

THE Exchange News

A GUIDE TO INVESTORS

A SUMMARY OF FINANCIAL AND COMMERCIAL NEWS.

Vol. 1. No. 191.

MONTREAL, FRIDAY, JANUARY 20, 1899.

Price 3 cents

Montreal Stock Market.

MORE ACTIVITY AND A BETTER FEELING IN TO-DAY'S TRANSACTIONS—TORONTO SELLS AT 111.

We have a better account to give of this morning's transactions. Business was fairly well distributed and done at an advance in prices. The demand for Toronto Rails was phenomenal in comparison to the late indifference and lack of interest shown by the general public. Some 2533 shares were traded in. The news from abroad was of an encouraging character. The difficulty over the Newfoundland coast is in a fair way of settlement, as France seems indisposed to dispute any further England's just demands, compensating allowance being offered to her.

The New York stocks continued their wild and erratic course, advance becoming general. London was a good buyer especially of the trustworthy and reliable dividend-paying securities.

Probably the most noteworthy feature on the local Exchange, was the advance and strength shown in Toronto Railway. The general public seem to be taking hold, and there is every prospect of this stock doing much better. Many investors have been waiting for and expecting a setback but instead of any serious reaction it has been held firm and is now gaining strength on its merits. With the future prospect of this security we can see no reason why it should not do still better.

It opened by 175 shares selling at 110, a gain of 1/2 a point over last night's close, it then reacted to 109 1/2 which was the low point for the day and it then advanced steadily to 110 1/2 where it closed with 3/8 being bid.

Montreal Street was strong on its good earnings of yesterday, and sold at 292 1/2. Montreal Gas also scored an advance selling at 112 1/2. Montreal Telegraph is well held although there is no further advance to record.

Under sales of 2,000 shares, War Eagle declined to 317 selling at 319 in the early transactions, the feeling for the present in this stock is rather reactionary and after its advance of the last few days, operators are inclined to take profits.

Canadian Pacific is remarkable for its underlying strength, although there was a large block of shares sold this morning, it remained stationary and closed firm at 85.

MORNING SALES.

Canadian Pacific—200, 85 1/2, 75, 85 1/2, 210, 85.
New Montreal Street—50, 290 1/2.
Royal Electric—25, 161 1/2.
Toronto Ry—175, 110, 25, 109 1/2, 25, 109 1/2, 675, 110, 10, 110, 400, 100 1/2, 200, 110, 100, 110 1/2, 75, 110 1/2, 75, 110 1/2, 375, 110 1/2, 18, 110 1/2.
War Eagle—150, 319, 2000, 317.
Montreal Gas—25, 212 1/2, 125, 212, 100, 212 1/2, 6, 211 1/2, 25, 212.
Montreal Telegraph—25, 174.
Bank of Montreal—53, 250.
Montreal Street—25, 292 1/2.
Halifax Heat and Light—1000, 86.
Dominion Cotton—25, 110 1/2, 25, 109 1/2, 25, 110, 25, 109 1/2.

Continued on next page.

MONTREAL STOCK EXCHANGE.

Hours of Board—10.45 to 12.30 ; 2.15 to 3. Saturdays—10.30 to 12 noon.

Closing Prices January 20, 1899.

Value shares.	Last 1/2 y. div.	STOCKS.	Jan. 14.		Jan. 16.		Jan. 17.		Jan. 18.		Jan. 19.		Jan. 20.	
			Sellers.	Buyers.	Sellers.	Buyers.	Sellers.	Buyers.	Sellers.	Buyers.	Sellers.	Buyers.	Sellers.	Buyers.
BANKS.														
200	5	Bank of Montreal.....	255	245	255	245	255	246	255	246	250	247	255	250
100	4	Merchants Bank of Can	185	180	180 1/2	180	.....	180	.....	180	.....	180	.....	180
50	3 1/2	Canadian Bank of Com	.....	146 1/2	.....	146 1/2	.....	146 1/2	.....	147 1/2	.....	148	.....	146 1/2
50	2 1/2	British North America	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
100	3	Quebec Bank.....	.....	124	.....	.....	.....	123	.....	122	.....	123 1/2	.....	.....
100	5	Bank of Toronto.....	250	243	250	243	250	243	250	243	251	243	250	241
50	4	Molson's Bank.....	204 1/2	.....	204	202	204 1/2	202	204 1/2	202	204 1/2	200	204 1/2	.....
100	4	Imperial Bank.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
100	4	Ottawa.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
50	4	Standard.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
100	4	Bank of Nova Scotia..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
100	3 1/2	Merch'ts Bk. of Halifax.	180	.....	180	.....	180	.....	180	.....	180	.....	180	.....
60	3	Union Bank.....	112	120	111	.....	111	.....	111	.....	111	.....	111	.....
50	3q	Dominion Bank.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
50	3 1/2	Eastern Townships Bk	.....	155	.....	155	.....	155	.....	155	.....	156	.....	155
100	4	Hamilton.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
30	3	Banque Nationale.....	96	90	96	90	96	90	96	90	96	90	96	90
100	3 1/2	Hochelaga Bank.....	163	161	163	161	163	161	162 1/2	161	163	160	163	160
100	2 1/2	Ontario Bank.....	.....	114	.....	114 1/2	130	115	.....	115	.....	115 1/2	.....	115
100	3 1/2	Western Bk of Can.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
100	3	Traders " ".....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
25	3	Jacques Cartier Bank...	110 1/2	.....	110 1/2	.....	110 1/2	115	110 1/2	.....	110 1/2	115	110 1/2	110 1/2
100	3	Banque Ville Marie....	100	90	100	90	100	90	100	90	100	90	100	90
MISCELLANEOUS														
\$100	2	Canadian Pacific Ry....	86 1/2	86 1/2	86 1/2	86 1/2	86 1/2	86 1/2	85	84 1/2	85	84 1/2	84 1/2	84 1/2
100	.....	Duluth SS. & Atlantic..	3 1/2	2 1/2	3	2 1/2	3 1/2	2 1/2	3	2 1/2	3	2 1/2	3	2 1/2
100	.....	Duluth SS. & Atlantic pr	8 1/2	6 1/2	9	7 1/2	8 1/2	7	8 1/2	7	8 1/2	7 1/2	8 1/2	7 1/2
100	1 1/2q	Commercial Cable.....	185 1/2	185 1/2	185 1/2	185 1/2	183 1/2	185	184 1/2	186	184 1/2	185 1/2	184 1/2	184 1/2
40	2q	Montreal Telegraph....	173	172 1/2	173 1/2	173	175	174	*175	174	*174	173	176	173
100	3	Rich. & Ont. Nav. Co..	103 1/2	102 1/2	103	102 1/2	103	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	103	102 1/2
50	2 1/2q	Montreal Street Ry Co.	294	293 1/2	294	293 1/2	293 1/2	293	293	292	292 1/2	292	293	292 1/2
.....	.....	New Montreal Street....	292	291	292	291	291	290	290	289 1/2	290	289 1/2	291	290 1/2
50	1 1/2q	Dominion Telegraph....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
40	5	Montreal Gas Co.....	213	212 1/2	213 1/2	212	213	212 1/2	211 1/2	212 1/2	211 1/2	211 1/2	211 1/2	211 1/2
1	1 1/2	War Eagle.....	312	310 1/2	313	310 1/2	315	313 1/2	319 1/2	318 1/2	318	316	318 1/2	317 1/2
1	.....	Cariboo Mng. M. & S. Co	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
100	2q	Bell Telephone Co.....	174	172 1/2	174	172 1/2	*173	172	*73	172 1/2	173 1/2	*72 1/2	174	172 1/2
100	2q	Royal Electric.....	164 1/2	153 1/2	163	161 1/2	161 1/2	162	161 1/2	162	161 1/2	161 1/2	161 1/2	160
100	1q	Toronto Street Ry.....	108 1/2	108	108 1/2	108	108 1/2	108 1/2	108 1/2	109 1/2	109 1/2	111 1/2	111	111
100	1 1/2q	Halifax Tram Co.....	129 1/2	128 1/2	130	127 1/2	130	127 1/2	129 1/2	127 1/2	129 1/2	128 1/2	129 1/2	128 1/2
100	.....	Cornwall Street Ry.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
100	.....	People's Heat & Light..	30	27	30	27	30	27	30	27	30	27	32	27 1/2
100	1 1/2q	St. John Railway Co....	.....	154	.....	.....	160	154	160	154	160	154	175	153
40	2q	London Street Ry.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
100	.....	Can. N. W. Land Pfd..	56 1/2	55	56	55	56	55	56 1/2	55	56 1/2	55	56 1/2	55
.....	.....	" " Com..	16	15	17	14	.....	.....	16 1/2	15	17	16 1/2	16 1/2	15
100	.....	Dominion Coal Co.....	35	33 1/2	36	34	35 1/2	35	35	33	35	33 1/2	36	34
100	4	Dominion Coal Co. pr..	115	113 1/2	115	114	116	114 1/2	115 1/2	114 1/2	116	115	116	115
100	6 pa	Windsor Hotel.....	.....	*100	.....	100	.....	100 1/2	.....	100	.....	100 1/2	.....	100
100	.....	Intercolonial Coal Co..	40	20	40	20	40	20	40	20	40	20	40	20
100	7 pa	Do. pref. stock.....	70	40	60	40	60	40	60	40	60	40	70	40
100	2q	Montreal Cotton Co....	*155	151 1/2	*154	154	160	155	156 1/2	156 1/2	158	156	158	156 1/2
100	.....	Colored Cotton Co.....	75	70	75	70	77 1/2	74	78 1/2	78	80	78 1/2	80	77 1/2
100	4	Merchants Cotton Co..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
100	1 1/2q	Dominion Cotton Co....	101	109 1/2	111 1/2	111	110 1/2	109 1/2	111	110 1/2	111	110 1/2	110	109 1/2
25	3 1/2	Mont. Loan & Mort Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
100	2q	Ottawa Electric S. R..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
100	.....	Ottawa Electric.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
100	2 1/2q	Diamond Glass.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
50	3 1/2	Western Loan & Tr..	100	.....	100	.....	100	.....	100	.....	100	.....	100	.....
100	3 1/2	Auer Light.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
100	.....	Taylor Hydraulic.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

*Ex-Div. †New Stock.

STREET RAILWAY EARNINGS

MONTREAL STREET RAILWAY.

	1898.	1897.	Inc.
Oct.	\$133,419.63	\$116,093.09	\$17,326.54
Nov.	125,125.09	110,698.98	14,426.11
Dec.	127,568.38	112,919.71	14,648.67

Jan 12.	Inc.	Jan 13.	Inc.
\$4,081.59	\$361.16	3,814.13	407.74
4,265.28	627.10	3,357.03	397.91
4,309.51	657.73	4,147.41	433.40
4,055.51	433.94	4,118.48	563.99

TORONTO STREET RAILWAY.

For month of July, 1898	Inc.
\$103,892.93	\$109,900.54
Aug. " "	138,021.74
Sept. " "	99,650.16
Oct. " "	100,204.95
Nov. " "	108,924.86

Jan 12.	Inc.
\$3,274.39	\$122.50
3,362.32	334.21
3,747.43	172.69
1,312.09	351.88
3,659.67	690.56
3,421.00	358.85
3,263.67	365.56

LONDON CABLE.

C. Meredith & Co.'s Cable gives the following London quotations:
 Grand Trunk, quart'd 4 p.c. 78 1/2
 " 1st preference 68 1/2
 " 2d " 45 1/2
 " 3d " 20 1/2
 G. T. R. Com. 77 1/2
 C. P. R. 87 1/2

NEW YORK.

MARKET CONTINUES BUOYANT
—SIGNS OF PROFIT-TAKING IN
FINAL HOUR.

New York, Jan. 20.

Consols are steady and the market for Americans, although somewhat irregular, is stronger. St. Paul is up $\frac{1}{2}$, but L. & N. loses $\frac{1}{4}$. After the close of our market yesterday it was said that 115 was bid for Manhattan on the curb, and that that price had been paid for it by a belated short on the consolidated exchange. None of the papers has any definite news to account for the rapid advance yesterday, but the New York Evening Sun, which often gets early and reliable information of financial interest, asserts that practically all arrangements have been made for the equipment of the road with electricity and that the financial details of the scheme do not contemplate a bond issue, but in all probability some \$16,000,000 of stock will be offered to the present stockholders at about 97 $\frac{1}{2}$.

It is further intimated that the parties who are behind these financial arrangements are closely identified with the Vanderbilt interests and with the Metropolitan Traction Co.

It should be remembered that the increased dividend on O. M. common was a distinctly bullish point in Chicago and Northwest, inasmuch as the latter Co. owns about 93,000 shares of the common stock of the former Co. Yesterday's market though not the largest in point of volume of the last few days, yet was certainly the strongest. The advance in the average price of 20 leading railroads was no less than 1 to 2 p.c. and the average price of the highest week in the present movement. B. Q. continues to be bought in the strong belief that steps are being taken to refund certain of the bonds, but so far no definite information can be obtained from any of the directors.

London seems to have changed its attitude towards our market; the net foreign purchases yesterday being established at about 30,000.

Manhattan was the feature of the market at the opening at an advance of $2\frac{1}{2}$ p.c. from the closing prices of last night. The details of the electrical equipment project are still withheld, but there seems to be no question that the chief feature of the plan will be an issue of new stock to the present shareholders at a price which has been stated to be 97 $\frac{1}{2}$.

It is also believed that the scheme includes a deal with the Metropolitan Co., by which that Co. will furnish the Manhattan with the necessary electricity. On any reaction Manhattan ought to be a purchase, particularly up to the time that formal announcement is made of the deal.

Other notably strong features in the market have been the Granger shares, particularly R.L. Un. P. pfd., and N.Y. Central. The latter stock has advanced to the highest price at which it has sold since the days of the Vanderbilt guarantee of 8 p.c. on the stock.

Sugar has been strong, on the belief that some sort of arrangement has been made with the Arbuckles, but the only evidence of this is that at certain points the competitive concerns are selling their wares at the same figure. A Bull pool seems to have been formed in Northern Pacific. This stock has advanced sharply this morning. There was some gossip that there will be a dividend declared.

An early advance in W. U. seemed to be chiefly in sympathy with the other Gould stocks. W. U. has been very sluggish of late, and is almost the only dividend paying stock in the market that has not had a sharp advance.

On its merits the stock would certainly appear to be cheap.

MONEY AND EXCHANGE.

Money on call from Banks to Brokers $4\frac{1}{2}$ per cent.

OVER THE COUNTER		PARIS FRANCS.	
Sixties.....	8 $\frac{1}{2}$ -9	Long.....	5 20 $\frac{1}{2}$
Demand.....	9 $\frac{1}{2}$ -10	Shorts.....	5 18 $\frac{1}{2}$
Cables.....	9 $\frac{1}{2}$		
N.Y. Fds. 1-4 pm.			
DOCUMENTARY.			
3 days.....	8 $\frac{1}{2}$ -9	Call money.....	2 $\frac{1}{2}$ p.c.
30 days.....	8 $\frac{1}{2}$ -9	St'g Dm.....	4 84 $\frac{1}{2}$ -5
3 days cattle.....	8 $\frac{1}{2}$ -9	Sixties.....	4 82 $\frac{1}{2}$ -3

FUR LINED AND TRIMMED OVERCOATS

Made to order only.
Prices consistent with quality.
JOHN MARTIN, SONS & CO.
455 St. Paul St.

NEW YORK STOCK MARKET.—January 20, 1899.

	CLOSING PRICES FROM JAN. 11 TO 19.									TO-DAY'S PRICES.				
	11	12	13	14	16	17	18	19	Open'g	Highest	Lowest	Closing	Bid.	Asked.
Am. Cotton Oil Co.....	35 $\frac{1}{2}$	36 $\frac{1}{2}$	36 $\frac{1}{2}$	36 $\frac{1}{2}$	35 $\frac{1}{2}$	35 $\frac{1}{2}$	36 $\frac{1}{2}$	36 $\frac{1}{2}$	36 $\frac{1}{2}$	36 $\frac{1}{2}$	36 $\frac{1}{2}$	36 $\frac{1}{2}$	36 $\frac{1}{2}$	36 $\frac{1}{2}$
" " Pfd.....	126	125 $\frac{1}{2}$	127 $\frac{1}{2}$	127 $\frac{1}{2}$	127 $\frac{1}{2}$	127 $\frac{1}{2}$	129 $\frac{1}{2}$	132 $\frac{1}{2}$	133	134 $\frac{1}{2}$	131 $\frac{1}{2}$	132 $\frac{1}{2}$	132	132 $\frac{1}{2}$
" Sugar.....	14									113	112 $\frac{1}{2}$		111	113 $\frac{1}{2}$
" Sugar pfd.....	38	38 $\frac{1}{2}$							36 $\frac{1}{2}$	36 $\frac{1}{2}$	37	36 $\frac{1}{2}$		
" Spirits Mfg Co pfd.....	146 $\frac{1}{2}$	147	147 $\frac{1}{2}$	147 $\frac{1}{2}$	146	148	148	148 $\frac{1}{2}$	148 $\frac{1}{2}$	148 $\frac{1}{2}$	145 $\frac{1}{2}$	147 $\frac{1}{2}$	146 $\frac{1}{2}$	147 $\frac{1}{2}$
" Tobacco.....	21 $\frac{1}{2}$	21 $\frac{1}{2}$	21 $\frac{1}{2}$	22 $\frac{1}{2}$	21 $\frac{1}{2}$	21 $\frac{1}{2}$	21 $\frac{1}{2}$	22 $\frac{1}{2}$	22 $\frac{1}{2}$	23	22 $\frac{1}{2}$	23 $\frac{1}{2}$	23	23 $\frac{1}{2}$
Atch T. & S. Fe.....	55 $\frac{1}{2}$	55	55	57 $\frac{1}{2}$	57 $\frac{1}{2}$	57 $\frac{1}{2}$	57 $\frac{1}{2}$	59 $\frac{1}{2}$	60	60 $\frac{1}{2}$	59 $\frac{1}{2}$	60 $\frac{1}{2}$	60 $\frac{1}{2}$	60 $\frac{1}{2}$
Baltimore & Ohio.....	68	68	68	68 $\frac{1}{2}$	68 $\frac{1}{2}$	68 $\frac{1}{2}$	68 $\frac{1}{2}$	68 $\frac{1}{2}$	68	68	67	67	67	68 $\frac{1}{2}$
Bay State Gas.....	7 $\frac{1}{2}$	6 $\frac{1}{2}$	6 $\frac{1}{2}$	6	7	7	7	6 $\frac{1}{2}$	7	7	6 $\frac{1}{2}$	6 $\frac{1}{2}$	6 $\frac{1}{2}$	6 $\frac{1}{2}$
Brooklyn Rap. Tran.....	88 $\frac{1}{2}$	89 $\frac{1}{2}$	94 $\frac{1}{2}$	94	92 $\frac{1}{2}$	92 $\frac{1}{2}$	92 $\frac{1}{2}$	93	93	93	92 $\frac{1}{2}$	92 $\frac{1}{2}$	92 $\frac{1}{2}$	92 $\frac{1}{2}$
C.C.C. & St. L.....	46 $\frac{1}{2}$	47 $\frac{1}{2}$	47 $\frac{1}{2}$	47 $\frac{1}{2}$	46 $\frac{1}{2}$	45 $\frac{1}{2}$	46	46 $\frac{1}{2}$	46 $\frac{1}{2}$	47 $\frac{1}{2}$	46 $\frac{1}{2}$	47 $\frac{1}{2}$	47	47 $\frac{1}{2}$
Canadian Pacific.....	56 $\frac{1}{2}$	55 $\frac{1}{2}$	55	56	55 $\frac{1}{2}$	55 $\frac{1}{2}$	55 $\frac{1}{2}$	56	56	58	56 $\frac{1}{2}$	57 $\frac{1}{2}$	57 $\frac{1}{2}$	57 $\frac{1}{2}$
Canada Southern.....	27	27	27 $\frac{1}{2}$	27	26 $\frac{1}{2}$	26 $\frac{1}{2}$	26 $\frac{1}{2}$	26 $\frac{1}{2}$	26 $\frac{1}{2}$	26 $\frac{1}{2}$	26	26 $\frac{1}{2}$	26 $\frac{1}{2}$	26 $\frac{1}{2}$
Chesapeake & Ohio.....	15 $\frac{1}{2}$	15 $\frac{1}{2}$	15 $\frac{1}{2}$	15 $\frac{1}{2}$	15 $\frac{1}{2}$	15 $\frac{1}{2}$	15 $\frac{1}{2}$	15 $\frac{1}{2}$	15 $\frac{1}{2}$	15 $\frac{1}{2}$	16	15	15 $\frac{1}{2}$	15
Chic. & Great Western.....	126 $\frac{1}{2}$	127 $\frac{1}{2}$	130 $\frac{1}{2}$	133	133	132 $\frac{1}{2}$	137	139	139	139	139	138 $\frac{1}{2}$	138 $\frac{1}{2}$	138 $\frac{1}{2}$
Chicago B. & Q.....	122 $\frac{1}{2}$	123	124	125 $\frac{1}{2}$	125 $\frac{1}{2}$	125	126 $\frac{1}{2}$	128	128	129	127 $\frac{1}{2}$	128 $\frac{1}{2}$	128	128 $\frac{1}{2}$
Chicago Mil. & St. P.....	115 $\frac{1}{2}$	115 $\frac{1}{2}$	116	116 $\frac{1}{2}$	117 $\frac{1}{2}$	117 $\frac{1}{2}$	119	120	121	121 $\frac{1}{2}$	120 $\frac{1}{2}$	120 $\frac{1}{2}$	120 $\frac{1}{2}$	120 $\frac{1}{2}$
Chi. Mil. & St. P. pfd.....	115 $\frac{1}{2}$	115 $\frac{1}{2}$	116	116 $\frac{1}{2}$	117 $\frac{1}{2}$	117 $\frac{1}{2}$	119	120	121	121 $\frac{1}{2}$	120 $\frac{1}{2}$	120 $\frac{1}{2}$	120 $\frac{1}{2}$	120 $\frac{1}{2}$
Chicago R. I. & Pacific.....	144	144	144	145 $\frac{1}{2}$	144 $\frac{1}{2}$	144	147 $\frac{1}{2}$	147 $\frac{1}{2}$	148	147	147 $\frac{1}{2}$	147	147	147 $\frac{1}{2}$
Chicago & Northwest.....														
Chic. & Northwest pfd.....													16 $\frac{1}{2}$	15 $\frac{1}{2}$
Clevel'd, Lor. & Wheel'g.....													41	43
" " Pfd.....														
" C. C. & St. Louis.....														
Consolidated Gas.....	188 $\frac{1}{2}$	189 $\frac{1}{2}$			191	190 $\frac{1}{2}$	190 $\frac{1}{2}$	190 $\frac{1}{2}$	190	190	195	190	193 $\frac{1}{2}$	193
Delaware & Hudson.....	112	112 $\frac{1}{2}$	113	112 $\frac{1}{2}$	112 $\frac{1}{2}$	112 $\frac{1}{2}$	112 $\frac{1}{2}$	112 $\frac{1}{2}$	112 $\frac{1}{2}$	112 $\frac{1}{2}$	111 $\frac{1}{2}$	112 $\frac{1}{2}$	112 $\frac{1}{2}$	112 $\frac{1}{2}$
Del. Lack. & Western.....			158	158 $\frac{1}{2}$	158				154	158 $\frac{1}{2}$	158 $\frac{1}{2}$	154 $\frac{1}{2}$	158 $\frac{1}{2}$	158 $\frac{1}{2}$
Denver & Rio Grand Pfd.....														
Erie.....	15	15	15 $\frac{1}{2}$	15 $\frac{1}{2}$	15 $\frac{1}{2}$	15 $\frac{1}{2}$	15 $\frac{1}{2}$	15 $\frac{1}{2}$	15 $\frac{1}{2}$	15 $\frac{1}{2}$	15 $\frac{1}{2}$	15 $\frac{1}{2}$	15 $\frac{1}{2}$	15 $\frac{1}{2}$
General Electric.....	100 $\frac{1}{2}$	100 $\frac{1}{2}$	100 $\frac{1}{2}$	100	99	99	100	99 $\frac{1}{2}$		101	100	100 $\frac{1}{2}$	100	100 $\frac{1}{2}$
Glucose Pfd.....						116 $\frac{1}{2}$								
Fed. Steel Com.....	52 $\frac{1}{2}$								54					
" " pfd.....	83 $\frac{1}{2}$												83 $\frac{1}{2}$	83 $\frac{1}{2}$
Lake Shore.....													199	202
Louisville & Nashville.....	66	65 $\frac{1}{2}$	66 $\frac{1}{2}$	66 $\frac{1}{2}$	65 $\frac{1}{2}$	65 $\frac{1}{2}$	66 $\frac{1}{2}$	67 $\frac{1}{2}$	67 $\frac{1}{2}$	67 $\frac{1}{2}$	67 $\frac{1}{2}$	67 $\frac{1}{2}$	67 $\frac{1}{2}$	67 $\frac{1}{2}$
Manhattan con.....	106	106 $\frac{1}{2}$	108 $\frac{1}{2}$	108	106 $\frac{1}{2}$	107 $\frac{1}{2}$	108 $\frac{1}{2}$	112 $\frac{1}{2}$	114	118 $\frac{1}{2}$	113 $\frac{1}{2}$	116 $\frac{1}{2}$	116 $\frac{1}{2}$	116 $\frac{1}{2}$
Met. Street Ry. Co.....	190 $\frac{1}{2}$	190	190 $\frac{1}{2}$	189 $\frac{1}{2}$	192	192 $\frac{1}{2}$	193	193 $\frac{1}{2}$	194	197	194	196 $\frac{1}{2}$	196 $\frac{1}{2}$	197
Michigan Central.....														
Missouri Kan. & Tex.....	38 $\frac{1}{2}$	37 $\frac{1}{2}$		39 $\frac{1}{2}$	37 $\frac{1}{2}$	37 $\frac{1}{2}$	37 $\frac{1}{2}$	37 $\frac{1}{2}$		38	37 $\frac{1}{2}$	37 $\frac{1}{2}$	37 $\frac{1}{2}$	37 $\frac{1}{2}$
Missouri Kan. & T. pfd.....	46	45 $\frac{1}{2}$	46 $\frac{1}{2}$	46	45 $\frac{1}{2}$	45	45	46 $\frac{1}{2}$	46 $\frac{1}{2}$	47 $\frac{1}{2}$	46 $\frac{1}{2}$	46 $\frac{1}{2}$	46 $\frac{1}{2}$	46 $\frac{1}{2}$
Missouri Pacific.....	38 $\frac{1}{2}$	38	38 $\frac{1}{2}$	37 $\frac{1}{2}$	38 $\frac{1}{2}$	38 $\frac{1}{2}$	38	38 $\frac{1}{2}$	38 $\frac{1}{2}$	39	38 $\frac{1}{2}$	39 $\frac{1}{2}$	39 $\frac{1}{2}$	39 $\frac{1}{2}$
Nat. Lead.....													133 $\frac{1}{2}$	134
Nat. Lead pfd.....													100	102 $\frac{1}{2}$
New Jersey Central.....	99	101 $\frac{1}{2}$	102 $\frac{1}{2}$	102 $\frac{1}{2}$	103	101 $\frac{1}{2}$	102	102	102 $\frac{1}{2}$	103	102 $\frac{1}{2}$	102 $\frac{1}{2}$	100	102 $\frac{1}{2}$
New York Central.....	124 $\frac{1}{2}$	123 $\frac{1}{2}$	124 $\frac{1}{2}$	125	125 $\frac{1}{2}$	124 $\frac{1}{2}$	125	126 $\frac{1}{2}$	126 $\frac{1}{2}$	127 $\frac{1}{2}$	132 $\frac{1}{2}$	127 $\frac{1}{2}$	131 $\frac{1}{2}$	131 $\frac{1}{2}$
Northern Pacific.....	46 $\frac{1}{2}$	46 $\frac{1}{2}$	48	48	47 $\frac{1}{2}$	46 $\frac{1}{2}$	47 $\frac{1}{2}$	48 $\frac{1}{2}$	48 $\frac{1}{2}$	49 $\frac{1}{2}$	48 $\frac{1}{2}$	48 $\frac{1}{2}$	48 $\frac{1}{2}$	49
Northern Pacific pfd.....	78	78 $\frac{1}{2}$	78 $\frac{1}{2}$	78 $\frac{1}{2}$	78 $\frac{1}{2}$	77 $\frac{1}{2}$	78	80	80	80 $\frac{1}{2}$	80 $\frac{1}{2}$	80 $\frac{1}{2}$	80 $\frac{1}{2}$	80 $\frac{1}{2}$
Omaha.....	98	97 $\frac{1}{2}$	97 $\frac{1}{2}$	97 $\frac{1}{2}$	96 $\frac{1}{2}$	97 $\frac{1}{2}$	93 $\frac{1}{2}$	95 $\frac{1}{2}$	99	100 $\frac{1}{2}$	99	99	99	99 $\frac{1}{2}$
Oregon Rail. and Nav.....														
Pacific Mail.....	45 $\frac{1}{2}$	44 $\frac{1}{2}$	46 $\frac{1}{2}$	46 $\frac{1}{2}$	45 $\frac{1}{2}$	45 $\frac{1}{2}$	45 $\frac{1}{2}$	45 $\frac{1}{2}$	46 $\frac{1}{2}$	46 $\frac{1}{2}$	45 $\frac{1}{2}$	46 $\frac{1}{2}$	46 $\frac{1}{2}$	46 $\frac{1}{2}$
Pennsylvania R. R.....	130 $\frac{1}{2}$	130	130 $\frac{1}{2}$	134	134 $\frac{1}{2}$	134 $\frac{1}{2}$	134 $\frac{1}{2}$	134 $\frac{1}{2}$	134 $\frac{1}{2}$	134 $\frac{1}{2}$	133 $\frac{1}{2}$	133 $\frac{1}{2}$	134 $\frac{1}{2}$	134 $\frac{1}{2}$
Peo. Gas L. & Coke Co.....	112 $\frac{1}{2}$	111 $\frac{1}{2}$	111	111 $\frac{1}{2}$	110 $\frac{1}{2}$	111 $\frac{1}{2}$	111	111 $\frac{1}{2}$		112 $\frac{1}{2}$	111 $\frac{$			