

Prices New York Closes Higher and Firm Despite Heavy Realizing

GET
R NOV. 1

and Horsepower
opped at Wei-
ills — 375
at Work.

st.—One of the
e twelve thousand
developed. The
of the most com-
in every respect
about three hun-
men in the em-
A carload of
plies is being sent
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een or twenty cars
p to the falls.
line is practically
Dome Mines, where
of power will be
that the first unit
about the first of
Hunter is the real-
J. A. Beatty, is in
struction work.

STAMPS
ING SOON

Scene of Great
Hundred Men
— Thirty
Working.

st.—The Holla-
of the most active
surface and un-
is grinding out
with thirty stamps
daily. The other
completed and
stamps will be
ere are about four
cent employed on
erable work is be-
and, and particu-
laidings, which are
class shape for the
round work is be-
to the three hun-

MARVIN
Stock
BUILDING
Cobalt Stocks
in 400-50
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Stocks for 1911
ed

PROPERTY
SALE

ers Limited, would
option, or would
in Tupperage
of Lake, occupy
Patented Claims
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tary 42, Carter
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ERS & SON
Stock and Maps
SUPINE STOCKS
Main 1119-1115

est & Co.
Stock Exchange
ment Brokers
Life Insurance
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IR, Limited, corner
of 4th and
ements. ed

REFINERS.
ing Co. 79 Church
119 ed

GAL CARDS.
Barriers, Solic-
Stock, South Porcu-
ed

NOTICES.
IC RAILWAY
NY

REHOLDERS.
all General Meet-
ers of this Com-
of Directors to
of the retiring
the transference
will be held on
day of October
office of the
at 12 o'clock

ETING.
made Special for
izing the issue
uture Stock of
the outstanding
and, if ap-
an increase of
an Ordinary Cap-
by an amount
for the pur-
y, such increase
according to the
Company and the
Transfer Book
tral New York
The Preference
closed in London

opened on Thurs-
closer.
ard. 2000
BAKER.
112. Secretary
116, 113

STREET
ENDS ACTIVE
AND STRONG

Firm Opening, But Advance in
First Hour Was Temporarily
Checked by Heavy Realizing
— Some Stocks Losing All
Gains — Leaders Close at
New High Levels.

NEW YORK, Sept. 30.—For a week
today's stock market was the
most active witnessed in
months. Trading in the first
hour was well in excess of 300,000
shares, comparing with the busiest
days of the week.
U. S. Steel was again the feature of
the speculative leaders, opening with
sales of 7500 shares at a moderate ad-
vance. Practically all other prominent
stocks recorded gains, the most con-
spicuous exception being American
Smelting, which was notably heavier.
There was a further inquiry for vari-
ous minor railway issues, including
Denver Pacific, Western Maryland
and Kansas City Southern. Pacific
Mail opened with a point gain, and
Western Union and General Electric
were prominent among the equipment
stocks at advancing prices.

Heavy realizing met the early rise,
and the list fell back, some stocks
losing all their gain and more. Col-
orado Fuel was under pressure and
selling of Smelting was renewed. This
was followed by another buying move-
ment in Steel, Amalgamated Copper
and Union Pacific, all of which scored
big prices of the year, while large
blocks of Bonding were absorbed at a
substantial advance on the road's earn-
ings for August. Towards the close,
when the leaders showed slightly, Rock
Island, Missouri, Kansas and Texas
and some low-priced specialties came
to the fore.
Actual bank loans decreased \$20,000,
and the actual cash loss was only
\$1,000,000. Net deposits gained almost
\$100,000,000, the whole making for reserve
increase of \$112,000,000. The fact that
the banks had no members of the
clearing houses also decreased sub-
stantially conveys an intimation that
out of town institutions have taken on
some of the burden recently.

THE STOCK MARKETS

TORONTO STOCKS

	Sept. 27.	Sept. 28.	Sept. 29.	Sept. 30.
	Ask.	Bid.	Ask.	Bid.
Am. Asbestos	118 1/2	118 1/2	118 1/2	118 1/2
do. preferred	118 1/2	118 1/2	118 1/2	118 1/2
A. G. Packers A.	118 1/2	118 1/2	118 1/2	118 1/2
do. common	118 1/2	118 1/2	118 1/2	118 1/2
do. preferred	118 1/2	118 1/2	118 1/2	118 1/2
Am. Tel. & Tel.	118 1/2	118 1/2	118 1/2	118 1/2
do. common	118 1/2	118 1/2	118 1/2	118 1/2
do. preferred	118 1/2	118 1/2	118 1/2	118 1/2
Am. Can. Pac.	118 1/2	118 1/2	118 1/2	118 1/2
do. common	118 1/2	118 1/2	118 1/2	118 1/2
do. preferred	118 1/2	118 1/2	118 1/2	118 1/2
Am. Locomotive	118 1/2	118 1/2	118 1/2	118 1/2
do. common	118 1/2	118 1/2	118 1/2	118 1/2
do. preferred	118 1/2	118 1/2	118 1/2	118 1/2
Am. Mach. & Tool	118 1/2	118 1/2	118 1/2	118 1/2
do. common	118 1/2	118 1/2	118 1/2	118 1/2
do. preferred	118 1/2	118 1/2	118 1/2	118 1/2
Am. Steel	118 1/2	118 1/2	118 1/2	118 1/2
do. common	118 1/2	118 1/2	118 1/2	118 1/2
do. preferred	118 1/2	118 1/2	118 1/2	118 1/2
Am. Sugar	118 1/2	118 1/2	118 1/2	118 1/2
do. common	118 1/2	118 1/2	118 1/2	118 1/2
do. preferred	118 1/2	118 1/2	118 1/2	118 1/2
Am. Tobacco	118 1/2	118 1/2	118 1/2	118 1/2
do. common	118 1/2	118 1/2	118 1/2	118 1/2
do. preferred	118 1/2	118 1/2	118 1/2	118 1/2
Am. Wire	118 1/2	118 1/2	118 1/2	118 1/2
do. common	118 1/2	118 1/2	118 1/2	118 1/2
do. preferred	118 1/2	118 1/2	118 1/2	118 1/2
Am. Zinc	118 1/2	118 1/2	118 1/2	118 1/2
do. common	118 1/2	118 1/2	118 1/2	118 1/2
do. preferred	118 1/2	118 1/2	118 1/2	118 1/2
Am. Copper	118 1/2	118 1/2	118 1/2	118 1/2
do. common	118 1/2	118 1/2	118 1/2	118 1/2
do. preferred	118 1/2	118 1/2	118 1/2	118 1/2
Am. Lead	118 1/2	118 1/2	118 1/2	118 1/2
do. common	118 1/2	118 1/2	118 1/2	118 1/2
do. preferred	118 1/2	118 1/2	118 1/2	118 1/2
Am. Tin	118 1/2	118 1/2	118 1/2	118 1/2
do. common	118 1/2	118 1/2	118 1/2	118 1/2
do. preferred	118 1/2	118 1/2	118 1/2	118 1/2
Am. Iron	118 1/2	118 1/2	118 1/2	118 1/2
do. common	118 1/2	118 1/2	118 1/2	118 1/2
do. preferred	118 1/2	118 1/2	118 1/2	118 1/2
Am. Nickel	118 1/2	118 1/2	118 1/2	118 1/2
do. common	118 1/2	118 1/2	118 1/2	118 1/2
do. preferred	118 1/2	118 1/2	118 1/2	118 1/2
Am. Potash	118 1/2	118 1/2	118 1/2	118 1/2
do. common	118 1/2	118 1/2	118 1/2	118 1/2
do. preferred	118 1/2	118 1/2	118 1/2	118 1/2
Am. Soda	118 1/2	118 1/2	118 1/2	118 1/2
do. common	118 1/2	118 1/2	118 1/2	118 1/2
do. preferred	118 1/2	118 1/2	118 1/2	118 1/2
Am. Glass	118 1/2	118 1/2	118 1/2	118 1/2
do. common	118 1/2	118 1/2	118 1/2	118 1/2
do. preferred	118 1/2	118 1/2	118 1/2	118 1/2
Am. Paper	118 1/2	118 1/2	118 1/2	118 1/2
do. common	118 1/2	118 1/2	118 1/2	118 1/2
do. preferred	118 1/2	118 1/2	118 1/2	118 1/2
Am. Textile	118 1/2	118 1/2	118 1/2	118 1/2
do. common	118 1/2	118 1/2	118 1/2	118 1/2
do. preferred	118 1/2	118 1/2	118 1/2	118 1/2
Am. Lumber	118 1/2	118 1/2	118 1/2	118 1/2
do. common	118 1/2	118 1/2	118 1/2	118 1/2
do. preferred	118 1/2	118 1/2	118 1/2	118 1/2
Am. Coal	118 1/2	118 1/2	118 1/2	118 1/2
do. common	118 1/2	118 1/2	118 1/2	118 1/2
do. preferred	118 1/2	118 1/2	118 1/2	118 1/2
Am. Oil	118 1/2	118 1/2	118 1/2	118 1/2
do. common	118 1/2	118 1/2	118 1/2	118 1/2
do. preferred	118 1/2	118 1/2	118 1/2	118 1/2
Am. Gas	118 1/2	118 1/2	118 1/2	118 1/2
do. common	118 1/2	118 1/2	118 1/2	118 1/2
do. preferred	118 1/2	118 1/2	118 1/2	118 1/2
Am. Electric	118 1/2	118 1/2	118 1/2	118 1/2
do. common	118 1/2	118 1/2	118 1/2	118 1/2
do. preferred	118 1/2	118 1/2	118 1/2	118 1/2
Am. Water	118 1/2	118 1/2	118 1/2	118 1/2
do. common	118 1/2	118 1/2	118 1/2	118 1/2
do. preferred	118 1/2	118 1/2	118 1/2	118 1/2
Am. Telephone	118 1/2	118 1/2	118 1/2	118 1/2
do. common	118 1/2	118 1/2	118 1/2	118 1/2
do. preferred	118 1/2	118 1/2	118 1/2	118 1/2
Am. Cable	118 1/2	118 1/2	118 1/2	118 1/2
do. common	118 1/2	118 1/2	118 1/2	118 1/2
do. preferred	118 1/2	118 1/2	118 1/2	118 1/2
Am. Marine	118 1/2	118 1/2	118 1/2	118 1/2
do. common	118 1/2	118 1/2	118 1/2	118 1/2
do. preferred	118 1/2	118 1/2	118 1/2	118 1/2
Am. Shipbuilding	118 1/2	118 1/2	118 1/2	118 1/2
do. common	118 1/2	118 1/2	118 1/2	118 1/2
do. preferred	118 1/2	118 1/2	118 1/2	118 1/2
Am. Ship	118 1/2	118 1/2	118 1/2	118 1/2
do. common	118 1/2	118 1/2	118 1/2	118 1/2
do. preferred	118 1/2	118 1/2	118 1/2	118 1/2
Am. Shipyard	118 1/2	118 1/2	118 1/2	118 1/2
do. common	118 1/2	118 1/2	118 1/2	118 1/2
do. preferred	118 1/2	118 1/2	118 1/2	118 1/2
Am. Shipowner	118 1/2	118 1/2	118 1/2	118 1/2
do. common	118 1/2	118 1/2	118 1/2	118 1/2
do. preferred	118 1/2	118 1/2	118 1/2	118 1/2
Am. Shipbroker	118 1/2	118 1/2	118 1/2	118 1/2
do. common	118 1/2	118 1/2	118 1/2	118 1/2
do. preferred	118 1/2	118 1/2	118 1/2	118 1/2
Am. Shipagent	118 1/2	118 1/2	118 1/2	118 1/2
do. common	118 1/2	118 1/2	118 1/2	118 1/2
do. preferred	118 1/2	118 1/2	118 1/2	118 1/2
Am. Shipmaster	118 1/2	118 1/2	118 1/2	118 1/2
do. common	118 1/2	118 1/2	118 1/2	118 1/2
do. preferred	118 1/2	118 1/2	118 1/2	118 1/2
Am. Shipowner	118 1/2	118 1/2	118 1/2	118 1/2
do. common	118 1/2	118 1/2	118 1/2	118 1/2
do. preferred	118 1/2	118 1/2	118 1/2	118 1/2
Am. Shipbroker	118 1/2	118 1/2	118 1/2	118 1/2
do. common	118 1/2	118 1/2	118 1/2	118 1/2
do. preferred	118 1/2	118 1/2	118 1/2	118 1/2
Am. Shipagent	118 1/2	118 1/2	118 1/2	118 1/2
do. common	118 1/2	118 1/2	118 1/2	118 1/2
do. preferred	118 1/2	118 1/2	118 1/2	118 1/2
Am. Shipmaster	118 1/2	118 1/2	118 1/2	118 1/2
do. common	118 1/2	118 1/2	118 1/2	118 1/2
do. preferred	118 1/2	118 1/2	118 1/2	118 1/2
Am. Shipowner	118 1/2	118 1/2	118 1/2	118 1/2
do. common	118 1/2	118 1/2	118 1/2	118 1/2
do. preferred	118 1/2	118 1/2	118 1/2	118 1/2
Am. Shipbroker	118 1/2	118 1/2	118 1/2	118 1/2
do. common	118 1/2	118 1/2	118 1/2	118 1/2
do. preferred	118 1/2	118 1/2	118 1/2	118 1/2
Am. Shipagent	118 1/2	118 1/2	118 1/2	118 1/2
do. common	118 1/2	118 1/2	118 1/2	118 1/2
do. preferred	118 1/2	118 1/2	118 1/2	118 1/2
Am. Shipmaster	118 1/2	118 1/2	118 1/2	118 1/2
do. common	118 1/2	118 1/2	118 1/2	118 1/2
do. preferred	118 1/2	118 1/2	118 1/2	118 1/2
Am. Shipowner	118 1/2	118 1/2	118 1/2	118 1/2
do. common	118 1/2	118 1/2	118 1/2	118 1/2
do. preferred	118 1/2	118 1/2	118 1/2	118 1/2
Am. Shipbroker	118 1/2	118 1/2	118 1/2	118 1/2
do. common	118 1/2	118 1/2	118 1/2	118 1/2
do. preferred	118 1/2	118 1/2	118 1/2	118 1/2
Am. Shipagent	118 1/2	118 1/2	118 1/2	118 1/2
do. common	118 1/2	118 1/2	118 1/2	118 1/2
do. preferred	118 1/2	118 1/2	118 1/2	118 1/2
Am. Shipmaster	118 1/2	118 1/2	118 1/2	118 1/2
do. common	118 1/2	118 1/2	118 1/2	118 1/2
do. preferred	118 1/2	118 1/2	118 1/2	118 1/2
Am. Shipowner	118 1/2	118 1/2	118 1/2	118 1/2
do. common	118 1/2	118 1/2	118 1/2	118 1/2
do. preferred	118 1/2	118 1/2	118 1/2	118 1/2
Am. Shipbroker	118 1/2	118 1/2	118 1/2	118 1/2
do. common	118 1/2	118 1/2	118 1/2	118 1/2
do. preferred	118 1/2	118 1/2	118 1/2	118 1/2
Am. Shipagent	118 1/2	118 1/2	118 1/2	118 1/2
do. common	118 1/2	118 1/2	118 1/2	118 1/2
do. preferred	118 1/2	118 1/2	118 1/2	118 1/2
Am. Shipmaster	118 1/2	118 1/2	118 1/2	118 1/2
do. common	118 1/2	118 1/2	118 1/2	118 1/2
do. preferred	118 1/2	118 1/2	118 1/2	118 1/2
Am. Shipowner	118 1/2	118 1/2	118 1/2	118 1/2
do. common	118 1/2	118 1/2	118 1/2	118 1/2
do. preferred	118 1/2	118 1/2	118 1/2	118 1/2
Am. Shipbroker	118 1/2	118 1/2	118 1/2	118 1/2
do. common	118 1/2	118 1/2	118 1/2	118 1/2
do. preferred	118 1/2	118 1/2	118 1/2	118 1/2
Am. Shipagent	118 1/2	118 1/2	118 1/2	118 1/2
do. common	118 1/2	118 1/2	118 1/2	118 1/2
do. preferred	118 1/2	118 1/2	118 1/2	118 1/2
Am. Shipmaster	118 1/2	118 1/2	118 1/2	118 1/2
do. common	118 1/2	118 1/2	118 1/2	118 1/2
do. preferred	118 1/2	118 1/2	118 1/2	118 1/2
Am. Shipowner	118 1/2	118 1/2	118 1/2	118 1/2
do. common	118 1/2	118 1/2	118 1/2	118 1/2
do. preferred	118 1/2	118 1/2	118 1/2	118 1/2
Am. Shipbroker	118 1/2	118 1/2	118 1/2	118 1/2
do. common	118 1/2	118 1/2	118 1/2	118 1/2
do. preferred	118 1/2	118 1/2	118 1/2	118 1/2
Am. Shipagent	118 1/2	118 1/2	118 1/2	118 1/2
do. common	118 1/2	118 1/2	118 1/2	118 1/2
do. preferred	118 1/2	118 1/2	118 1/2	118 1/2
Am. Shipmaster	118 1/2	118 1/2	118 1/2	118 1/2
do. common	118 1/2	118 1/2	118 1/2	118 1/2
do. preferred	118 1/2	118 1/2	118 1/2	118 1/2
Am. Shipowner	118 1/2	118 1/2	118 1/2	118 1/2
do. common	118 1/2	118 1/2	118 1/2	118 1/2
do. preferred	118 1/2	118 1/2	118 1/2	118 1/2
Am. Shipbroker	118 1/2	118 1/2	118 1/2	118 1/2
do. common	118 1/2	118 1/2	118 1/2	118 1/2
do. preferred	118 1/2	118 1/2	118 1/2	118 1/2
Am. Shipagent	118 1/2	118 1/2	118 1/2	118 1/2
do. common	118 1/2	118 1/2	118 1/2	118 1/2
do. preferred	118 1/2	118 1/2	118 1/2	118 1/2
Am. Shipmaster	118 1/2	118 1/2	118 1/2	118 1/2
do. common	118 1/2	118 1/2	118 1/2	118 1/2
do. preferred	118 1/2	118 1/2	118 1/2	118 1/2
Am. Shipowner	118 1/2	118 1/2	118 1/2	118 1/2
do. common	118 1/2	118 1/2	118 1/2	118 1/2
do. preferred	118 1/2	118 1/2	118 1/2	118 1/2
Am. Shipbroker	118 1/2	118 1/2	118 1/2	118 1/2
do. common	118 1/2	118 1/2	118 1/2	118 1/2
do. preferred	118 1/2	118 1/2	118 1/2	118 1/2
Am. Shipagent	118 1/2	118 1/2	118 1/2	118 1/2
do. common	118 1/2	118 1/2	118 1/2	118 1/2
do. preferred	118 1/2	118 1/2	118 1/2	118 1/2
Am. Shipmaster	118 1/2	118 1/2	118 1/2	118 1/2