CLAMOR OF BEARS SENDS PRICES UP

Rush to Buy for Profits Causes Extensive Recovery on Stock Market.

PRICES WELL SUSTAINED

Notable Shrinkage in Activity at Higher Level, and Closing Was Irregular.

(By Associated Press.)

NEW YORK, June 28.—Prices of stocks moved in an exceedingly feverish and uncertain manner to-day. This was owing clearly to the large extent to which the short interest had been built up in the course of the rapid decline in prices and the heavy liquidation of the last few days. The liquidation was continued in large volume in the early part of the day. But the eagerness of the bears to secure their profits and their precipitate rush to buy for this purpose caused extensive recoveries in prices. From the one extreme of the day to the other, the oscillation of prices, therefore, was violent and the extreme swing was cut up by numerous smaller vibrations, reflecting the uncertain state of mind of the professional operators who were attempting to follow the market. Never developments of immediate bearing on values were not important and the movement of the market was the result of general conditions, as for some time past.

Conditions in the money market were unchanged, rates continuing to work closer with the approach of the July settlements. The call loan rate got above 4 per cent. early in the day. The feature in the time loan market was the demand which sprang up for accommodation for the shorter periods, as compared with the almost exclusive desire to extend borrowing over the end of the year, which has been in evidence for some time. Sixty-day loans on industrial collateral were made at 5 per cent. This was the natural consequence of the hardening tendency in the call loan market.

Prices were well sustained during the latter part of the day, and some striking gains were established in the mercurial speculative favorites. There was a notable shrinkage in activity at the higher level, and the closing tone was slightly irregular, but near the top.

Bonds were irregular. Total sales, par value, $1,360,000.

United States bonds were unchanged on call.

Total sales of stocks were 1,190,700 shares.

MONEY AND EXCHANGE, CLOSING.—Money on call, firmer and higher, 3 3-4@4; 4 1-2 per cent.; ruling rates, 4@4 1-4; closing bid, 3 1-2; offered at 4. Time loans, strong; sixty days, 4 1-2 per cent.; ninety days, 4 3-4@5; six months, 5 1-4.

Prime mercantile paper, 5@5 1-2 per cent.; sterling exchange, weak, at $4.8460@4.8465 for demand, and at $4.8150@4.82 for sixty-day bills. Posted rates, $4.82 1-2@4.83 and $4.85 1-2@4.86. Commercial bills, $4.81 5-8. Bar silver, 65 1-4 cents; Mexican dollars, 50 5-8 cents.

BALTIMORE STOCK MARKET.

BALTIMORE, MD., June 28.—Seaboard Air Line, common and preferred—Nothing doing.

RICHMOND STOCK MARKET.

Richmond, Va., June 28, 1906.

SALES AT BOARD.

Virginia 2s—5,000 at 95½.
Virginia Centuries—1,000 at 96¼.

	Bid.	Asked
STATE SECURITIES.		
North Carolina 4s, C., 1910	103	...
Va. 3s, Old, C. and R., 1932	96⅝	95⅝
Va. Centuries, 2-3, C. and R., 1991	96⅝	96⅝
RAILROAD BONDS.		
Atlanta and Char. 1st 7s, R., 1907	103	...
A. C. L. R. R. Con. Tr. 4 p. c.	99	...
A. C. L. R. R. Cfts. of Ind. 4 p. c.	90	...
Georgia Pacific 1st 6s, C., 1922	120	...
Georgia, So. and Fla., 1945	113	...
Georgia, and Ala Con. 5s, 1945	111	...
Nor. and Western Ry. 4s, 1996	100	...
Nor. and Western Poca. 4s, 1944	92	...
Western N. C. 1st 6s, C., 1914	113	...
Seaboard Air Line 4s, 1950	87	87½
RAILROAD STOCKS.	Par.	
Atlantic Coast Line "A"	100	136 ...
Atlantic Coast Line pfd	100	120 ...
Atlantic Coast Line com	100	136 ...
Chesapeake and Ohio...November	100	56 ...
Norfolk and Western com	100	87 ...
BANK AND TRUST COMPANY STOCKS.		
American National	100	128 ...
Broad Street	25	29 ...
City	45	38 ...
First National	100	262 270
Merchants National	100	175 ...
National Bank of Virginia	100	137 ...
State Bank of Virginia	100	103½ ...
Bank of Richmond	100	129 ...
INSURANCE COMPANIES.		
Virginia State	31	...
MISCELLANEOUS.		
Va.-Car. Chem. pfd., 8 p. c.	100	107 ...
Va.-Carolina Chemical com	100	35½ ...

COTTON MARKETS.

NEW YORK, June 28.—Trading in cotton was restricted to evening-up and professional operations by uncertainty as to the effect of July notices to-morrow, the usual considerations as to the week-end, and various anticipations as to the showing of the July condition report early next week. Fluctuations were nervous and irregular, but comparatively narrow, with the close steady, 3@10 points net lower. Sales estimated at 150,000 bales. The opening was steady at a decline of 2 points to an advance of 3 points, which was just about as due on the cables and relatively easy on the old crop months, which, however, advanced in keeping with new crop right after the call. But the steadiness was of very short duration, owing to the favorable weather and crop reports, and prices soon sagged off under liquidation and selling by some of the room bears. At a decline of 6@8 points, the market sold at 10.12 and December at 10.33, the market steadied on covering and rallied to about the closing prices of the previous day, but sold off again in the afternoon under a renewal of liquidation and bear pressure, which was encouraged by reports of a smaller spot demand and the fear of July notices. The close was within a point or two of the lowest.

Receipts at the ports to-day were 4,150 bales against 4,813 last week and 9,352 last year, for the week 50,000 bales against 31,223 last week and 75,548 last year. To-day's receipts at New Orleans 1,208 bales against 3,268 last year, and at Houston 629 bales against 501 last year.

Cotton futures closed steady.

	Open.	High.	Low.	Close.
July	10.16	10.20	10.12	10.14
August	10.31	10.32	10.26	10.27
September	10.35	10.33	10.27	10.27
October	10.36	10.36	10.29	10.29
November	...	...	...	10.27
December	10.41	10.41	10.31	10.32
January	10.4	10.45	10.36	10.37
February	...	...	...	10.37

Spot cotton closed quiet; middling uplands, 10.80; middling gulf, 11.05; sales, 273 bales.

Cotton, quiet; middling, 10.08; gross receipts, 1,288 bales; sales, 273 bales; stock, 116,567 bales; export to the Continent, 700 bales.

Total to-day at all ports—Net receipts, 4,170 bales; export to Great Britain, 1,680 bales; to France, 5,890 bales; to the Continent, 1,491 bales; stock, 322,802 bales.

Consolidated at all ports—Net receipts, 26,338 bales; export to Great Britain, 9,676 bales; to France, 6,976 bales; to the Continent, 10,685 bales; to Japan, 100 bales.

Total since September 1st at all ports—Net receipts, 7,643,451 bales; export to Great Britain, 2,749,780 bales; to France, 701,495 bales; to the Continent, 2,646,765 bales; to Japan, 110,946 bales; to Mexico, 2,764 bales.

NEW ORLEANS, June 28.—COTTON—Spot closed steady and unchanged; middling, 11c. Sales were 325 bales on the spot and 550 to arrive, a total of 1,175 bales.

Futures opened quiet, 1@3 points under yesterday's close. The market throughout the session was dull and narrow. A slight decline was caused by good weather reports. The close was steady with prices at the lowest and showing a net decline of 5@8 points.

Cotton futures closed steady as follows: July, 10.78; August, 10.55 bid; September, 10.36 bid; October, 10.22; November, 10.23 bid; December, 10.26; January, 10.32 bid; February, 10.35 bid; March, 10.45 bid.

RICHMOND PRODUCE MARKET.

(Corrected Daily.)

POULTRY—LIVE.			
Chickens, spring, per lb.	20	@	22
Hens, per lb.	12	@	14
BUTTER.			
Choice family packed, per lb.	13	@	41
Choice dairy packed, per lb.	13	@	14
Choice store packed	13	@	14
Packing stock	10	@	12
EGGS.			
Crates, nearby, fresh laid	18	@	19
Crates, from other sections	17	@	13
APPLES—			
Summer, per crate	1.00	@	1.35
LEMONS—Per box	4.50	@	5.00
ORANGES—			
California, per box	4.00	@	4.50
GRAPEFRUIT—Per box	3.00	@	3.50
PINEAPPLES—Per crate	2.00	@	2.50
BANANAS—Per bunch	60	@	80
BLACK PEAS—Per bus	1.40	@	1.50
BLACKEYED PEAS—			
Prime to fancy	1.00	@	1.15
Common to good	1.30	@	1.50
Clay peas, per bus	1.40	@	1.60
Mixed peas, per bus	1.35	@	1.40
BEANS—Navy, No. 1 white	1.60	@	1.70
Common to choice, per bus	1.25	@	1.40
Mixed, per bus	1.20	@	1.25
Colored, per bus	1.20	@	1.25
POTATOES—Virginia, bus	55	@	65
Northern, fancy, per bus	60	@	65
Early rose, per bus	55	@	60
New, Southern, per bus	2.25	@	2.50
New, Virginia, per bbl	2.50	@	3.00
SNAPS—Per basket	50	@	1.00
TOMATOES—Fancy, carrier	1.50	@	1.75
Choice, per carrier	1.00	@	1.25
CYMBLINGS—Per case	75	@	1.00
CUCUMBERS—Per box	75	@	1.00

NEW YORK PRODUCE MARKET.

NEW YORK, June 28.—FLOUR—Steady, but quiet. Rye Flour—Steady. Cornmeal—Steady. Rye—Dull. Barley—Nominal.

Wheat—Barely steady; No. 2 offered, 93¼c., nominal, elevator. Options ¼@½c. net lower. July, 89½c.; September, 89c.; December, 90c.

Corn—Easy No. 2, 60c. nominal, elevator. Options ¼c. net lower. July, 58½c.; September, 58½c.; December, 57½c. Oats—Steady; mixed, 43c.

Beef—Steady. Cut Meats—Steady. Lard—Steady; western prime, $8.80@8.85; refined, steady. Pork—Firm. Tallow—Dull. Rosin—Firm at $3.90. Turpentine—Steady.

Rice—Steady. Molasses—Steady. Coffee—Spot Rio, steady; No. 7 invoice, 7¾c.; mild, steady. Futures firm at a net advance of 10 points. Sugar—Raw; fair refining, 3 1-16c.; centrifugal, 3 19-32@3¾c.; molasses sugar 2 13-16@2½c.; refined, firm.

Peanuts—Easy and unchanged. Grain Freights—Dull and unchanged. Potatoes—Weak; rose, Southern, per barrel, $2.25@2.75; do., Irish, cobblers, $2@2.62; do., Chili's, $2@2.25; do., southern, $1@1.75; old, per bag, $1.50@2.00. Cabbages—Easy and unchanged.

Cottonseed Oil—Steady and a shade higher on a moderate demand. Prime crude, f. o. b. mills, 30½c. nominal, new crop; prime summer yellow, 35@36½c.; prime white, 41c.; prime winter yellow, 41c.

CHICAGO, June 28.—Excellent weather for harvesting in the Southwest induced free liquidation of wheat to-day and caused a weak tone in the local market. At the close wheat for September delivery was off ⅝c. Corn was down ⅛c. Oats were practically unchanged. Provisions were unchanged to 5c. lower.

The leading futures ranged as follows:

	Open.	High.	Low.	Close.
WHEAT—				
July	83¼	83¼	82⅝	82⅝
Sept.	83⅝	83⅝	82⅝	83
Dec.	84⅝	84⅝	83⅝	84
CORN—				
July	52⅛	52⅛	51⅝	52⅛
Sept.	52⅝	52⅝	51⅞	52⅛
OATS—				
July	39¼	39¼	38⅝	39¼
Sept.	36⅝	36⅝	35⅝	35⅝
Dec.	37⅝	37⅝	36½	36½
MESS PORK—Per bbl.				
July	17.00	17.12	17.00	17.12
Sept.	16.72	16.80	16.65	16.80
LARD—Per 100 lbs				
July	8.70	8.75	8.70	8.75
Sept.	8.90	8.92	8.87	8.92
Oct.	8.92	8.95	8.85	8.92
SHORT RIBS—Per 100 lbs.				
July	9.30	9.32	9.27	9.32
Sept.	9.25	9.25	9.20	9.25
Oct.	9.02	9.05	9.00	9.05

Cash quotations were as follows: Flour—Steady. No. 2 spring wheat, 84@86c.; No. 3, 76@84c.; No. 2 red, 88⅝@87⅝c. No. 2 corn, 52½c. No. 2 yellow, 52⅝c. No. 2 oats, 39⅝c. No. 2 white, 40½@41c.; No. 3 white, 38½@40½c. No. 2 rye, 61c. Fair to choice malting, 46@53c. No. 1 flaxseed, $1.07½; No. 1 northwestern, $1.11½; prime timothy seed, $4.25. Clover, contract grades, $11.25. Short ribs sides (loose), $9.25@9.30; mess pork, per barrel, $17.10@17.12½; lard, per 100 pounds, $8.75; short clear sides (boxed), $9.75@9.87. Whiskey, basis of high wines, $1.29. Butter—Steady; creameries, 16@20c.; dairies, 14½@18c. Eggs—Steady; at market, cases included, 12@15c.; firsts, 16c.; prime firsts, 16c.; extras, 18c. Cheese—Steady at 10¾@11½c.

RICHMOND GRAIN MARKET

Richmond, Va., June 28, 1906.

QUOTATIONS.

WHEAT—			
No. 2 red (car lots)	8	@	93
No. 3 red (car lots)	91	@	92
Steamer (car lots)	90	@	91
Rejected (car lots)	70	@	85
Virginia (bag lots)	88	@	92
CORN—			
No. 2 white (car lots)		@	61½
No. 3 white (car lots)		@	61
No. 2 mixed (car lots)		@	60
No. 3 mixed (car lots)	59		
Virginia (bag lots)	60	@	62
OATS—			
No. 2 mixed (car lots)		@	43½
No. 3 mixed (car lots)		@	42
No. 2 white (car lots)		@	44½
No. 3 white (car lots)	43½		
RYE—			
No. 2 rye (car lots)	72	@	73
Virginia (bag lots)	67	@	72

CATTLE MARKETS.

CHICAGO, June 28.—CATTLE—Receipts, 6,000 head. Market: Best, strong; others slow. Common to prime steers, $4@6.10; cows, $2@4.50; heifers, $2.75@5.25; bulls, $2.75@4.25; calves, $3.50@6.50; stockers and feeders, $2.75@4.65. Hogs—Receipts, 32,000 head. Market strong. Choice to prime, heavy, $6.70@6.75; medium to good, heavy, $6.65@6.70; butchers' weights, $6.65@6.75; good to choice, heavy, mixed, $6.60@6.70; packing, $6@6.52. Sheep—Receipts, 15,000 head. Market: Sheep weak; lambs steady. Sheep, $4.50@6.25; yearlings, $6.50@7.00; shorn lambs, $5.40@7.85.

NEW YORK, June 28.—BEEVES—Receipts, 396 head. Market steady. Dressed beef, 7½@8½c. Calves—Receipts none; nearly 1,000 State calves on sale; very little doing. Veals, common to choice, $4@6.00; 730 calves unsold. Sheep and Lambs—Receipts, 3,644 head. Sheep, $3.50@5.00; lambs, $7.50@9.40. Hogs—Receipts, 697 head; half a car on sale. Market nominally firm to higher.

MISCELLANEOUS MARKETS.

DRY GOODS MARKET.

NEW YORK, June 28.—The dry goods market was generally quiet to-day. Further advances on some lines of bleached sheetings were announced, and fruit of the loom goods are reported sold for the season. Some revisions are noted on Canton flannels. Fine ginghams for dress goods are being shouted from selections that are now being shown, and the volume of business placed is as large as that done last year up to this time. Indications point toward a record gingham year. Linens are firm and higher.

MARINE INTELLIGENCE.

PORT OF RICHMOND, JUNE 28, 1906.

ARRIVED.

Steamer Brandon, Harney, Norfolk, merchandise and passengers, Old Dominion Line.

Steamer Pocahontas, Graves, James River landings and Norfolk, merchandise and passengers, Virginia Navigation Company.

SAILED.

Steamer Brandon, Harney, Norfolk, merchandise and passengers, Old Dominion Line.

PORT OF WEST POINT, JUNE 28, 1906.

ARRIVED.

Steamship Charlotte, Murphy, Baltimore, passengers and general cargo.

SAILED.

Steamship Charlotte, Murphy, Baltimore, passengers and general cargo.

CAR PLUNGES INTO BIG NEW AUTOMOBILE

A collision between Broad Street car No. 63 and an automobile occurred yesterday afternoon at 6:30 o'clock on West Broad Street, near the Hermitage Road crossing, which narrowly escaped ending seriously for the occupants of the automobile.

Mr. J. L. Baugher, a gentleman from Philadelphia, who was exhibiting a new style of car to some friends, was traveling eastward toward the city, when, going at a fairly slow speed, he turned across the car track, not knowing that a car was coming behind him.

Motorman No. 1120 was speeding his traction car along at a pretty fast rate, in order to catch the crowd at the baseball park. When he saw the automobile start to cross the track in front of him, he shut off the current and turned on the air brakes. But it failed to sufficiently decrease the momentum of the car, and the automobile was struck in the rear with much force. It was thrown to one side, against one of the small pin-oaks which have been planted between the tracks, breaking it in two.

A wheel was knocked off the automobile and the fender of the car was smashed. The occupants disentangled themselves from the wreckage, not badly hurt, but bruised considerably.

The street-car was empty, and received little damage.

NEWS OF THE SICK.

Confederate Soldier to Undergo Operation at Virginia Hospital.

Mrs. H. L. Blanton, of 2365 Wall Street, New York, entered the Memorial Hospital last night.

Mrs. S. Z. Wingfield, of Newport News, left the Memorial Hospital yesterday, after recovering from an operation.

Mr. W. H. Ewing, of Meherrin, Va., entered the Memorial Hospital yesterday.

Mr. T. D. Bragg, of Lunenburg county, has entered the Memorial Hospital for treatment.

Mr. L. A. Coffman, of Richland, W. Va., was able to leave the Memorial Hospital yesterday.

Mr. Guy Sullivan, of this city, was operated upon at the Memorial Hospital yesterday, and is doing nicely.

Mrs. M. T. James, of Gloucester county, underwent an operation at the Memorial Hospital yesterday. Last night she was reported as resting easily.

Mrs. C. W. Weisiger, of Ashland, entered the Virginia Hospital yesterday.

Mrs. Kellog was able to leave the Virginia Hospital yesterday, after a successful operation.

Mr. G. R. Maestellar, an old Confederate soldier, was brought to the Virginia Hospital yesterday from the Soldiers' Home. He will undergo an operation today.

Mr. Ruffin Henderson, of Woodland, Va., was brought to the Retreat for the Sick last night. He fell off a car on the Richmond, Fredericksburg and Potomac Railroad, and was severely bruised.

STOCK BROKERS.

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Strangers visiting the city are invited to make our office their headquarters, and have mail and wires sent in our care.

JUSTICE JOHN IS READY TO GIVE UP

Sighs Like a Furnace Over the Frailties of Humanity—Reporters Included.

With a sigh Justice John took his seat in the middle chair yesterday morning. "Humanity is so frail," he thought to himself, "and all my ministry seems to go for naught. Here have I been trying to reform these negroes, these tramps, these wife-beaters, and everybody else, for, lo, these many years. But it ain't any good; it ain't any good," and he gave vent to a sorrowful sigh. "Even them reporters," he muttered, "are as bad as the rest of them."

"Good morning, Ed."

"Mornin', sir; have you used Apple's soapine?"

"Haven't seen you for a long time."

"Naw, sir, ain't been here for some time; been havin' myself. Oughter lemme go this time, Jedge. I dreamed about last night—dreamed that I found here again, and that you lemme go. Lemme go," he pleaded.

"Git." Ed Beasley departed.

J. R. Godsey and Gus. A. Meredith, young white men, of Manchester, were up for having fired a pistol on the owl car, going over to Manchester at one o'clock Wednesday morning. Each was fined $20.

C. C. Long and W. F. Lufsey, white, were drunk and trespassing on the property of the Southern Railway.

"Why ain't you orking?" demanded the Jedge, ferociously.

"Ain't got a good job," answered one; but his explanation of the job wasn't satisfactory.

"Give 'em thirty apiece."

John William refused to move along when ordered. It cost him $5 to know how next time.

Sad-faced Buck Nichols, who had promised so faithfully to keep away from the Jedge for ninety days, cringed up.

"Buck, Buck, you will bring me down in gray hairs to my grave. Thought you were going to keep away from my august countenance for ninety days, and here you are again? Can't help it, old boy; gotter give you thirty days." Buck shambled out.

John Pelham, colored, was charged with "cussing" and abusing Minnie Burford, a pleasant-faced colored woman. Like a scornful Niobe she stood before the Jedge and preferred her charges, never deigning to cast even a glance in the direction of Pelham.

Pelham accused her of being a drunken sot.

"Do you drink, woman?" asked His Honor.

"Yes, sir in reason," answered she.

The case was continued to to-morrow morning, in order to summons witnesses to appear in the case.

BULLET GLANCES OFF.

Man Fell from Car; and a Boy Nearly Loses Hand.

The city ambulance was called to Thirteenth and Broad Streets late last night to attend William Coleman, who had been shot by John Holmes, both colored. Holmes shot three times, but only one bullet took effect, striking squarely over the left eye, and glancing off. Dr. Mason treated the man for a flesh wound, and left him.

At 8:15 last night the ambulance was called to Elba Station to treat Mr. Ruffin Henderson, a white employe of the Richmond, Fredericksburg and Potomac Railroad, who fell off a car near Ashland and was badly bruised up. He was taken to the Retreat for the Sick.

Kenneth Bass, a fifteen-year-old boy, while running a plane at Miller & Miller's mill yesterday morning, reached his hand over a revolving saw, which caught him in the wrist and nearly severed it. The ambulance was called, and Dr. Mason took him to the hospital, where last night he was reported as doing well.

HIGH SCHOOL TEACHERS.

Vacancies Filled by School Board Last Night.

The regular meeting of the School Board was held last night at 8 o'clock, the following members being present: James H. Capers (chairman), Charles Hutzler, Dr. M. D. Hoge, Jr., J. G. Corley, A. B. Clarke, S. E. Woodfin, W. F. Fox (superintendent), C. P. Walford (clerk). The board after routine business proceeded to elections to fill positions left vacant at the last meeting, resulting as follows: High School, W. S. Hough, R. Randolph Jones, Miss Annie E. Granger was transferred from Madison to High School.

White Schools.—Reserve List—Helen A. Childrey, Mary A. Crew, Sallie E. Doyle, Etta V. Samuels, Ilma Von Schilling.

Kindergarten Reserves.—Virginia A. Minor, Carrington Jones, Inez Fox.

Pupil Teachers.—Bessie B. Aldrich, Evelyn E. Holdcroft, Mary V. Sanders, Eva E. Hey, Annie C. Robinson, H. Lillian Cason, Jessie Harpers, Louise M. Richardson, Martha A. Dabney, Mary Chappell, Alice G. Owens, Bessie G. Black, Lelia S. Goddin, Sadie Engleberg, Eva M. Kelley, Helen F. Block, Katherine C. Phillips, Irene E. Walton, Lillie L. Fox.

Colored Schools.—Reserves—Moselle C. Robinson, Minnie White, Ida M. Crump, Nettie C. Bagby, Lillie J. Ballard, Frances P. Brown, Mary E. Smith, Armonia H. Teighman, Carrie L. Barrett, Bertha S. Sweete, Annie H. Smith, Indiana Dandridge, Lucy A. Jackson, Lillian A. Hodges, Leaonead J. Mundin, Jessie Williams.

Pupil Teachers—Rosa B. Sutton, Nannie B. Taylor, Nannie L. Burton, Lillie B. Riley, Missouri A. Tharps, Florence A. Jackson, Hattie C. Mayo, Maria B. Beverley, Grace A. Lindsey, Eleanora B. Smith.

Leaves to Recuperate.

Miss Mary Lurty, who was injured by being caught between a vehicle and street-car at First and Broad Streets several days ago, will leave the first of next week for Ocean View to recuperate from the results of the accident.

Rev. E. W. Stone has returned from Roanoke, where he was called early in the week by the illness of his mother, whose condition is now improved.

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U. S. refunding 2s, coupon 104
U. S. 3s, registered 103⅝
U. S. 3s, coupon 103⅝
U. S. Old 4s, registered 102⅝
U. S. Old 4s, coupon 103⅝
U. S. New 4s, registered 129½
U. S. New 4s, coupon 129½
American Tobacco 4s 75
American Tobacco 6s 112
Atchison general 4s 101⅞
Atchison adjustment 4s 94
Atlantic Coast Line 4s 92⅞
Baltimore and Ohio 4s 103¼
Baltimore and Ohio 3½s 96⅞
Brooklyn Rapid Transit conv. 4s 96⅞
Central of Georgia 5s 111½
Central of Georgia 1st Inc. 87
Central of Georgia 2d Inc. 35
Chesapeake and Ohio 4½s 106⅝
Chicago and Alton 3½s 80
Chicago, B. and Quincy new 4s 111½
Chicago, R. I. and Pac. R. R. 4s 76⅝
Chicago, R. I. and Pac. R. R. col. 5s 95½
C., C., C. and St. Louis gen. 4s 102¼
Colorado Industrial 5s, series A 78½
Colorado Industrial 5s, series B 75
Colorado Midland 4s 65
Colorado and Southern 4s 93¼
Cuba 5s (offered) 106
Denver and Rio Grande 4s 100⅝
Distillers' Securities 5s 85¼
Erie prior lien 4s 101½
Erie General 4s 93½
Hocking Valley 4½s 108½
Japan 6s 93¼
Japan 6s, 2d series 93½
Japan 4½s, certificates 84¼
Japan 4s, certificates 85
Japan 4½s certificates, 2d series 93½
Louisville and Nash. United 4s 101¾
Manhattan consol gold 4s 101
Mexican Central 4s 79
Mexican Central 1st Inc. 19
Minn. and St. Louis 4s (offered) 96¼
Missouri, Kansas and Texas 4s 90
Missouri, Kansas and Texas 2ds 88
Mobile and Ohio Collateral Trust 4s 95
National R. R. of Mex. con. 4s (offered) 84½
New York Central gen. 3½s 98½
New Jersey Central gen. 5s 127½
Northern Pacific 4s 105⅞
Northern Pacific 3s 76
Norfolk and Western consol 4s 100
Oregon Short Line refunding 4s 95
Pennsylvania conv. 3½s 91¼
Reading General 4s 102½
St. Louis and Iron Mountain 5s 84
St. Louis and San Francisco fk. 4s 80½
St. Louis Southwestern con. 4s 77
Seaboard Air Line 4s (offered) 87¼
Southern Pacific 4s 92¼
Southern Pacific 1st 4s, certificates 97¼
Southern Railway 5s 116⅝
Texas and Pacific 1sts 118
Toledo, St. L. and Western 4s 81
Union Pacific 4s 106¼
United States Steel 2d 5s 97
Wabash 1sts 114½
Wabash Deb. B 82¼
Western Md. 4s 86¼
Wheeling and Lake Erie 4s 89
Wisconsin Central 4s 91½

SALES:		Open.	High.	Low.	Bid. Closing	Asked.
1,200	A. C. L., com.	136½	137	136	136½	137¼
44,000	American Smelters, com.	143	146⅞	142¼	145⅞	146
164,900	Amalgamated Copper	99¼	99¾	96½	99½	99¼
5,000	Am. Car and Foundry	36	36½	35	36½	36¾
	Am. Car and Found., pfd.	...	...	...	99½	102
800	American Cotton Oil	29½	30¼	29½	...	...
1,200	American Tobacco, pfd.	100	100	99⅞	99¾	100
100	American Can	6¼	6¼	6¼	6¼	6½
700	American Can, pfd.	54¾	55¼	54¾	54½	56
9,000	Amer. Loco., com.	67½	68	66	67¾	68
	Amer. Loco., pfd.	...	...	...	113½	115
5,000	American Sugar	128⅞	131	128¼	130½	131
8,300	A., T. and S. Fé, com.	88⅞	89⅝	88⅛	89¼	89⅝
600	A., T. and S. Fé, pfd.	103	103	103	102½	103
15,500	Baltimore and Ohio	110⅝	117¾	116½	117⅝	117¾
32,800	Brooklyn Rapid Transit	74½	76⅝	73¾	76¼	76½
1,800	Canadian Pacific	159¼	160¼	159½	160	160½
2,200	Chesapeake and Ohio	56½	57	55¾	56¾	57
5,700	Chicago Great Western	16½	16⅞	16	16⅝	16⅞
62,000	Chic., Mil. and St. Paul	171½	174½	169½	174½	174¾
22,800	Colorado Fuel and Iron	45½	47½	44½	47½	47¾
1,800	Colorado Southern, com.	33⅝	33¾	33⅛	33⅝	33⅞
200	Colo. Southern, 1st pfd.	67	67½	67	67½	68
400	Colo. Southern, 2d pfd.	48	48½	48	48	49
1,600	C., C., C. and St. L.	93	93⅞	92½	92⅝	93½
1,500	Consolidated Gas	139¼	139¼	138½	139	140
3,000	Delaware and Hudson	213	214½	211	214	215
	Del., Lack and Western	...	...	...	500	520
27,500	Erie, com.	40⅝	41¾	40	41⅝	41¾
800	Erie, 1st pfd.	77⅞	78	77¾	78	78⅛
2,400	Erie, 2d pfd.	68	68¾	68	67⅝	69
800	General Electric	162	163½	161½	163	164
7,200	Great Northern, pfd.	287	288	283	288	289
1,500	Illinois Central	176½	176½	174½	177	177½
4,000	Louisville and Nashville	142	143	141¼	143	143½
	Manhattan	...	...	...	147	148
	Metro. Street Railway	...	...	...	106	107
2,400	Mexican Central	21¼	21¼	20½	20⅞	21
4,800	Mo., K. and Texas, com.	32⅛	32¾	31⅞	32⅞	33
1,100	Mo., K. and Texas, pfd.	65	65½	64⅞	66¼	67

SALES:		Open.	High.	Low.	Bid. Closing	Asked.
9,500	Missouri Pacific	90¼	91⅛	89½	91	91⅛
7,300	National Lead	71¾	73	71½	72½	73
3,200	New York Central	134½	135½	133½	135½	135¾
7,200	Norfolk and Western	87½	88¼	87½	88¼	88¾
3,700	N. Y., Ont. and Western	47¾	48½	47½	48¼	48⅝
17,700	Northern Pacific	199¾	199⅞	194½	199⅞	200
61,900	Pennsylvania Railroad	128½	129⅝	127⅝	129¼	129¼
1,900	People's Gas (Chicago)	89¼	90	89⅛	89½	90½
3,300	Pressed Steel Car	46	47	45	46¾	47¼
	Pressed Steel Car, pfd.	...	...	...	96	97
2,500	Rep. Iron and Steel, com.	26½	27½	26¼	27	27¼
800	Rep. Iron and Steel, pfd.	94⅞	95	94⅝	95	95½
164,900	Reading, com.	124	126	122¼	125¾	125⅞
	Reading, 1st pfd.	...	...	...	90	93
	Reading, 2d pfd.	...	...	...	90	93
2,100	Rock Island, com.	23¾	24	23⅞	24	24¼
1,800	Rock Island, pfd.	62	62½	62	62¾	63
1,600	Sloss	70¼	71½	69¾	71	71½
	Sloss, pfd.	...	...	...	107	112
43,300	Southern Pacific	66¾	68¼	66⅝	68	68⅛
8,800	Southern Railway, com.	34¾	35	31¼	35	35½
100	Southern Railway, pfd.	99¼	99¼	...	99	99¼
	S. A. L., com.	...	...	...	27	30
	S. A. L., 1st pfd	...	...	...	80	90
	S. A. L., 2d pfd	...	...	...	50	60
	Tennessee Coal and Iron	...	...	...	153	153½
1,800	Texas Pacific	31	31½	31	31½	32
125,800	Union Pacific	142½	145	141⅞	144¾	144⅞
2,700	U. S. Rubber, com.	44½	45¼	44½	45¼	45½
100	U. S. Rubber, 1st pfd.	107	107	107	107	108
200	U. S. Rubber, 2d pfd.	77½	77½	77½	77	77¾
120,900	United States Steel	35½	35⅞	34⅝	35¾	35⅞
59,400	United States Steel, pfd.	101½	102½	100	102	102½
1,400	Va.-Car. Chem., com.	36½	36¼	36	36	36¼
	V.-C. C., pfd., ex. div.	...	...	...	106	107
1,500	Wabash, com.	19½	19½	19	19½	19¾
1,300	Wabash, pfd.	45½	45½	44½	44¾	45
200	Western Union	91⅝	91⅝	91⅝	91¼	92

Total sales, 1,207,600 shares.

FINANCIAL.

Miller & Co.,

29 Broadway, New York, BROKERS, 821 Grav