FINANCIAL AND COMMERCIAL.

MONDAY, August 2.

Stocks advanced for the sixth day in succession, and the prices at the close, which were in most cases the high prices of the day, were on the average $3 a share above those at the close of the market last Monday. To-day's contribution to this unusually long, uninterrupted and decided upward movement was produced principally by buying through the commission houses on orders originating from all parts of the country and particularly from the interior centres in the grain sections of the West and middle West. This public buying was not sporadic, exhausting itself in the first hour of the session, as often happens at the opening of the week, but continued consistently strong throughout the session and was as much in evidence in the last hour as in the first. And though the turnover of stocks was not as great as in the last full session last week, the public participation in the day's business was greater and demonstrated that the response to the current trade developments, crop prospects and expected early passage of the tariff bill is hearty and sanguine. As there was a continuation and increase of public interest so there was a continuation of favorable trade reports, excellent statements of railroad earnings and reassuring information regarding the growth and harvest of grain. The United States Steel Corporation put into effect a new price schedule with advances of $1 a ton on bars, angles, beams and plates, and thus brought the average of prices up to about 88 per cent. of the scale prevailing before the declaration of the open market last February. Railroad statements for June showed such gains in gross earnings as $752,000 by New York Central, $161,000 by Missouri, Kansas and Texas, $594,000 by Norfolk and Western and $104,000 by Atlantic Coast Line. The report of the last named company also attracted interested attention in that it showed net earnings for the fiscal year ended June 30 $2,096,000 in excess of 1908 and $1,751,000 in excess of 1907. The wheat, corn and oats options again sold off to new low records for the season as stocks were selling up to new high records. December wheat closed at 101⅜, which is the closest to $1 a bushel that it has sold since speculation in the new crop began.

In contrast with these favorable developments the Government cotton report represented the condition of the crop at the low percentage of 71.9, which compares with 80.6, the average of the last ten years and with 83.4 and 75 respectively in 1908 and 1907. On the acreage planted the report indicates a crop of about 11,500,000 bales as compared with 13,600,000 bales last year. Its publication was followed by an advance of 30 points or $1.50 a bale on the local Cotton Exchange, but had little immediate effect on the stock market. Although cotton is still the greatest money crop, particularly as regards the establishment of credits abroad, it was argued that the short crop indicated by the Government return was still as great as that gathered in 1907, and that the loss in cotton was certain to be much more than compensated by the superior value of the exports of cereals. Furthermore, it was noteworthy that the advance in cotton prices, decided though it was, left the various options $1.25 a bale below the price in the middle of last month, and the fact that damage by unfavorable weather in the days prior to the date of the Government report had since been in part rectified created the impression that current prices for cotton, like those in the middle of July, may have been brought about largely by a recurrence of that inordinate speculation for which alone the Hughes commission criticised the local Cotton Exchange. Louisville and Nashville and Southern Railway preferred advanced in accordance with other stocks notwithstanding the unfavorable Government report on the crop which provides much of the tonnage of the Southern roads. Advances more decided than in most of the others were made by the railway equipment stocks and the Erie shares, the latter moving concurrently with the Erie Railroad connection with the Hudson tunnel and in accordance with the belief that the Erie's suburban business will develop more rapidly than that of ever road from the new rapid transit into this city. The shares of the United States Rubber Company were also conspicuously strong. In Union Pacific, Reading, Rock Island preferred and other shares in which speculation has been keenest in the course of the last six days there was very heavy profit taking, but the force of public buying was strong enough to absorb this without loss in most cases, and the market was stronger in the late trading than at any other time.

New York Stock Exchange Sales, Aug. 2.

CLOSING PRICES OF UNITED STATES BONDS.

	Bid.	Asked.		Bid.	Asked.
2s reg	100½	101½	4s coup.	111¾	
2s coup.	100¾	101¼	Pan 2s reg	100½	101½
3s reg	101	102	Pan 4s	100½	101½
3s coup.	101	102	DC 3.65s	105	
4s reg	117	118			

RAILROAD AND OTHER BONDS.

Allis-Chal 5s	86¼	Den & Rio Gr 4s	87
43000	86¼	Den & RG 1st 4s	97⅛
1000	86¾	Den & RG w 4s	97⅛
50000	86⅞	10000	97⅛
Amer Ag ch 5s	95	5000	95⅜
5000	95⅛	31000	95⅛
Am Hide & L 6s	89	8000	95⅜
40000	101	Denvers Nes 6s	100⅜
1000	100¾	2000	76¼
Am T&T cv 4s	107	5000	76¾
40000	106⅛	Erie 1st con	106⅛
1000	106¼	10000	12514
16000	106⅜	Erie gen lien 4s	106⅜
70000	106⅛	5000	85⅞
4000	106⅜	Erie cv 4s ser A	1927
Am Tobacco 6s	112	7000	86⅞
5000	112	23000	87
9000	111⅞	Erie cv 4s ser B	1953
Am Tobacco 4s	87	50000	78
10000	80¾	35000	78¼
1000	80⅞	Erie g m lien 4s	1953
5000	80¾	16000	78¾
5000	80⅞	12000	78⅞
Armour 4½s		3000	78
Int cts	91	6000	78
36000	91⅛	Erie 4th ext	2020
2000	91⅜	7000	89
2000	91⅝	Gen 4s	1953
Atch T&SF cv 4s	105	5000	105
10000	119	500	153
10000	119⅛	Green Bay & W	1953
12000	119⅞	deb ser B	2003
10000	119⅝	2000	53¼
Atch T&SF cv 5s	105	Interborough 4s	1955
15000	118⅜	17000	104⅛
5000	118⅛	8000	104
2000	118¼	Int-Met cl 4½s	1956
4000	118⅜	80000	80¾
20000	118⅛	40000	80⅝
Atch T&SF cv 4s	105	50000	80¾
rcts full paid	105	20000	80⅝
6000	117¾	10000	80¾
rcts 1st paid	105	10000	80⅝
1000	105¼	10000	80⅞
Atch T & SF 4s	100	10000	80¾
1000	101¼	10000	80⅞
2000	101	35000	80⅝
3000	101⅛	1000	80⅝
10000	101	50000	80⅜
1500	101	20000	80⅞
AT & SF adj 4s	92	10000	80¾
stamped	93⅞	25000	80⅞
5000	93⅞	241000	81
Atl Coast Line 4s	96	50000	81⅛
5000	96⅛	62000	81
Balt & O gold 4s	100	10000	80⅞
1000	100¼	60000	81
11000	100⅜	Iowa Central 4s	90
1000	100⅝	10000	90¼
Balt & O P L E & W Va 4s	93½	Iri Dv Agr 4½s of So America	
2000	93½	6000	95
Beth Steel ex 5s	89¼	Japanese 4½s	91¼
5000	89¼	London 4½s	91¼
6000	89⅞	14000	91⅜
3000	89½	Japanese 4s	81¾
10000	89⅜	9000	86½
Bkn Rap Trcv 4s	91¼	2000	86¼
50000	86⅜	Kan C Fl&M 4s	91¼
30000	86⅞	1000	83¾
2000	86¾	Kan City S ref 3s	75¾
34000	86⅞	Interim ctfs	75¾
6000	86⅝	5000	100¾
7000	87⅛	Kings Co 4s std	100¼
1000	87¼	4000	87½
Lack Steel 5s	98	1000	98
1000	98⅛	L Sh & M So 4s	94⅝
2000	94⅞	2000	94⅞
Marine cr 4½s	83¾	1000	70¼
1000	70¼	3000	70¼
4000	70¼	Mil L S&W 1st	111⅜
2000	111⅜	Mo Kan&Tex 4s	100½
1000	100½	2000	100⅝
Mo K&T sf 4½s	91½	1000	91⅛
3000	91⅛	3000	91⅜
M&O Mont 1st 5s	100	1000	112¾
N Y Central 3½s	92	2000	92
N Y Cen L S 3½s	83½	50000	83½
N Y Chi & StL 4s	90	1000	90⅛
NY City 4½s 1957	112¼	1000	112⅛
new	112⅛	3000	112⅛
N Y City 4s 1959	101½	tem rcts	101½
1000	101⅜	7000	101⅜
5000	101¼	N Y Dock Elec Li H & P 5s	76
4000	103⅝	NY NH&H cv 6s	135¾
1000	135¾	N Y Out W 4s	85⅝
5000	98⅝	Norf & W cv 4s	101
52000	101	North Pacific 4s	102¾
North Pacific 4s	102¾	1000	102⅞
7000	102¾	North Pacific 3s	75
14000	74⅛	Or Rail & Nav 4s	98⅜
1000	98⅜	10000	98½
Pac T & T coll 5s	97½	6000	97½
5000	97¾	Pa cv 3½s 1912	97⅛
11000	101¾	5000	101⅞
25000	102		

Total sales of bonds (par value), $5,331,000

RAILROAD AND OTHER SHARES.

Sales.	High-est.	Low-est.	Clos-ing.	Net Ch'ge.
2900 Allis Chal.	16⅜	15¾	16¼	+ ⅛
4300 Allis Ch p.	57¼	55½	57	+2
12500 Amal Cop.	85	84⅜	84¾	− ⅛
200 Am Ag Ch	44⅜	44⅜	44⅜	− ⅛
5800 Am B Su	49½	48½	48¾	− ¼
1100 Am Can	12½	12⅛	12½	
600 Am Can p.	83½	82½	83	− ⅛
14800 Am Car F.	69¾	67	69½	+3¼
200 Am C F pf	119⅞	119¾	119¾	− ¼
900 Am Cot O.	76½	76	76⅜	− ⅛
8300 Am H & L.	9⅜	8¾	9¼	
10700 Am H L p.	49⅛	46⅛	49	+3
1500 A Ice Secs	39	38½	38⅞	+ ⅜
500 A Linseed	16⅜	16⅜	16¾	+ ⅛
1000 A L'seed p	46	45¾	46	+1
9400 Am Loco.	67⅝	65½	67¼	+2⅛
300 A Loco pf.	120¾	120⅛	120¾	+ ¾
100 A MaltCrp	9⅝	9⅝	9⅝	− ⅛
200 A M Crp p.	53	53	53	− ⅛
35700 Am Smelt.	99⅝	98¼	98⅞	+ ⅜
900 A Smelt p.	114⅜	114⅛	114⅛	+ ⅛
650 A Sm Sec.	89¼	88¾	88⅞	− ⅛
1000 Am SteelF	57	55½	57	+1¾
800 Am Sugar	131¾	131	131	− ¼
100 A Sugar p	125⅝	125⅜	125⅝	− ¼
4700 Am T & T.	143⅜	143	143¼	+ ⅜
500 A Tob pf.	102	101½	102	+ ⅝
500 Am Wool.	36⅛	36	36	+1
1200 A Wool pf	104⅝	103¼	104⅝	+1⅝
2100 Anaconda	49½	49	49½	+ ½
27700 A T & S F.	119½	119⅛	119⅛	− ¼
300 A T S F pf	105	104⅝	104⅝	− ¼
1000 At C Line.	134⅜	134	134¼	
7700 Balt & O.	119⅞	119⅜	119⅝	+ ⅛
1200 Beth Steel	31½	31⅜	31½	
800 Beth St pf	63½	62	63½	+1½
17200 Bkn R T.	81	79¾	80½	+1⅛
300 Bkn U Gas	143¼	142	142	−1¼
1000 Bruns'k.	19	18½	19	+1
4200 Can Pac	189¼	188¼	189	+1⅛
11400 Cen Lither	36¼	35	36¼	+1⅛
310 Cen L pf.	108½	108⅛	108½	+ ½
5600 Ches Ohio	79⅜	78¾	78⅞	− ⅛
600 Chi Alton.	67	67	67	
800 Chi N W.	187¾	187	187	
3600 Chi Gt W.	1	8¼	7⅜	− ⅛
1500 C G W p B.	4¾	4¼	4¾	+ ⅜
12100 C M St P.	159	158	159	+ ⅞
1900 CM SP pf.	170⅛	169¾	170½	+ ½
1100 CCC & St L.	77¾	76⅝	77⅜	+ ⅞
7000 Col Fuel I.	48	47¼	47⅝	
100 Col F I pf.	99	99	99	− ⅛
1500 Col H C I.	64⅜	64	64⅜	+ ⅜
1700 Col So 1 pf	82	81½	81½	
2300 Cons Gas.	143⅝	142¾	143	
3100 Corn P R.	25½	25	25	− ⅜
200 Corn PR p	89⅛	89	89⅛	
2500 Del Hud.	195⅝	195	195	+ ⅜
3400 Den R Gr.	49½	49	49	− ⅛
400 Den RG pf	85¾	85½	85½	− ⅜
3000 Distlls' S.	39⅞	38½	39⅞	+1¼
36700 Erie	38½	37⅜	38¼	+1¼
8600 Erie 1st pf	56⅜	55	56	+1⅜
2300 Erie 2d pf.	46	45⅜	46	+1
1100 Gen Elect.	170¼	170	170	
500 Granby	105	103	105	+2
20200 Gt Nor pf.	153¾	153¼	154⅝	+1
17000 G N O ctfs	78⅜	77½	78⅛	− ¼
200 Harvester	87½	87½	87½	
600 Harv pf.	122	122	122	
100 Hav Elec.	62½	62½	62½	+ ¾
4900 Ill Cent.	155¾	154	154¾	
2700 Int Paper.	17	16	17	+ ⅝
500 Int Pap p.	67¾	66¾	67¾	+1¼
200 Int Pump.	39½	39¼	39½	− ¼
100 I Pump pf	87½	87½	87½	+ ½
1500 Inter-Met	15½	15¼	15⅜	
3800 Int-Met p.	48¼	47⅝	48	+ ⅛
1030 Iowa Cent	32⅜	32¼	32⅜	+ ⅛
700 Ia Cen pf.	57⅝	57¼	57⅝	− ⅛
2800 Kan C So.	48½	47¾	48⅛	+ ⅛
600 K C So pf.	73	72¾	73	− ⅛
1200 L Erie W.	29½	28	29½	+2¾
300 L E W pf.	63	61	63	+2
300 Long Isld.	69	69	69	
2100 Lou Nash.	147	146¼	147	+1
200 Mackay.	84½	84½	84½	+ ⅝
100 Manhat'n	144½	144½	144½	− ⅛
300 Marine	7	6⅞	7	+ ⅛
400 Marine pf	22⅞	22½	22⅞	− ⅜
300 Minn St L	56⅛	56	56⅛	− ¼
300 MSP SSM	144½	144	144¼	− ⅜
100 MSS M LL	89⅝	89⅝	89⅝	+ ¼
23400 M K & Tex	43⅝	42¾	43⅝	+1
500 M K & T p	74½	74	74½	+ ⅜
3600 Mo Pac.	75½	74¾	75¼	
100 NashC St L	130	130	130	−2½
100 Nat Bis.	106¾	106¾	106¾	+1
12300 Nat Lead.	89¾	88¾	89⅜	+ ¾
1600 Nat L pf.	113	112¼	113	+1
200 Nat E S pf	90	90	90	+1
2000 NRy M 2pf	24	23¾	23¾	− ¼
1200 N J Cent.	296	291	296	+5¼
1000 N Y Air Br	92¾	92	92¾	+1¼
17800 N Y Cent.	141⅜	140⅞	141⅛	+ ⅛
200 N Y C St L.	57¾	57¾	57¾	+ ⅛
100 NYC St L.	87	87	87	+ ½
100 NY NH H.	171	171	171	
3900 Nor & W.	95¾	95	95⅛	+ ½
4485 Nor Am.	85⅜	84½	85⅜	+1⅛
14600 Nor Pac.	156¼	155	156	+1
4000 Ont & Wes	51⅞	51	51¾	+ ⅛
2800 Pac Mail.	33⅛	32	33⅛	+1¾
50400 Penn RR.	141⅜	140	140⅝	+1
2650 Peo Gas.	115¼	114¾	115⅛	− ⅛
100 Peo East.	26¾	26¾	26¾	− ¼
200 PCC & St L	93½	93½	93½	
3420 Pitts Coal	14⅜	13¾	14⅜	+ ¾
700 Plt Coal p.	52¼	51¾	52¼	+1¼
10570 Press S C.	52½	48½	52½	+3⅞
450 Press SC p	109	108	109	+2
100 Pullm P C	187½	187½	187½	−1½
500 Quicksilv.	6½	6⅜	6⅜	− ⅛
200 Q'ksilv pf.	6⅜	6¼	6¼	
3800 Ry St Spg	50	48½	50	+1½
100 Ry S Spp.	108	108	108	+2
3100 Rep Steel.	37⅜	36⅜	37⅛	− ⅜
2285 Rep St pf.	106¼	106	106¼	+ ¼
107100 Reading.	163	161¾	161⅞	+ ⅛
100 Read 1st p	94	94	94	
400 Read 2d p.	102	101⅞	101⅞	+ ⅜
12700 Rock Isld.	39½	38⅞	39⅛	
2400 Rock I pf.	77½	77½	76½	+ ⅜
100 Rut RR pf	37½	37½	37½	−1
2200 Sloss-Shef	86½	85½	86	+ ¼
600 StL SF 2 p	56	55½	56	
200 StL S W p	66¼	66¼	66¼	+ ¼
97800 Sou Pac.	136⅞	134⅝	136⅞	+1⅝
9600 Sou Ry Co	33¼	33	33⅛	− ¼
1850 So Ry Co p	73¾	72⅞	73¾	+ ¾
700 Tenn Cop.	38⅞	38½	38½	
2100 Tex Pac.	36	35¼	35⅝	− ⅛
300 Third AvR	20	20	20	− ¼
1000 Tol StL W	51½	51	51½	+ ⅜
2200 Tol StLW p	70½	69¾	70⅜	+ ⅝
68600 Un Pac.	201⅛	200½	200½	− ½
800 Un Pac pf	104⅜	103⅞	104⅜	+ ⅜
300 U Dry Gpc	11	11	11	+ ⅛
200 Un R Inv.	38½	38½	38½	

Sales.	High-est.	Low-est.	Clos-ing.	Net Ch'ge.
100 Un R Inp.	56	56	56	− ¼
220 US Cl Pipe	33	32¾	32¾	+ ⅛
400 US Cl P p.	84½	84⅜	84½	+ ⅛
100 U S Exp.	90	90	90	+2
500 US R &Im	83⅜	82⅞	82⅞	+ ¼
100 US R&Ref	157⅛	157⅛	157⅛	− ⅛
200 US R&R p.	37½	37	37½	+ ⅛
11300 U S Rub.	44½	42	44½	+3
2000 USRub 1p	118	117	117⅞	+ ⅞
2400 USRub 2p	86⅛	84	86	+2¼
106675 US Steel.	74¾	73¾	74¾	+ ¾
3700 USSteel p	128½	128⅛	128½	+ ⅜
1400 Utah Cop.	52⅞	51⅜	52	− ⅛
4100 Va-Car C.	54½	53¾	53¾	− ¼
700 Wabash.	21½	21½	21½	− ⅛
2900 Wab pf.	57⅞	57⅛	57¼	+ ¼
2700 West'h'se	86	85½	86	+ ⅛
100 W'h'se 1 p	124½	124½	124½	+2½
2800 W Maryld	4	3¾	4	+ ¼
600 West U T.	76¾	76	76	− ½
300 Wheel L E	6⅛	6	6	− ¾
100 W& LE 2p	7⅝	7⅝	7⅝	− ⅛
100 Wis Cent.	57	57	57	+ ¼

Total sales of stocks, 969,400 shares.

*Ex dividend.

CLOSING PRICES.

	Bid.	Asked.		Bid.	Asked.
Adams Ex.	218	—	Mackay	83½	84½
Allis Ch'rs	16½	16⅝	Mackay pf	74⅜	74⅝
Allis Ch pf	56½	57	Manhattan	145	146
Amal Cop.	84⅜	84¾	Marine	6⅝	7⅛
Am Ag Ch	44¾	44⅞	Marine pf	22½	22⅝
Am B Sug.	48½	48⅞	Minn & St L.	55	56½
Am Can	12⅜	12½	M & St L pf.	84	90
Am Can pf.	83½	83¾	MSP & SSM.	143½	144
Am C & F	69¾	69⅝	MSP SSM pf	161	163
Am C & F pf.	118	120	M K & T	43½	43⅝
Am Cot Oil.	76⅛	76⅜	M K & T pf.	74	74½
Am Cot O pf.	102½	107	Mo Pacific	78	78¼
Am Express.	228	230	Nat Bis Co.	106½	107
Am Hide & L	9¼	9⅜	N Bis Co pf.	124⅜	127
Am H&L pf.	48¾	49	Nat Lead.	89⅜	89½
Am Ice Sec.	38⅞	39	Nat Lead pf.	113	114
Am Linseed.	16¾	16⅞	NatMexIst p	81½	82
Am Lin pf.	45½	46	Nat Mex 2 pf	23½	23¾
Am Loco.	67¼	67½	Newhouse	2⅛	3
Am Loco pf.	120½	121	N J Central.	298	300
Am Malt C.	9½	9⅝	N Y A B	92¾	93
Am M C pf.	53½	53⅝	N Y Central.	141	141⅝
Am Smelt'g.	98⅝	99	NY C & St L.	56½	58
Am Smelt pf	114¼	114⅝	NYC&SL 1p.	100	110
Am Sm Sec.	88⅞	89	NYC&SL 2p.	85	87
Am St Fy.	56½	57½	NY NH & H.	170½	171½
Am Sugar.	131	131½	NY N J Tel.	142½	143
Am Sugar pf	125	126	North Am.	84⅞	85¼
Am T & T.	143½	143¾	Nor & West.	95½	95½
Am Tob pf.	101⅞	102	Nor & W pf.	92	94
Am Wool.	36	36¼	Nor Pacific.	156	156¼
Anaconda.	49¾	49½	Ont & West.	51⅝	51⅞
At T & S F.	119¼	119⅞	Pac Coast.	95	100
At T & S F pf	104⅝	105	Pac Coast 1p	99	100
Atl Coast L.	134½	134½	Pac Coast 2p	96	100
Balt & Ohio.	119½	119⅝	Pacific Mail.	33	33½
Balt & O pf.	93	94	Penna RR.	140⅜	140⅝
Batopilas M.	4⅜	5⅛	Peo G L & C.	115	115⅛
Beth Steel.	31½	31⅝	Pittsburg C.	144	145
Beth Steel pf	63	64	Pittsbg C pf.	52	52⅝
Bklyn R T.	80½	80⅝	P C C & St L.	95¼	98⅜
Bkn Un Gas.	142	143	PCC & St L pf.	110	120
Butterick.	30	34	Pr Steel Car.	52½	53
Can South.	64⅝	69	P Steel C pf.	109½	110
Can Pac.	188⅞	189	Pull P Car.	187	190
Cen Leather.	36	36¼	Ry St Spg.	49⅞	50
Cen Leather pf.	108½	109⅝	Ry St Spg pf	106	108½
Ches & Ohio.	78⅞	79	Reading.	161⅜	161⅞
Chi & Alton.	66⅜	67½	Read 1st pf.	93½	94½
Chi & Alt pf.	70	74	Read 2d pf.	100	102
Chi Gt West.	⅞	1	Repub Steel.	36⅞	37⅛
Chi Gt W A.	25	25½	Rep Steel pf.	106¼	106½
Chi Gt W B.	4½	4⅝	Rock Island.	39½	39⅝
Chi & N W.	186¾	187	Rock Isld pf.	76¼	76½
Ch M & St P.	159	159½	Sloss-Shef.	85¾	86
CM & S P pf.	170½	170¾	St L & SF 1 pf	70	72
CUT stmpd.	4½	5	St L & SF 2 pf	55½	56
CUT p stmp	13	13½	St L S W.	27	27¼
CCC & StL.	76½	77	St L S W pf.	66½	66⅝
CCC & SL pf	105	—	St P & Om.	138	144
Col Fuel & I.	47½	47⅝	So Pacific.	136⅜	136⅝
Col H C & I.	63½	64½	Southern Ry	33½	33⅝
Col South.	85	86	So Ry pf.	73¼	73⅝
Col So 1st pf.	81½	82½	Tenn Cop.	38¼	38½
Col So 2d pf.	80½	81	Texas Pac.	35¼	35⅝
Con Gas.	142¾	143	Third Av.	19	20
Corn Pd Ref.	25	25½	T St L & W.	51	51½
Corn P Ref p	88½	89½	T St L W pf.	70	70⅝
Del & Hud.	195	195½	Twin City.	103	103⅞
Del L & W.	575	640	Un Bag & P.	13⅝	14⅛
Den & RG.	49	49⅝	Un Bag & P pf	78	80
Den & RG pf	85½	85⅝	Un Pacific.	200½	200⅝
Dis Secur.	39½	39⅝	Un Pac pf.	104⅝	104⅞
DSS & A.	16½	17	Union R Inv.	38½	39½
DSS & A pf.	32½	33	Un R Inv pf.	85½	85⅝
Erie.	38½	38⅝	Un Cigar pf.	108	110
Erie 1st pf.	56	56⅛	U Dry G t p	110⅜	111
Erie 2d pf.	45⅝	46	U S C I Pipe.	33	33½
Fed Min & S.	72	78	U S C I P pf.	84	84½
Fed M&S pf.	89	90	U S Express.	57	58
Gen Elec.	170	170⅝	U S Rlty & I.	83¼	83¾
Gt North pf.	134½	134⅝	U S Red & R.	16¼	16⅝
Gt N O ctfs.	77⅝	78	U S R & R pf.	37⅜	38½
Harvester st	87⅝	87½	U S Rubber.	44	44½
Harv'ter c p.	122	122¼	U S Rub 1 pf.	117⅝	118
Hock V rets.	114	114⅝	U S Rub 2 pf.	85½	86
Hock Val pf.	92	96½	U S Steel.	74⅜	74⅝
Illinois Cen.	154½	155	U S Steel pf.	128⅜	128½
Inter-B Met.	15¼	15⅝	Utah Copper	50⅝	51⅞
Int-B Met pf	47⅞	48	Va-Car.	53⅜	54⅛
Int Paper.	16⅞	17	Va-Car pf.	121	122½
Int Paper pf	67½	68	Wabash.	21⅝	21¾
Int Pump.	39½	40	Wabash pf.	57⅛	57½
Int Pump pf.	87¼	88	Wells-F Ex.	315	—
Iowa Central	32	32½	Westhouse.	85½	86
Iowa Cent pf	57½	57½	W Maryland	4	4¼
Kan City So.	48	48½	West Ua Tel.	—	—
Kan C So pf.	72¾	73	Wheel & L E.	6	7
Lake E & W.	28⅝	29	W & LE 1 pf.	16	17
L E & W pf.	61½	63	W & LE