59900	Erie	43¾	44⅝	42¾	43⅞	+ 1
58⅛	58½	..	13100	Erie 1st pf	58	59	57¾	58⅝	+ 1⅜
49½	50½	..	1600	Erie 2d pf	49½	50⅝	49	50	+ ⅛
71½	72⅛	4	100	Electric S B	72	72	72	72	..
30	35	..	100	Federal M & S	30	30	30	30	..
51	52	4	500	Federal M & S pf	53¼	53¼	52	52	— 1
114	115	7	1800	F W Woolworth	115	115½	114	114	..
340	345	6	100	Gen Chem Co	340	340	340	340	— 5
179¾	180	8	3800	Gen Elec Co	182½	182	180	180	— 2
355	385	..	300	Gen Motor	395	395	394	394	..
125½	125½	7	6400	Gt Nor pf	126	126¾	125½	125¾	+ ¼
51	51¼	..	6500	Gt Nor Ore ctfs	52	52¼	50⅝	51	— ⅞
38¾	39½	..	1300	Greene Copper	40	40½	39	39½	— ½
72	72¼	16	5900	Guggenheim	73	73	72	72	— ½
117	118	7	100	Harvester N J pf	118	118	118	118	+ 1
109	110	5	900	Ill Central	110	110	110	110	..
45⅞	46	..	22900	Inspiration Con	46¾	46⅞	45¾	46	..
27½	28	..	5700	Int Agr Corp	27¾	29¾	27½	27½	— ½
66	67	..	4000	Int Agr Corp pf	65	67¾	64	66	+ 1
197	200	20	2400	Int Nickel	200	200	195	198	— ½
106	108½	6	100	Int Nickel pf	108	108	108	108	..
11¼	11¾	..	1600	Int Paper	11¼	11½	11¼	11¼	— ½
42	42½	2	12800	Int Paper pf	42	42	42	42½	..
23¾	23½	..	12500	Interboro Con	23¾	23⅞	23⅛	23¼	+ ⅛
29	29½	6	2700	Interboro Con pf	79½	80	79	79	— 1
23	23½	..	1100	Inter-Met	23¾	23⅝	23	23⅛	+ ¼
34½	34¾	..	13800	Kan City Sou	33½	35¼	33½	34⅞	+ 1½
64¼	65	4	2100	Kan City Sou pf	64½	65¼	64½	65	..
128½	129½	8	200	Kings Co L & P	128½	128½	128½	128½	..
..	..	..	400	Lack Steel	83½	83½	81	81	— 3
104	105½	7	300	Lacleede Gas	103½	104½	103½	104½	+ 1½
13	14	..	500	Lake E & West	13⅝	13⅝	13	13	— 1
31	32½	..	200	Lake E & West pf	33	33	30	30	— 2⅛
241	247	12	600	Liggett & Myers	248	248	246	246	— 2
117	119	7	100	Liggett & Myers pf	117¼	117¼	117¼	117¼	— ¾
80¾	81	10	6200	Lehigh Valley	80⅞	82	80⅝	81	— ⅞
95	99⅞	7	100	Loose-Wiles Bis 1st pf	96	96	96	96	+ 1
180	182	10	100	Lorillard	182	182	182	182	+ 2
114	117	7	200	Lorillard pf	115	115½	115	115½	+ 2½
128	129¼	5	700	L & N	129	129¾	129	129¼	+ ⅛
79	81	5	100	Mackay Cos	80⅛	80⅛	80⅛	80⅛	+ ⅝
65	65½	4	200	Mackay Cos pf	65	65	65	65	..
129	130	7	200	Manhattan El	129¼	129½	129¼	129½	+ ½
80	80½	..	7900	Maxwell Motor Co	82½	83	77¼	80	— 3¼
100½	101	7	2400	Maxwell Motor Co 1 pf	102½	102½	100½	101	— ¼
62½	64	..	4100	Maxwell Motor Co 2 pf	65⅝	65½	61¾	62	— 2⅛
88¼	88½	..	1600	Mex Pet	90⅛	90⅛	88½	88½	— 1⅞
34⅝	34¾	80	3900	Miami Copper ex div	35	35⅛	34⅝	34¾	+ ⅛
16½	16¾	..	1100	Minn & St Louis	16⅛	16¾	16¼	16¼	— ⅛
34	34¾	..	900	Minn & St Louis pf	34	34¾	33¾	33¾	— 1⅛
124	126	7	2920	Minn, St P & S S M	124½	126½	124½	125	+ 1
128½	..	7	240	Minn, St P & S S M pf	127½	130	127½	130	+ 1½
7⅞	8	..	18800	Mo, Kan & Texas	6¼	8½	6	7⅞	+ 1¾
16¾	17½	..	2300	Mo, Kan & Texas pf	15¼	17½	15¼	16⅞	+ 2⅞
8⅛	8¼	..	85000	Missouri Pacific	5⅝	8⅞	5¼	8⅛	+ 3
60¼	60½	2	800	Montana Power	60½	60¾	60½	60½	+ ½
124	128	7	200	Nat Biscuit Co	125	125	125	125	— 3
81½	82	..	100	Nat Cloak & Suit	82	82	82	82	..
108	110	7	100	Nat Cloak & Suit pf	110	110	110	110	+ ⅛
66	67	3	800	Nat Lead	67	67¼	67	67¼	+ ⅛
110	113	7	100	Nat Lead pf	110¼	110½	110¼	110¼	— 1
32½	33	..	2300	Nat E & S	34¾	34¾	32½	32½	— 1
91	92	7	300	Nat E & S pf	91	91	91	91	..
..	..	..	1100	Nat R R Mex 2 pf	9¾	9¾	9½	9½	..
15⅝	15¾	30	1300	Nevada Con	15⅝	15¾	15½	15⅝	+ ⅛
142	143	6	7300	N Y Air Brake	144⅞	144⅞	142	142¼	— 3¾
103	103¼	5	4250	N Y Central	103½	103⅞	103⅛	103¼	+ ¼
82	82⅝	..	4250	N Y, N H & H	83	83	82	82½	— ⅝
32⅝	32¾	..	5700	N Y, Ont & W	32⅞	32⅞	32⅝	32½	— ⅛
120¼	120¾	6	14500	Norfolk & West	120	121	119¾	120¼	+ 1
74	74½	5	200	No American Co	74¼	74⅝	74¼	74⅝	— ⅛
116	116¼	7	13000	Northern Pacific	116¼	116¾	116	116	+ ½
31	32½	..	1823	Pacific Mail	32	33	31¾	31¾	— ⅛
60½	60¾	6	23200	Penn R R ex div	60	61¼	60	60½	+ 1¼
118¼	118½	8	300	Peoples Gas	118¼	118¼	118¼	118¼	+ 1
12¼	12½	..	700	Peoria & Eastern	11	12	11	12	+ ½
45¾	46	6	1600	Phila Co	46	46¾	45¾	46	— ⅜
78	80	..	700	Phila, C, C & St L	83½	83½	80	80	..
37½	38	..	6100	Pitts Coal	38½	39	37¾	37¾	— 1¼
106	108	5	100	Pitts Coal pf	107⅞	107⅞	107⅞	107⅞	— 1
71¼	71¾	..	3600	Pressed Steel Car	72½	73¼	71⅛	71½	— ⅝
112½	113	6	200	Public Service	112½	112½	112½	112½	+ ½
166	167½	8	400	Pullman Pal Car Co	168¾	168¾	167½	167½	— ½
4½	5¼	..	3700	Quicksilver	5⅜	5¾	5	5⅜	+ ⅜
6	6⅞	..	645	Quicksilver pf	6¾	6⅞	6	6	— ½
26⅝	26¾	15	8330	Ray Cons Copper	26⅝	27	26¾	26¾	— ⅜
48¾	49	..	800	Rwy Steel Spg	49	49	48½	48¾	— 1¾
99¼	99½	7	100	Rwy Steel Spg pf	99¼	99¼	99¼	99¼	+ 1¼
54½	54¾	..	3600	Republic Steel	54½	55¼	54	54	— 1
104¼	104⅝	..	500	Republic Steel pf	104¼	104⅝	104¼	104¼	— ¼
84	84	..	22100	Reading	84	84	83	83½	+ ½
⅜	¾	..	100	Rock Island	⅜	¾	⅜	¾	..
½	½	..	100	Rock Island pf	½	½	½	½	— ⅛
4¾	5	..	900	Rumely	5⅜	5¾	4¾	5	— ⅜
8¾	9	..	300	Rumely pf	8¾	9	8¾	9	+ ¾
19½	19⅞	..	1800	Seaboard A L	19½	19¾	19	19¾	+ ⅞
42½	43	..	800	Seaboard A L pf	43	43	42½	42¾	— ⅛
155½	156¼	7	210	Sears-Roebuck	156	156	156	156	+ ¼
61	62	..	1000	Sloss-Sheffield	62¾	62¾	61	61	..
91	94	7	100	Sloss-Sheffield pf	92½	92½	92½	92½	— ½
6¾	7	..	2900	St L & S F	6	8	6	7	+ 1
12	13	..	400	St L & S F 1 pf	12	12¾	11⅝	12¾	+ 2
8¾	9¾	..	2500	St L & S F 2 pf	8	9¾	8	9¾	+ 1¾
19	20	..	400	St L Southwest	19¼	20	19¼	20	+ 1
36¼	37	..	100	St L Southwest pf	36¾	36¾	36¾	36¾	+ ¾
101⅞	102	6	21500	Southern Pacific	102¼	102⅝	101¾	102	+ ¼
130	133	4	200	So P R Sug	132	132	131	131	+ 1
25⅝	25¾	..	12325	Southern Rwy Co	25⅞	26	25½	25¾	..
64	65	..	2100	Southern Rwy Co pf	64¼	64⅞	63¾	64⅛	+ ⅛
166½	167½	6	13700	Studebaker	173	173	162	167	— 5
117	118	7	1800	Studebaker pf	116	117¼	116	117	+ 1
63½	64	12	4800	Tenn Copper	64¼	64½	63¼	63¾	— ⅛
167	169	10	900	Texas Co	170½	170½	168	169	— 1⅜
15¾	16¼	..	5800	Texas Pacific	15¼	16⅜	15¼	15¾	+ ¾
61½	61¾	4	1800	Third Ave	61⅛	62¼	61⅛	61½	+ ¼
4¾	5	..	100	T, St L & W	5	5	5	5	+ ⅜
10½	13	..	100	T, St L & W pf	10½	10½	10½	10½	+ ½
97	98	6	100	Twin City R T	98	98	98	98	..
7	7⅛	..	1000	Un Bag & P	7⅛	7⅛	7	7⅛	+ ⅛
138¼	138⅞	8	27825	Union Pacific	139¼	139¾	138⅛	138¼	— ½
82½	83	4	400	Union Pacific pf	82⅝	82⅞	82⅝	82½	— ⅛
64½	65½	4	1600	Un Cigar Mfrs	64¾	65¼	64	65¼	+ 1⅜
9⅝	9¾	7	2100	Un Cigar Stores	9⅝	9¾	9⅝	9⅝	..
11¾	12⅛	7	100	Un Cigar Stores pf	12	12	12	12	+ ⅜
24½	25	..	400	Un Ry Inv	24⅞	25	24⅞	25	— ¼
41	42	..	500	Un Ry Inv pf	42	42	41½	41½	— ½
28¼	29	..	3200	U S C I Pipe	30½	30½	28	28½	— 1⅞
51¼	52⅝	..	500	U S C I Pipe pf	52½	52½	51¾	51¾	— ¾
42	45	..	200	U S Express	43½	43⅞	43½	43⅞	+ ⅞
116½	118	..