100 Years of Commercial Banking
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Charter Member N.Y. Clearing House
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Greenwich and Warren Sts.
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Broadway and 18th St.
Fifth Avenue and 20th St.
2 West 33d Street.
57th Street and Third Ave.
Broadway and 61st St.
86th Street at Second Ave.
Broadway and 104th St.
Lenox Avenue and 116th St.
125th St. and Lexington Ave.
We Invite Your Account

October Bond Circular
We shall be pleased to send a copy of our October General Bond Circular to investors on request. This circular describes a comprehensive list of carefully selected municipal, railroad and public utility corporation bonds, which we recommend for investment.
Send for General Circular 91
Harris, Forbes & Co
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NEW YORK

Nat. City. Bank Stock
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FOR SALE
25 Fidelity-Phenix Ins.
40 Germania Insurance
50 German American Ins.
20 Niagara Insurance
J.K.Rice, Jr.&Co.
Phones 4001 to 4010 John. 36 Wall St., N. Y.

Spicer Manufact'g Company
We are offering the Common Stock of this Company, subject to allotment, at $47 a share, and will be pleased to furnish particulars upon application.
BAMBERGER, LOEB&CO.
25 Broad St. New York

FOR SALE
Manati Sugar Pfd.
J.K.Rice, Jr.&Co.
Phones 4001 to 4010 John. 36 Wall St., N. Y.

Corporation For
R. & H. Stock
This Company is about to be dissolved and it assets distributed to the stockholders.
Particulars on Request
BAMBERGER, LOEB&CO.
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Suggestions for Investors
may be had on request
A. B. Leach & Co.
Investment Securities.
62 Cedar St., New York
Chicago Philadelphia Buffalo
Boston Baltimore London

KIDDER, PEABODY & CO.
115 Devonshire St. Boston
17 Wall St. New York
Correspondents of
BARING BROS. & CO., LTD., London

FINANCIAL NEWS AND COMMENT

Heavy Buying of Low Priced Railroad Shares in Reactionary Market.

OFFERINGS WELL TAKEN

Demand for Steel Securities Based on Large Orders Flowing to Mills.

Low priced railroad shares are in demand in the Stock Exchange, the buying being based upon the increasing intrinsic worth of the various issues, notably those of companies emerging from receiverships. The potential strength of these shares is developing into actual value, and in consequence they not only are becoming active as quick turn propositions but as long time speculative features. In yesterday's market there was noteworthy buying in such shares as Denver and Rio Grande preferred and Chicago, Rock Island and Pacific, the latter advancing more than seven points, in part on rumors that there would be no assessment on the stock.

Other railroad stocks were in demand also, with high grade issues finding lodgment in investors' boxes. And the greater number of stocks in which there were dealings were well bought on the reactions in their prices, which in the early afternoon were rather pronounced, particularly in the steel and copper shares, Reading and Union Pacific. The underlying tone of the general market, however, was one of strength throughout the day, with many issues moving to new high records in the early operations.

Declines from the high points as a rule reflected readjustments incident to profit taking liquidation rather than concerted efforts to drive the market to lower levels. Offerings were quickly absorbed, especially those of the steel shares, which were taken by many prominent houses which handle a large out of town business, as, for instance, business which originates in the big Western cities. That operators in stocks should want the steel securities, even at current price levels, is not surprising to observers who are watching the course of the iron and steel industry as reflected in the advices from the great iron and steel centres.

Weekly reports received yesterday from trade authorities asserted that no week of the present year had brought so many evidences of demand outrunning supply and of the projection of that condition far into 1917. The *Iron Age* said that with prices of semi-finished steel $15 to $20 higher than a year ago and of finished materials $20 to $30 higher there is more expectation of further advances than existed in October, 1915, with consumers, especially those in foreign countries, making no great effort to obtain concessions on orders for distant delivery.

The demands of the Allies are insistent, and in some instances producers are turning down expert business. There is therefore nothing extraordinary about the current movements in the steel stocks, while there appears to be adequate reason for the enthusiasm of the traders, who are talking still greater market value for the issues.

Both cotton and wheat moved to new high levels on the current movement, cotton going to the 20 cent level and wheat to $1.31 the bushel, with buying of both staples in heavy volume for the account of stock market interests. In connection with the upward movement in grain and cotton it is interesting to note that exports of wheat in September, although slightly under those of September last year, were heavier than in any preceding corresponding month, while shipments of cotton increased in value $15,896,000, as compared with September, 1915, and were exceeded by few months in the history of our foreign commerce. Total agricultural and mineral oil exports in September reached a value of $124,520,874, compared with $106,857,694 in August and $97,736,167 in September last year.

An easier tendency was reported both in call and time money, with most of the business in demand loans on the basis of 2½ per cent. Offerings of time funds were heavy and sixty day all industrial collateral accommodation again could be had as low as 2¾ per cent.

SHORT TERM NOTES.

Security.	Rate.	Due.	Bid.	Asked.
Am Cotton Oil	5%	Nov. 1917	100¾	101¼
Am Locomotive Co	5%	July 1917	100¼	101
Am Tel & Tel	4½%	Feb. 1918	100⅛	100⅜
Am Thread Co	5%	Jan. 1919	99	99½
Anaconda Con Co	5%	Mar. 1917	100⅛	100¼
Bklyn Rapid T Co	5%	July 1918	100¾	101¼
Canadian Nor Ry	5%	Sept. 1917	99¾	100
Canadian Nor Ry	6%	July 10, '17	100	100¼
Canadian Nor Ry	6%	July 10, '18	100	100¼
Canadian Pac Ry	6%	Mar. 2, '24	103	103¼
Chi & W Ind R R	5%	Sept. 1917	100	100⅛
Chi Bur & Q R R	4%	July 1921	99¼	99¾
Cuban Am Sugar	6%	April 1918	102¼	102¾
Erie Railroad	4½%	April 1917	100⅛	100⅜
General Rubber Co	3%	Dec. 1918	99¾	100¼
G Trunk Ry of Can	5%	Nov. 1917	99⅞	100½
G Trunk Ry of Can	6%	Aug. 1919	99	99½
Hocking Val Ry	5%	Nov. 1917	100¼	101¼
Int'l Harvester Co	5%	Feb. 15, '18	101¼	101¾
Kan City Term Ry	4½%	July 1921	99¼	99¾
Missouri Pac Ry	5%	June 1917	99¾	100¼
Mon Tram & P Co	6%	April 1917	97¾	98¼
N Y N H & H R R	4½%	May 1917	100	100¼
New Eng Nav Co	5%	May 1917	100¼	100¾
Nor States Pow Co	6%	Apr. 1920	99¼	100¼
Otis Elevator Co	5%	April 1920	99½	100¼
Pennsylvania Co	4½%	June 15, '21	100⅞	101⅛
Reis Arms U M C	5%	Feb. 1918	94	95
Southern Railway	5%	Mar. 1917	100¼	100½
Utah Securities Cor	6%	Sept. 15, '22	96	96½
United Fruit Co	5%	May 1918	101¼	101¾
Westh F & Mfg Co	5%	Oct. 1917	100¼	101¼
Winc Rep Arms Co	3%	Mar. 1918	97¼	98¼

FOREIGN GOVERNMENT AND MUNICIPAL.

	Rate.	Due.	Bid.	Asked.
Argentine Gov't	6%	Dec. 18, '17	101	101½
Argent Gov't disc	—	Feb. 21, '17	98¼	98½
Argentine Gov't	5%	May 15, '20	101	101½
Argentine Gov't gold	5%	May 15, '26	99¾	100¼
City of Montreal	5%	Dec. 1, '17	100¼	101
City of Montreal	5%	May 1, '18	100	100⅝
City of Quebec	4½%	April 1, '20	98½	100½
Dominion of Can	5%	Aug. 1, '17	100⅛	100¼
Dominion of Can	5%	April 1, '21	100⅛	100½
Dominion of Can	5%	Dec. 1, '22	98½	99½
Italian Gov't	6%	Oct. 15, '17	98¼	100⅛
Newfoundland G't	5%	July 1, '19	98¾	99
Norway Gov't	4%	Oct. 15, '17	101	102
Norway Gov't	4%	Feb. 1, '23	103	107
Prov of Quebec	4½%	April 1, '20	98½	100½
Russian Gov't	5½%	Aug. 14, '26	*903	*904
Russian Gov't	6½%	July 15, '19	100¾	100¾
Swedish Gov't	6%	Dec. 1, '18	100	100¼
Switzerland Gov't	5%	Mar. 1, '18	99¾	100¼
Switzerland Gov't	5%	Mar. 1, '30	99½	100

*Dollars per 1,000 rubles.

DAILY TREASURY STATEMENT.

WASHINGTON, Oct. 25.—Statement of receipts and disbursements of U. S. Treasury:

	This month.	Fiscal year.
Receipts	$47,969,128	$238,819,672
Disbursements	74,578,344	324,789,791
Deficit	$26,609,216	$85,970,119

Customs receipts, $663,053; internal revenue, ordinary, $1,821,746; income tax, $48,036; miscellaneous, $255,873; national bank notes received for redemption, $1,323,620.

Statement of U. S. Treasurer for Oct. 24:

GENERAL FUND.

Available gold	$118,748,897
Available silver	13,572,123
U. S. notes	4,149,993
National bank notes and Federal reserve notes	18,981,590
Certified checks on banks	21,891
Subsidiary silver, minor coin and silver bullion	16,710,360
Unclassified (unsorted) currency	616,854
Deposits in banks and Philippine Treasury	71,846,704
Available currency in Treasury and banks	$244,597,212
Deduct current liabilities	90,163,823
Net balance in general fund	$154,433,409
RESERVE FUND.	
Gold coin and bullion	$152,979,025
TRUST FUND.	
To redeem outstanding certificates	$2,225,266,167
Grand total cash assets in Treas.	$2,632,242,513

NEW YORK STOCK EXCHANGE PRICES.

WEDNESDAY, OCTOBER 25, 1916.

Annual dividend rates are quoted in dollars.

Closing Bid.	Closing Ask.	Div. Rt.	Sales.		Opening.	Highest.	Lowest.	Closing.	Net Change.
60	60¼	..	400	Acme Tea ....f	59¾	60	59¾	60	+ ¼
97	98	..	100	Acme Tea L pf	97¼	97¼	97¼	97¼	+ ½
15	15½	..	1100	Advance Rumely	15	15½	15	15	— 1
12	12½	..	300	Alaska Gold Mines	12¼	12¼	12	12	— ¼
7	*7½	..	600	Alaska Juneau	7	7	7	7	— ⅛
25	25½	..	2600	Allis-Chalmers	25¼	26¾	25	25	..
82¼	82¾	6	800	Allis-Chalmers pf	81⅞	82¾	81⅞	82½	+ ⅝
103	103¼	6	8200	Am Beet Sugar	102¼	104½	102¼	103¾	+ 1¼
81	81¼	5	900	Am Ag Chemical	82½	82½	80⅞	80⅞	— 2⅛
43	44½	..	100	Am Bank Note	43	43	43	43	— 1
61½	62	..	3100	Am Can	62⅞	62⅞	61¼	62	— ¾
113	114	7	100	Am Can pf	113⅞	113⅞	113⅞	113⅞	+ ⅞
67¾	68¼	2	5600	Am Car & Foundry	68	68¾	67½	67¾	— ¼
55½	60	4	1900	Am Cotton Oil	56½	57¼	55½	55½	— 1
16⅝	16¾	..	10600	Am Hide & Leather	17	17⅞	16½	16⅝	— 1⅜
69	69½	..	6600	Am Hide & Leather pf	73	73	68½	69	— 5½
24¾	25	..	4800	Am Linseed	25¼	25¾	24¾	24¾	+ ¼
57½	58	..	1800	Am Linseed pf	58¼	58⅞	57½	57½	..
80	80½	5	3800	Am Locomotive	81½	82	80¼	80¼	— 1⅛
10	11⅛	..	300	Am Malt	11	11	10¾	10¾	— ¼
110	110¼	4	7600	Am Smelt	111	111⅝	109¾	110¼	— ⅝
117⅝	118	7	950	Am Smelt pf	118	118	117½	117½	— ½
96¼	97	6	300	Am Smelt Sec A	96⅛	96½	96⅛	96½	+ ⅛
89½	90¼	5	700	Am Smelt Sec B	90	90	90	90	+ 1⅜
138	145	12	100	Am Snuff	138¼	138¼	138¼	138¼	— 1⅜
62	62¼	..	900	Am Steel Foundry	63	63	62½	62½	— ¾
121	123	7	14900	Am Sugar	124¾	125⅝	122⅛	122¾	— 1⅛
133¼	133½	8	800	Am Tel & Tel	133⅛	133¼	133	133	— ¼
225	226	20	200	Am Tobacco	225	225½	225	225½	— ½
107½	108½	6	100	Am Tobacco pf	108	108	108	108	+ ⅜
52	52¼	5	1400	Am Woolen	53	53	52¼	52¼	— ¾
97½	98¼	7	100	Am Woolen pf	98	98	98	98	— ⅜
45¾	45½	..	12300	Am Writing Paper pf	45¼	48	45⅛	45¼	+ ⅜
46¼	47	..	600	Am Zinc	46¼	47	46⅛	46½	+ ⅜
77⅝	77⅞	6	500	Am Zinc pf	78	78	77½	77½	+ ½
93¾	94	8	15500	Anaconda	94⅝	94⅞	93⅝	93¾	— 1
107½	107⅞	6	5300	Atch, Top & Santa Fe	107½	108	107¼	107¾	+ ¼
120¼	121	5	100	Atlantic Coast Line	121	121	121	121	+ ⅞
95	95½	5	1400	Atl, Gulf & W I	96	96⅝	95	95½	— ⅝
67¼	67⅞	..	300	Atl, Gulf & W I pf	67⅞	67⅞	67½	67½	— ¼
84	84¼	..	3600	Baldwin Locomotive	85	85	83¾	84½	— ⅜
88	88¼	6	1300	Baltimore & Ohio	88⅛	88½	88	88⅛	— ⅛
75½	76	4	100	Baltimore & Ohio pf	76	76	76	76	+ ¼
1¾	2	..	3100	Batopilas	2	2	1¾	1¾	— ¼
600	612	30	820	Bethlehem Steel	620	625	615	615	— 1
150	160	7	500	Bethlehem Steel pf	138	155	138	155	+18¾
158	160	7	100	Barrett Co	158¾	158¾	158¾	158¾	— ¾
83⅞	84¾	6	800	Brooklyn Rapid Transit	84	84	83⅞	83⅞	— ¾
64	64½	5	1900	Butte & Superior	64¼	65	64¼	64½	— ¾
23½	24	..	1300	California Petroleum	24	24¾	23⅞	23⅞	— ⅝
51	51¾	4	400	California Petroleum pf	52¼	52¼	51¼	51¼	— ⅝
175¼	176	10	1400	Canadian Pacific	175⅞	176¾	175⅝	176¼	— ¼
93	93¼	4	23500	Central Leather	94⅞	94⅞	93	93¼	— 1⅛
105	106	7	400	Central Leather pf	115¼	116¼	115¼	116	+ 1
..	..	..	200	Chandler	106	106	106	106	..
68⅝	68½	..	8000	Chesapeake & Ohio	69½	69½	68¼	68½	— ⅞
13	14	..	1000	Chicago & Alton	12½	13	12½	13	+ ⅜
13	14	..	400	Chicago Gt Western	13¾	14	13¾	14	..
41½	41½	4	2500	Chicago Gt Western pf	40¾	41½	40¼	41½	— 1½
94½	95	5	1000	Chic, Mil & St Paul	95	95⅝	94¾	94¾	..
126⅝	127¼	7	300	Chic, Mil & St Paul pf	126½	127	126½	127	..
34¼	34⅞	..	228300	Chic, Rock Isl & Pac	28	34⅞	28	34⅞	+ 7⅞
23	23¼	..	3200	Chile Copper	23¾	23¾	23	23	— ⅛
58⅛	58½	5	14000	Chino Copper	58¾	59¾	58¼	58¼	— ¼
60	62	..	2700	C, C, C & St L	56½	62½	56½	60	— 2¾
84½	84¾	5	500	C, C, C & St L pf	84¼	84½	84½	84½	— ¼
53½	53¾	..	4400	Colorado Fuel & Iron	54⅛	54¾	53¼	53½	— 1⅛
36⅝	36¾	..	2800	Col Gas & E	36¾	36¾	36¼	36¾	— ⅝
34	34½	..	400	Col & Southern	34½	34½	34	34	+ 1
46½	48¼	4	700	Comp, Tab & Rec	48¼	48½	47¼	47¼	— ¾
122½	123¼	7	6600	Con Gas, E L & P	121⅞	123½	121¼	122⅝	+ 1⅞
122½	123¼	..	300	Con Gas, E L & P rts	1⅛	1⅛	1⅛	1⅛	+ ⅛
101½	103	5	200	Continental Can	102	102	102	102	..
139¾	140	7	800	Consolidated Gas	139½	140	139¼	140	+ ½
17½	17⅝	..	3800	Corn Products	17¾	17¾	17⅛	17⅛	— ⅜
91½	92¾	5	500	Corn Products pf	91½	91¾	90¾	91½	— ⅜
86⅞	87¼	..	13700	Crucible	88⅝	89¼	86	86½	— 2⅛
121¼	123	7	400	Crucible pf	121¼	121½	121¼	121½	— ½
222	230	10	300	Cuban-American	230	230	222	222	— 11⅞
71¼	71½	..	43200	Cuba Cane	70⅞	72⅝	70¾	71½	+ 1¼
97¾	98	..	2400	Cuba Cane pf	97½	98¾	97½	97½	..
22⅝	23	..	2600	Denver & Rio Grande	19½	23¼	19½	23	+ 4
51	51¼	..	42100	Denver & Rio Grande pf	47½	52½	47⅝	51¼	+ 4¼
95	97	7	400	Deere Co pf	96⅛	96⅛	96	96	..
46¼	46½	6	7400	Distillers Securities	46	47	45⅝	46⅝	+ 1⅝
80	82	..	100	Dr'ggs-Seabury	85	85	85	85	— 2
38¾	38½	..	4800	Erie	38¾	38¾	38⅛	38½	— ⅛
53	53¼	..	1000	Erie 1 pf	53¼	53¼	53	53	— ⅛
19	21	..	200	Federal M & S	20¾	20¾	20¾	20¾	..
48	51¼	4	900	Gen'l Cigar W & W	48¼	48¼	47¼	48⅛	— ⅜
320	330	6	340	General Chemical	330	330	325	325	—10
183¼	184	8	7200	General Electric	183½	183⅞	183¼	183½	..
835	875	20	300	General Motors	835	850	835	835	..
125¼	126	7	700	General Motors pf	126½	126½	126	126	— ⅛
73¾	74	4	6400	Goodrich	73¾	75	73¾	73¾	..
113	114¼	7	100	Goodrich pf	114	114¼	114	114¼	..
118½	119	7	800	Great Northern pf	119⅛	119⅛	118½	118½	— ⅞
43¼	43½	5	1200	Great Northern Ore ctfs	43¼	43⅜	43	43⅛	— ⅛
51	51⅝	5	700	Greene Copper	51¾	52	51½	52	+ ¼
95	97	8	800	Gulf Steel	95⅞	96	95¼	96	+ ¼
95	97	6	100	Gulf Steel 2 pf	95½	95½	95½	95½	+ ½
118½	119	5	400	Harvester N J	116	118½	116	118½	— 1¼
108½	109	6	200	Illinois Central	108½	108⅝	108½	108⅝	..
65	65¼	8	7400	Inspiration Con	65⅝	66	65	65	— ⅝
19½	19¾	..	100	Int Agr Corp	19¼	19½	19¼	19¼	— ⅛
48	50	..	800	Int Agr Corp pf	50¼	50¾	49	49	..
50	50¼	6	11900	Int Nickel	50½	50⅞	50	50¼	— ⅜
106	106¼	6	100	Int Nickel pf	106¼	106¼	106¼	106¼	— ⅜
49	49¼	..	22100	Int Paper	48⅝	50¾	48½	48¾	— ⅜
100⅝	101½	4	3100	Int Paper pf	102½	103	101	101⅝	— 1
17⅛	17½	..	2600	Interboro Con	17⅛	17⅜	17	17⅛	— ⅜
73½	75	6	1500	Interboro Con pf	74⅛	74¼	73¼	73⅞	— ⅜
73½	74	6	200	Interboro Con pf s 15	73¼	73¼	73¼	73¼	..
88	90	..	100	Jewel Tea	89	89	89	89	— 1
110	111	7	200	Jewel Tea pf	110	110	110	110	..
27½	27¾	..	2100	Kansas City Southern	26⅞	27¾	26⅞	27¾	+ ⅝
73½	77	4	400	Kan City, Pt Scott pf	74¼	74¼	74¼	74¼	+ ⅜
6	6	..	300	Keokuk & Des Moines	4½	5	4½	5	+ ⅝
77½	78	..	200	Kelly Springfield Tire	78	78	77½	77½	— ⅛
53	53¾	6	5700	Kennecott	53⅝	53½	53	53⅛	— ⅛
120	130	8	20	Kings Co L & P	130	130	130	130	..
87	87¼	6	3900	Lackawanna Steel	87	87½	86¼	87	+ 1⅛
24¾	24⅞	..	3600	Lake Erie & Western	23½	24⅞	23½	24⅞	+ 2¼
49	49¾	..	2000	Lake Erie & Western pf	46½	49	46½	49	+ 2½
39⅞	40	2	6000	Lee Tire	40⅞	41	39	40	+ 1
83½	84	5	3000	Lehigh Valley	84⅛	84¾	83½	83½	— ¾
33	35	..	100	Long Island	33	33	33	33	— 1
24	26	..	800	Loose-Wiles Biscuit	25¼	26	25	25	— 1¼
136	137¼	7	400	Louisville & Nashville	137	137	136	136	— 1½
66½	67	4	100	Mackay Cos pf	66	66	66	66	— ¼
40	40¼	..	4700	Marine	40⅛	41	39⅝	40	— ¼
114¾	115	..	20300	Marine pf	115¼	116¾	114⅝	114⅞	— 1¼
88¼	89	10	1100	Maxwell Motor	89½	89½	88¼	88¼	— ⅞
87	87	..	200	Maxwell Motor 1 pf	87	87	87	87	..
55⅛	55½	..	100	Maxwell Motor 2 pf	55⅛	55½	55⅛	55½	..
67	67	..	200	May Dept Stores	67	67	67	67	..
113	113	..	18900	Mex Pet	113	113	110¼	110½	— 2½
98	98	..	100	Mex Pet pf	98	98	98	98	+ 2
39¾	39¾	..	2400	Miami Copper	39¾	39¾	39	39¼	— ⅛
32¼	33⅞	..	6700	Minn & St Louis new	32¼	33⅞	32¼	33⅞	+ 1⅞
124⅞	126	..	500	Minn, St P & S S M	124⅞	126¼	124⅞	126¼	+ 1⅛
124¾	124¾	..	86	*Minn, St P & S S M	124¾	124¾	124¾	124¾	..
6	7½	..	8600	Mo, Kan & Texas	6	7½	6	7½	+ 1
15½	19	..	2900	Mo, Kan & Texas pf	15½	19	15½	19	+ 3½
7⅝	8	..	1800	Missouri Pacific	7⅝	8	7⅝	8	— ⅛
7⅝	8	..	6900	Missouri Pacific ctfs	7⅝	8	7⅝	8	+ ⅛
24¾	24⅞	..	6800	Missouri Pacific w i	24¾	24⅞	24⅝	24⅞	+ ⅛
57½	57⅝	..	1800	Missouri Pacific pf w i	57½	57⅝	57	57	— ⅛
97½	99	..	800	Montana Power	97½	99	97½	97½	+ 1½
127	128	7	100	Nat Biscuit Co	127	127	127	127	— 1
69	69¼	4	400	Nat Lead	69	69¼	68¾	68¾	— ⅛
113½	113½	7	200	Nat Lead pf	113½	113½	113	113	— 1⅞
27	27	..	1100	Nat E & S	27	27	27	27	— 2
22⅞	22⅞	..	8200	Nevada Con	22⅞	22⅞	22⅝	22⅝	— ⅛
157¼	158⅝	..	300	N Y Air Brake	157¼	158⅝	157¼	158	+ 1
108¼	108⅝	..	3800	N Y Central	108¼	108⅝	108	108	— ¼
60⅝	60¾	..	400	N Y, N H & H	60⅝	60¾	60⅝	60¾	..
27½	27½	..	400	N Y, O & W	27½	27½	27½	27½	..
25	25	..	100	Norfolk So	25	25	25	25	+ 1
143	143	..	1500	Norf & West	143	143	141⅝	141⅝	— ¾
70	70	..	70	No Amer Co	70	70	70	70	+ ⅝
112⅝	112½	..	1000	No Pacific	112⅝	112½	112	112	— ⅛
84⅝	84¾	..	1100	Ohio City Gas	84⅝	84⅝	84¼	84¼	— ⅛
6⅝	6¾	..	100	Ont Silver	6⅝	6¾	6⅝	6⅝	+ ⅛
92¾	92¾	..	200	Owens B Co	92¾	92¾	92	92	— 1½
25	25¼	..	800	Pacific Mail	25	25¼	25	25¼	..
38¼	38¼	..	300	Pacific T & T	38¼	38¼	38	38	— ¼
58	58⅛	3	1000	Penn R R	58	58⅛	58	58	..
111¼	111¼	..	111	Peoples Gas	111¼	111¼	111	111	— ⅛
14⅞	15	14⅞	15	+ ¼					
40½	40⅞	40½	40⅞	+ ¼					
39	39	39	39	— 1½					
37	39¾	37	39¼	+ 2½					
108⅝	109⅝	108⅝	109¼	+ ½					
73	73¾	71	71⅞	— 1¼					
105	105	105	105	..					
130¾	130¾	130¾	130¾	— ⅛					
170¼	170¼	170¼	170¼	+ ¼					
25⅞	25⅞	25⅝	25¾	— ¼					
53⅞	53⅞	52¼	52⅞	— 1					
101½	101½	101½	101½	+ ½					
77	79⅝	77	78	— ⅛					
110	110	108⅛	108⅝	— 1⅛					
79¾	79¾	79¾	79¾	+ ½					
16⅛	17	16⅛	17	+ ½					
38	38	38	38	..					
218¼	223¼	218¼	223¼	+ 6¼					
61	61	61	61	— 2					
29	29	28⅞	28⅞	..					
20	22	20	22	+ 2½					
22⅞	22⅞	22¼	22¾	+ ⅛					
47	47½	47	47½	+ 1½					
101¼	101⅝	101	101⅛	..					
222	225	216	216	— 9					
117½	117½	117½	117½	+ 4½					
29	29	28⅞	28⅞	+ ⅛					
67¾	68¼	67⅛	67⅛	— 1¼					
106	107½	106	106	..					
133¾	134½	132½	133	— ⅛					
68	68	67	67	— 1½					
23	23	22¾	22¾	— ¼					
231	231	228	228½	— 2¼					
12⅛	14¼	12⅛	14	+ 1¾					
53	53½	53	53½	+ ⅞					
53⅛	53⅛	53	53	— ⅞					
106	106	105	105	— ⅛					
7	7	7	7	— 2					
6½	6½	6½	6½	+ ¼					
96½	96½	96½	96½	— ½					
16¼	16¼	15	15¼	— ⅞					
74⅛	74⅛	74	74	— ½					
102⅞	102⅞	101⅞