Market, Financial and Industrial News of the Day

Omaha Grain

Omaha, Nov. 1.

After a preliminary dip in the early session all grains turned strong and scored a good advance. Private reports indicate a heavy reduction in the winter wheat acreage east of the Rockies in every state except Illinois. It was also said that Germany's financial situation was much better and they are expected to buy wheat in the near future. A prominent railroad president says the car shortage is caused by big business being handled and is expected to continue as long as the traffic is heavy.

Total receipts of grain at Omaha were 183 cars, as compared with 24 cars last year. Total shipments were 171 cars, as against 72 cars a year ago.

A much better demand was apparent for cash wheat in the local market and prices were marked up 1@3c. Corn was strong, selling ½@¾c higher. Oats steady, ½c up. Rye was quoted 2c up and barley unchanged.

WHEAT

No. 2 dark hard: 2 cars, $1.21; 1 car, $1.20; 1 car (smutty), $1.18.

No. 3 dark hard: 1 car (smutty), $1.20; 1 car (smutty), $1.19.

No. 2 dark hard: 1 car (1.4 per cent heat damaged), $1.09.

No. 1 hard winter: 2 cars, $1.16.

No. 2 hard winter: 1 car (semi-dark) weights, $1.15; 6 cars, $1.17; 1 car, $1.31; 1 car (no bill), $1.12; 4 cars (smutty, semi-dark), $1.17; 1 car (smutty), $1.18.

No. 3 hard winter: 1 car (semi-dark) $1.17; 1 car, $1.16; 1 car (shippers' weights), $1.14; 2 cars, $1.14; 1 R. H. car, $1.12; 1 car (smutty, shippers' weights), $1.14.

No. 4 hard winter: 1 car (damaged), $1.09; 1 car (1 per cent heat damaged), $1.08; 1 car (smutty), $1.16.

Sample hard winter: 1 car (live weevils), $1.12; 2 car (live weevils), $1.12; 1 car (10.4 per cent heat damaged), $1.

No. 1 spring: 1 car (dark), $1.23; 1 car (dark), $1.22; 1 car (dark northern), $1.20; 1 car (smutty), $1.20; 1 car (smutty), $1.19; 1 car, $1.18.

No. 2 spring: 2-5 car (dark), $1.27; 1 car, $1.17; 1 car, $1.15; 1 car, $1.14; 1 car (dark, special bill), $1.28.

No. 3 spring: 1 car (dark), $1.17; 1 car, $1.15.

No. 1 mixed: 3-5 car, $1.14; 1 car (75 per cent spring), $1.12.

No. 4 mixed: 1 car (durum, shippers' weights), 98c; 1 car (durum, smutty), 91c.

No. 2 durum: 1 car, $1.06.

CORN.

No. 2 white: 1 car (special bill), 69c; 1 car, 68½c; 2 cars, 67¾c; 1 car, 68c.

Sample white: 1 car (scour), 62½c.

No. 3 yellow: 1 car (shippers' weights), 68½c; 1 car, 68c.

No. 2 yellow: 2 cars, 68½c; 3 cars, 68c.

No. 3 yellow: 1 car, 67½c; 1 car (new), 67½c.

No. 3 mixed: 1 car (N. G. special bill), 67½c; 1 car (shippers' weights), 67c; 2 cars, 67c; B. H. car, 66½c; 1 car (special bill), 67½c; 1 car, 67½c; 1 car, 67½c.

OATS.

No. 2 white: 2 cars, 42½c.

No. 3 white: 1 car (37-lb.), 42½c; 2 cars, 42¼c; 6 cars, 42c.

No. 4 white: 1 car, 41½c.

Sample white: 1 car, 41c.

RYE.

No. 2: 1 car, 79c.

No. 3: 1 car, 78½c; 1 car (shippers' weights), 78c.

No. 4: 1 car, 76c.

BARLEY.

No. 3: 1 car, 61c.

No. 3: 1 car, 62c.

No. 4: 1 car, 62c; 1 car, 60c.

Sample: 1 car, 60c.

OMAHA RECEIPTS AND SHIPMENTS. (Carlots.)

Receipts—	Today.	Week Ago.	Year Ago.
Wheat	58	56	21
Corn	50	47	2
Oats	35	35	4
Rye	5	7	2
Barley	5	4	0
Shipments—			
Wheat	49	40	49
Corn	40	32	14
Oats	56	15	9
Rye	5	3	0
Barley	1	0	0

PRIMARY RECEIPTS AND SHIPMENTS. (Bushels.)

Receipts—	Today.	Week Ago.	Year Ago.
Wheat	1,589,000	1,434,000	1,182,000
Corn	1,174,000	1,247,000	580,000
Oats	791,000	863,000	504,000
Shipments—			
Wheat	1,362,000	832,000	663,000
Corn	762,000	811,000	164,000
Oats	1,114,000	740,000	341,000

EXPORT CLEARANCES.

Bushels—			
Wheat, Flour	436,000	.....	144,000
Corn	436,000	.....	.....
Oats	2,000	.....	.....

CHICAGO CAR LOT RECEIPTS.

	Today.	Week Ago.	Year Ago.
Wheat	42	58	18
Corn	148	261	73
Oats	76	110	34

KANSAS CITY CAR LOT RECEIPTS.

	Today.	Week Ago.	Year Ago.
Wheat	142	125	201
Corn	24	16	12
Oats	22	14	11

ST. LOUIS CAR LOT RECEIPTS.

	Today.	Week Ago.	Year Ago.
Wheat	113	109	56
Corn	48	26	34
Oats	92	64	21

NORTHWESTERN CAR LOT RECEIPTS OF WHEAT.

	Today.	Week Ago.	Year Ago.
Minneapolis	406	256	44
Duluth	208	228	404
Winnipeg	1,647	1,474	1,404

Kansas City Grain.

Kansas City, Nov. 1.—Wheat—Cash, No. 2 hard, $1.15@1.20; No. 2 red, $1.17@1.18.

Corn—No. 2 white, 71½c; No. 2 yellow, $1½@73½c.

Hay—Unchanged.

Kansas City, Nov. 1.—Wheat—December, $1.08¾ bid; May, $1.07 asked; July, 99¾c split asked.

Corn—December, 64½c; May, 69¾@c; July, 65½c split asked.

Chicago Grain

By CHARLES D. MICHAELS.
Omaha Bee Leased Wire.

Chicago, Nov. 1.—A wave of bullish enthusiasm swept over the grain markets after a slow nd easy start and the bulge did not culminate until just before the close. December wheat advanced ¾c from the early low to $1.16⅞, a new high on the present upturn, while the May at the top was within ⅝c of the best price of the season. Private reports on the new winter wheat acreage and on corn supplies for the season were construed as radically bullish, as was a view on the rye and wheat situation taken by Julius H. Barnes.

The combination of the various influences proved too much for the local bears and there was heavy short covering in all grains with numerous stop loss orders uncovered on the way up. All grains recovered more ground in a day than they had lost in a week and at the close wheat was up 1⅝@2⅜c, corn 1⅞@2c, oats ⅝@¾c, and rye 2@2½c.

Offerings Absorbed.

Houses with eastern connections sold December wheat early, but offerings were readily absorbed and were light on the way up. At the close it was 2⅜c over the May, the widest difference so far. Export demand was reported at the gulf with sales of 200,000 bushels Tuesday and sales of Manitobas were also reported at the seaboard.

Milling demand for cash wheat was good with a sale of 50,000 bushels dark No. 1 northern from Canada made here to a local mill at $1.44, duty paid, or 29c over December.

Corn was fractionally lower early, but gradually gathered strength after the private reports were issued showing total supplies of 468,000,000 bushels less than last year. December sold even with the May at one time and was not far under the last. Basis on cash corn in the sample market was firm with receipts 189 cars.

Bulk of the strength in oats was derived from sympathy with other grains, although there was buying of December against cash sales. The nearby future went to a premium of ⅛c over May at one time and finished ¼c over. Receipts, 78 cars, with shipping sales 240,000 bushels, half to exporters.

Exporters were free buyers of rye and with the strength in wheat an advance was easily attained. Longs were the best sellers. The two northwestern markets received 719 cars. Export sales of around 850,000 bushels were reported at the seaboard with Germany the buyer.

Pit Notes.

The main thing needed to keep values working in favor holders, is an increased outside trade. The buying was better and the trade broader, especially in wheat. The local element was mostly short and those who were bullish had little grain bought at the start. The combination of the most unexpected bullish conditions came as a surprise and had a good effect on values and sentiment.

Disappearance of 3,200,000,000 bushels corn for the year, ending November 1, was 150,000,000 bushels more than the previous season and confirms the belief of those who have claimed that consumption was the largest known. It means that that big pieces of corn which have weakened the trade for several years past, have disappeared and makes those who believed in corn values, more confident of their position.

Frost in the Buenos Aires and Pampas districts in Argentina were an important factor in strengthening wheat values here, as the wheat there is in a stage where it might be hurt by low temperatures. It induced considerable paying for a time.

President Markham of the Illinois Central railroad says the present shortage will last so long as general business is big. This is in line with the view of those who have favored the buying side of grain for more than a month. It is expected that there will be spelle when it looks as though more cars were available, but it is to be temporary.

CHICAGO CLOSING PRICES.

By Updike Grain Co., DO. 2527. Nov. 1.

Art.	Open.	High.	Low.	Close.	Yes.
Wht.					
Dec.	1.13⅝	1.16⅞	1.13⅝	1.16⅞	1.14
	1.13⅝			1.16⅞	1.13⅝
May	1.12	1.14¾	1.11⅝	1.14	1.12⅞
	1.12⅞			1.14⅞	1.12⅞
July	1.04	1.05⅝	1.02⅝	1.05⅝	1.04
	1.04⅞			1.05⅝	
Rye					
Dec.	.81⅝	.82⅝	.81⅝	.82⅝	.81⅝
May	.80⅝	.82⅝	.80⅝	.82⅝	.80⅝
	.80⅝			.82⅝	
Corn					
Dec.	.66	.68⅝	.65⅝	.68	.66⅝
	.65⅝			.68⅝	.66⅝
May	.65	.68⅝	.65	.68⅝	.66⅝
	.66⅝			.68⅝	
July	.65⅝	.68	.65⅝	.67⅝	.66⅝
				.67⅝	
Oats					
Dec.	.41⅝	.42⅝	.41⅝	.42⅝	.41⅝
May	.41⅝	.42	.41⅝	.42	.41⅝
				.42⅝	
July	.39⅝	.39⅝	.39⅝		.39⅝
Lard					
May					10.40
Jan.	9.52	9.57	9.52	9.57	9.57
Ribs					
Oct.					10.50
Jan.					8.75

Live Stock

Omaha, Nov. 1.

Receipts were:	Cattle.	Hogs.	Sheep.
Official Monday	20,491	8,468	19,349
Official Tuesday	8,532	6,224	10,601
Estimate Wednesday	6,400	3,700	9,500
Three days this wk.	35,423	18,392	39,450
Same days last wk.	41,750	19,786	38,841
Same 2 wks ago	41,326	13,581	36,993
Same 3 wks ago	46,629	21,409	52,958
Same days yr. ago	19,473	12,861	27,246

Cattle—Receipts, 6,400 head. There was no material change on the market for fat cattle Wednesday, desirable grades, both corn feds and rangers, holding about steady, while short fed steers and plain grassers ruled slow and easier, about 25@50c lower than a week ago. Cow stuff was in liberal supply and generally 10@15c lower than yesterday and the trend of values on practically all grades of stockers and feeders was decidedly lower.

Quotations on cattle: Choice to prime beeves, $12.50@13.00; good to choice beeves, $10.75@12.25; fair to good beeves, $8.50@9.75; common to fair beeves, $7.25@8.25; choice to prime yearlings, $11.50@12.00; good to choice yearlings, $9.75@11.25; fair to good yearlings, $8.25@9.25; common to fair yearlings, $6.50@8.00; choice to prime grass beeves, $10.00@11.25; good to choice grass beeves, $8.50@9.75; fair to good grass beeves, $7.25@8.25; common to fair grass beeves, $6.25@7.25; good to choice grass yearlings, $9.25@10.50; fair to good grass yearlings, $8.00@9.25; common to fair grass yearlings, $6.50@7.50; choice cows, $6.50@7.50; good cows, $5.50@6.25; common to fair cows, $4.50@5.25; choice heifers, $9.50@10.50; good heifers, $8.00@9.25; common to fair heifers, $6.50@7.50; stockers and feeders, $6.50@8.50; choice to prime stockers, $8.50@9.50; fair to good stockers, $7.25@8.25; common to fair stockers, $6.50@7.25; stock heifers, $6.00@7.50; stock cows, $4.50@5.50; stock calves, $6.50@8.50; veal calves, $8.50@11.50; bulls, stags, etc., $4.00@6.50.

Hogs—Receipts, 6,700 head. The light supply today moved readily at steady to 10c higher prices with the advance about 5@10c on most weights and mixed loads. Light hogs and butchers sold largely at $10@10.25, with a top price of $10.35. Mixed loads moved at $10.20@10.30 and heavy packing hogs at $9.75@10.15, with a few choice heavies at $10.25. Bulk of sales was $9.90@10.25.

Sheep—Receipts, 7,100 head. Trading was fairly active today on killing classes at prices fully steady to strong, with some a little higher. Western lambs sold largely at $13.75, some strong weight sellers at $13.85 and top clipped lambs at $13.90. Feeders were slow at steady to easier prices, fair quality lambs selling largely at $13.50@13.75, with some heavy feeders averaging lighter at $13.40@13.50.

Quotations on sheep and lambs: Fat lambs, good to choice, $13.50@13.90; fat lambs, fair to good, $12.50@13.50; fat ewes, good to choice, $5.50@6.50; fat ewes, fair to good, $4.50@5.50; feeding lambs, good to choice, $13.50@13.75; feeding lambs, fair to good, $12.50@13.50; feeding ewes, $4.00@5.00.

Financial

NEW YORK TIMES.
Omaha Bee Leased Wire.

New York, Nov. 1.—In the principal financial markets, today was again, for the most part, a period of hesitancy. On the Stock Exchange the now familiar alternation of abrupt recoveries and equally abrupt shares moving simultaneously in opposite directions, gave an appearance of continuing confusion of judgment. In the end advances for the day predominated, but with a good many net declines. In the bond market also, there was much irregularity, with government loans steady and foreign securities a trifle firmer.

Foreign exchange moved very slightly, with the rates from Rome showing slight advances.

During the third week of October, as shown by today's weekly summary of the American Railway association, cars loaded with freight for transportation crossed the million mark for the first time since the same week in 1920. The total, 1,003,759 cars, has never been exceeded in our railway history, except in the last week of September, 1920, and the three first weeks of the following October.

Distribution Significant.

As has been usual in this season's loading reports, however, the distribution of the increased traffic is the matter of chief significance. Notwithstanding the pressure of motive power facilities to haul coal and notwithstanding, also, loadings of grain which surpassed either 1921 or 1920, the 596,382 cars for general merchandise which were loaded in the third week of October ran far beyond the largest recorded figure.

This season's previous mark, the 599,698 of the last week in September, was itself a "new record," the best weekly showing of other years being 576,578 in the last week of October, 1921. The point made by railway men that the present demand for transportation necessitates loading of every car to the maximum space available, and that therefore the actual tonnage carried is far greater than any equivalent number of cars would have represented in 1921 or 1920, must also be considered. The testimony of the return to the scope of trade expansion is unmistakable.

Wall Street Topics.

The recent decision of the railway labor board on the demand of the railway maintenance workers for the establishment of "living wage scale" has constituted the main topic of conversation lately whenever several executives get together. There was little expectation in railway quarters that the labor board would subscribe to the theory of a living wage, but the charges of one of the labor members of the board surrounding such generalities as the inability of the board to distinguish between "pauperism and opulence" revived the subject. One executive said today that the best manner to combat such tendencies was the launching of an expansion campaign pointing out the impracticability of establishing an arbitrary standard of living for any one group of persons.

The fact that money rates advanced to 6 per cent in the final dealings today did not attract a great deal of attention, because of the fact that it was an expected development incident to the month end requirements for dividends, payrolls and the like. So far as the other rates were concerned, there was no change, although prices charged for the use of new funds naturally are higher at the moment than at any time since midsummer, a sequence of the increased use of banking facilities by business. Evidence of the increasing demand for money is seen in the increase of $20,000,000 in federal reserve bank rediscounts in October, from $4,364,000,000 to $437,000,000.

The boards of directors of several corporations announced their intentions to make extra distributions to stockholders in the form of stock dividends. The most important announcement was made by the board of the National Sugar Refining company, which has declared a stock dividend of 50 per cent subject to the authorization by stockholders of an increase in the present capital stock from $10,000,000 to $15,000,000. A special meeting of stockholders has been called for November 15, to approve the larger capitalization. The dividend will be paid December 1 to stock of record November 20.

New York Quotations

Range of prices of the leading stocks furnished by Logan & Bryan, 248 Peters Trust building:

RAILROADS.

	High.	Low.	Close.	Close.
				Tuesday
A. T. & S. F.	102¼	101⅝	102¼	102⅛
B. & O.	47⅝	46	46⅞	46⅞
Canadian Pacific	143	141⅝	142⅞	142⅞
New York Central	97⅝	96¼	97	97⅛
Ches. & Ohio	73⅝	72⅞	73⅝	73½
Great Northern	90⅝	89⅝	90⅝	89⅝
Illinois Central	112	111⅝	112	111⅝
K. C. Southern	21	20⅝	21	20⅝
Lehigh Valley	67⅝	66⅝	67	66⅝
Missouri Pacific	18⅝	18	18⅝	18⅝
N. Y. & N. H.	29⅞	28⅝	29	28⅝
Northern Pacific	83⅞	82⅝	83⅞	82⅝
Chicago & N. W.	67⅝	66⅝	67	67⅝
Penn. R. R.	44⅝	43⅞	44⅝	43⅞
Reading	81⅝	79⅝	80⅝	80
C. R. I. & P.	39⅝	38⅝	39	39⅝
Southern Pacific	92⅝	90⅝	91⅝	91⅝
Southern Railway	24	23⅝	24	24
C. M. & St. P.	28⅝	27⅝	28⅝	27⅝
Union Pacific	144⅝	143	143⅝	144⅝

STEELS.

Am Car Fdry	181	179⅝	179⅝	179⅝
Allis-Chalmers	44⅝	42⅝	44⅝	45
Am Locomotive	124⅝	122⅝	123⅝	122⅝
Baldwin Loco	130⅝	127	128⅝	128⅝
Bethlehem St	66	65⅝	66⅝	65⅝
Colo S & Iron	29⅝	28⅝	29⅝	....
Crucible	77	73	74⅝	74⅝
Am Steel Fdry	42⅝	41⅝	41⅝	41⅝
Lacka. St	80⅝	78⅝	79	80⅝
Midvale Steel	30⅝	29⅝	29⅝	30⅝
Pressed St Car	83	83	83	....
Rep St & Iron	49	47⅝	48	47⅝
Sly Steel Springs	114	114	114	115⅝
Sloss-Scheff	....	....	....	42⅝
U S Steel	105⅝	103⅝	104⅝	104⅝
Vanadium	39	35⅝	37	37
Mexican Seaboard	17	16⅝	16⅝	17

COPPERS

Anaconda	48⅝	46	47⅝	47
Am Sm & Ref Co.	56	53⅝	55	55⅝
Cerro de Pasco	36⅝	35⅝	35⅝	36
Chili	24	23⅝	24	23⅝
Chino	25	23⅝	24⅝	23⅝
Granby Consolidated	37	....	....	....
Inspiration	32⅝	31⅝	31⅝	31⅝
Kennecott	32⅝	31⅝	31⅝	31⅝
Miami	26⅝	26⅝	26⅝	27
Nevada Con Copper	14	13⅝	14	14
Ray Consolidated	13⅝	13	13⅝	13
Seneca	8⅝	8⅝	8⅝	8⅝
Utah	42	40	41	41⅝

OILS

Gen Asphalt	55⅝	53⅝	54⅝	55⅝
Cosden	47⅝	46⅝	47	46⅝
Calif. Petrol	21⅝	20⅝	21⅝	20⅝
Island Oil	8⅝	8	8⅝	8⅝
Invincible Oil	15⅝	14⅝	15⅝	15⅝
Mexican Petrol	172⅝	171⅝	172⅝	172⅝
Middle States	11⅝	11⅝	11⅝	11⅝
Pan-Am Oil	40	39⅝	40	39⅝
Pan-American	61⅝	60⅝	61⅝	60⅝
Phillips	43⅝	41⅝	43⅝	43⅝
Pierce Oil	8⅝	8⅝	8⅝	8⅝
Pure Oil	28	26⅝	28	26⅝
Royal Dutch	44	43⅝	44	43⅝
Simms Oil	8⅝	8⅝	8⅝	8⅝
Sinclair	27⅝	26⅝	27⅝	26⅝
Texas Co	47⅝	47⅝	47⅝	47⅝
Union Oil	30⅝	30	30⅝	30⅝
White Oil	1⅝	1⅝	1⅝	1⅝

MOTORS

Chandler	61⅝	59⅝	61⅝	59⅝
Gen Motors	13⅝	12⅝	13⅝	12⅝
Willys-Overland	11⅝	10⅝	11⅝	11⅝
Pierce-Arrow	11⅝	10⅝	11⅝	11⅝
White Motor	57	55	57⅝	57⅝
Studebaker	103	102	103	102⅝

RUBBER AND TIRES

Fisk	13⅝	12⅝	13⅝	12⅝
Goodrich	19⅝	18⅝	19⅝	18⅝
Kelly-Springf	34⅝	33⅝	34⅝	33⅝
Keystone Tire	3⅝	3⅝	3⅝	3⅝
Lee	11⅝	10⅝	11⅝	10⅝
U S Rubber	57⅝	55⅝	57⅝	55⅝

INDUSTRIALS

Am Beet Sug	19⅝	18⅝	19⅝	18⅝
Am Can	31⅝	30⅝	31⅝	30⅝
Am Cotton Oil	19⅝	19⅝	19⅝	19⅝
Am Hide & L. pf	67⅝	67⅝	67⅝	67⅝
Am Linseed	11⅝	10⅝	11⅝	10⅝
Am Sumatra	35⅝	35⅝	35⅝	35⅝
Am Tobacco	172⅝	171⅝	172⅝	171⅝
Am Woolen	31⅝	30⅝	31⅝	30⅝
Armour of Del	11⅝	10⅝	11⅝	10⅝
Atlantic Gulf	119⅝	118⅝	119⅝	118⅝
Baldwin Loco	128⅝	127⅝	128⅝	127⅝
Barnsdall A	31⅝	30⅝	31⅝	30⅝
Bethlehem Steel B	66⅝	65⅝	66⅝	65⅝
Central Leather	34⅝	33⅝	34⅝	33⅝
Chile Copper	13⅝	13⅝	13⅝	13⅝
Chile Corporation	15⅝	15⅝	15⅝	15⅝
Cluett Peabody	115	115	115	115
Corn Products	115⅝	114⅝	115⅝	114⅝
Crucible Steel	74⅝	73⅝	74⅝	73⅝
Cuban-American	9⅝	9⅝	9⅝	9⅝
Cuban Cane Sugar	11⅝	11⅝	11⅝	11⅝
Cuban Cane Sugar pf	61⅝	61⅝	61⅝	61⅝
Distillers Corp	21⅝	21⅝	21⅝	21⅝
Dome Mines	31⅝	31⅝	31⅝	31⅝
Eastman Kodak	108⅝	107⅝	108⅝	107⅝
Fairbanks	73⅝	73⅝	73⅝	73⅝
Fairbanks Morse	109⅝	109⅝	109⅝	109⅝
Famous Players	41⅝	41⅝	41⅝	41⅝
Gen Electric	161⅝	160⅝	161⅝	160⅝
Gen Motors	13⅝	12⅝	13⅝	12⅝
Gen Petroleum	44⅝	43⅝	44⅝	43⅝
Goodyear T & R	14⅝	14⅝	14⅝	14⅝
Gulf States Steel	47⅝	47⅝	47⅝	47⅝
Hudson Motor	36⅝	35⅝	36⅝	35⅝
Int Harvester	47⅝	46⅝	47⅝	46⅝
Int Nickel	15⅝	15⅝	15⅝	15⅝
Int Paper	59⅝	58⅝	59⅝	58⅝
Kelsey Wheel	11⅝	11⅝	11⅝	11⅝
Kennecott	32⅝	31⅝	31⅝	31⅝
Lima Loco	103⅝	102⅝	103⅝	102⅝
Mack Truck	58⅝	58⅝	58⅝	58⅝
Marland Oil	11⅝	10⅝	11⅝	10⅝
Mexican Petrol	172⅝	171⅝	172⅝	171⅝
Miami Copper	14⅝	13⅝	14⅝	13⅝
Midvale Steel	30⅝	29⅝	29⅝	30⅝
Mont Ward & Co	26⅝	26⅝	26⅝	26⅝
Nat Enamel	65⅝	64⅝	65⅝	63⅝
Nat Lead	71⅝	70⅝	71⅝	70⅝
Nevada Con	14⅝	13⅝	14⅝	13⅝
North American	41⅝	40⅝	41⅝	40⅝
Pacific Mail	11⅝	10⅝	11⅝	10⅝
Pan-American B	61⅝	60⅝	61⅝	60⅝
Penn Seaboard	38⅝	37⅝	38⅝	37⅝
Phelps Dodge	35⅝	34⅝	35⅝	34⅝
Ray Con	13⅝	13	13⅝	13
Replogle Steel	11⅝	10⅝	11⅝	10⅝
Sloss-Sheffield	42⅝	41⅝	42⅝	41⅝
Stand Milling	5⅝	5⅝	5⅝	5⅝
Stand Oil N J	38⅝	37⅝	38⅝	37⅝
Stand Oil N Y	28⅝	27⅝	28⅝	27⅝
Stew Warner	19⅝	19⅝	19⅝	19⅝
Stromberg Carb	41⅝	41⅝	41⅝	41⅝
Studebaker	103⅝	102⅝	103⅝	102⅝
Tex Gulf Sulphur	36⅝	35⅝	36⅝	35⅝
Transcontinental Oil	2⅝	2⅝	2⅝	2⅝
Transue & Williams	35⅝	35⅝	35⅝	35⅝
Union Bag & Paper	45⅝	45⅝	45⅝	45⅝
Union Oil	30⅝	30	30⅝	30⅝
United Drug	151⅝	150⅝	151⅝	150⅝
U S Alcohol	65⅝	64⅝	65⅝	64⅝
U S Cast Iron Pipe	21⅝	21⅝	21⅝	21⅝
U S Food Prod	3⅝	3⅝	3⅝	3⅝
U S Industrial Alc	65⅝	64⅝	65⅝	64⅝
U S Rubber	57⅝	55⅝	57⅝	55⅝
U S Smelting	33⅝	32⅝	33⅝	32⅝
U S Steel	105⅝	103⅝	104⅝	104⅝
Utah Copper	45⅝	44⅝	45⅝	44⅝
Vanadium	39	35⅝	37	37
Virginia Chem	15⅝	15⅝	15⅝	15⅝
Wabash	11⅝	10⅝	11⅝	10⅝
Westinghouse	44⅝	43⅝	44⅝	43⅝
Willys-Overland	11⅝	10⅝	11⅝	11⅝
Woolworth	115	114⅝	115	114⅝
Worthington pf	97⅝	97⅝	97⅝	97⅝
Wright Aero	5⅝	5⅝	5⅝	5⅝
Wrigley	48⅝	48⅝	48⅝	48⅝
Yellow Cab	8⅝	8⅝	8⅝	8⅝

MISCELLANEOUS.

Am. Cotton Oil	23	22⅝	23	....
Am. Agri. Chem.	31⅝	31⅝	31⅝	31⅝
American Linseed	34⅝	34⅝	34⅝	34⅝
Union Bag pfd	69⅝	69⅝	69⅝	69⅝
Bosch Magneto	35	35	35	34⅝
Beslyn Rapid Tr.	16⅝	16⅝	16⅝	16⅝
Continental Can	96	95⅝	97	95⅝
California Packing	82⅝	82⅝	82⅝	....
Col. G. & Electric	106	105⅝	106	106⅝
Columbia Graph.	2⅝	2	2⅝	2⅝
United Drug	78	75⅝	78	78
National Enamel	66⅝	64⅝	65⅝	63⅝
United Fruit	150	149⅝	150	150
Lorillard Tobacco	161⅝	161	161	162
National Lead	....	....	....	104⅝
Philadelphia Co.	40⅝	40⅝	40⅝	40⅝
Pullman	127⅝	126	127	125
Punta Al. Sugar	42⅝	42	42⅝	42⅝
Retail Stores	81⅝	77⅝	79⅝	81
St. L. & S. F.	25⅝	25	25⅝	28⅝
Va.-Car Chemical	25	23	25	....

Sales, 2 p. m., 920,600.

Money—Close, 6 per cent. Tuesday's close, 5½ per cent.

Marks—Close, .0002½; Tuesday's close, .0002½.

Francs—.0764½; Tuesday's close, .0767.

Sterling—Close, $4.81⅝; Tuesday's close, $4.81⅝.

N. Y. Curb Bonds

New York, Nov. 1.—Transactions on the New York curb market today were as follows:

Bonds.

Sales (in $1,000).	High	Low	Close
2 Am Cot Oil 6s	98⅝	98⅝	98⅝
5 Am Rep Corp 6s	91	91	91
15 Am T&T 6s	101	100⅝	101
5 Am Tob 7s	101	101	101
1 Anaconda Cop 6s	100⅝	100⅝	100⅝
4 Anacon Cop 7s	102⅝	102⅝	102⅝
5 Anglo Am Oil 7½s	102⅝	102⅝	102⅝
1 Armour & Co 7s	102⅝	102⅝	102⅝
10 Beth Steel 7s	103⅝	102⅝	102⅝
1 Beth St 7s	102⅝	102⅝	102⅝
10 Can Nat Ry en 7s	110⅝	110⅝	110⅝
5 Can Nat Ry 5s	98⅝	98⅝	98⅝
3 Cent Steel 8s	107	106⅝	107
1 Charcoal Iron 8s	96⅝	96⅝	96⅝
1 Cont Gas Bult 5½s	98⅝	98⅝	98⅝
2 Cop Ex Ass 6s	102⅝	102⅝	102⅝
1 Cop Ex Ass 8s	103⅝	103⅝	103⅝
11 Det City Gas 6s	99⅝	99⅝	99⅝
10 Fed Lnd Bk 4½s wi	100⅝	100⅝	100⅝
12 Gulf Oil 7s	102⅝	102⅝	102⅝
2 Gulf Oil 8s	106⅝	106⅝	106⅝
11 Int R T 8s	97	97	97
24 Int R T 8s cf	97⅝	97	97⅝
6 K C P&L 6s	92	90⅝	90⅝
7 Laclede Gas 7s	101⅝	101⅝	101⅝
5 Lib Mc & Lib 7s	101	101	101
6 Manitoba 5s	99	98⅝	99
10 Morris & Co 7½s	105	105	105
4 Nat Acme 7½s	95	95	95
2 Nat Leathe 8s	101⅝	101⅝	101⅝
1 Phil El 6s	101	101	101
7 Pub Svc C N J 7s	102⅝	102⅝	102⅝
2 Robert Gair 7s	98⅝	98⅝	98⅝
1 Shawsheen 7s	103⅝	103⅝	103