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# Stock Market Strong; Trading Lightest in Weeks

## Many Industrial Shares Score Substantial Gains; Rails Weaken; Professional Traders Still in Control

Although the stock market yesterday was exceedingly dull, the turnover being the smallest in weeks, prices were firm, and a good many issues scored substantial advances. This was especially true of the industrial specialties, which were most severely affected in the recent slump. Crucible Steel was up more than 10 points, short covering and buying for the turn having been induced by the favorable statement of the chairman of the board at the annual meeting Friday. Pierce-Arrow was the center of attention, however. This stock, which sold nearly 40 points below its recent high early in the week, advanced 8½ points and closed at the top price of the day. It is said that a considerable short interest still exists.

Copper stocks again displayed weakness, these issues being particularly sensitive to conditions in the foreign exchange market. The United States produces a large surplus of copper, and until credits with which to finance foreign purchases are provided, there is not likely to be very substantial improvement in the position of producing companies.

Railroad stocks received little attention. This section of the list was, as a whole, much weaker than the industrials. The attempt to start a bull movement in the rails, which a week ago gave some promise of being successful, apparently has failed.

Professional traders dominated the market again. It is the consensus of Wall Street opinion that the market will remain in their hands for the balance of the year. The only sign of outside interest is that taken by the bargain hunters, and most of these appear to have satisfied their requirements. At any rate, such buying cannot be expected in sufficient volume to exert an important influence on prices.

It is evident that the number of the volatile industrials is none too large, especially in view of the extent of the short interest, which brokers assert is considerable. It would not be surprising, therefore, to see a continuation of very broad fluctuations in such issues.

## Money and Credit

The liquidation in the stock market during the last ten days was reflected yesterday in the weekly bank statements. The loans, discounts and investments of the Clearing House banks show an increase of $64,625,000 from last week. An increase of $3,123,000 was revealed in cash in vaults of the Federal Reserve banks and of $535,000 in cash in vaults of state banks and trust companies.

The Federal Reserve Bank of New York reported a decrease in bills discounted. The total on hand, according to yesterday's statement, was $877,190,192, compared with $897,998,918 a week ago. The difference would have been far greater if it had not been patly offset by an increase in bills bought in the open market.

**Bank Clearings** — New York, exchanges, $877,235,106; balances, $85,452,529.

**Sub-Treasury** — United States Sub-Treasury debit balance, $541,490; Federal Reserve credit balance, $61,273,476.

**Silver** — London, 74d; New York, $1.35; Mexican dollars, $1.03⅞.

## The Dollar in Foreign Exchange

In the rapid further decline of exchange rates on Europe last week, the break in sterling to $3.99½ on Thursday was the most spectacular event. There was some recovery toward the end of the week, but international bankers did not believe that the bottom had yet been reached.

The releasing of freight which had been tied up for many freights at the port of New York as a result of the longshoremen's strike freed many bills, which almost deluged the market. The demand for sterling and other foreign bills was much below the supply, because imports are still much smaller than exports. Moreover, with call money rates high here, banks prefer to keep their balances in New York than in any other place.

Fundamentally, the progressive slumping of rates on Europe is merely an expression of the trade one-way trade movement and of the diluted value of European currencies in terms of the dollar, which represents gold.

In this connection, the presence in New York of trade delegates from Great Britain, France, Italy and Belgium is important. Having visited the leading industrial cities as far west as Kansas City, they have become assured of the friendly feeling of American business and financial leaders, and are hoping that the good sentiment will be translated into long time credits, which they believe are necessary to stabilize the exchanges.

If you calculate the cost of the dollar in terms of foreign money at current exchange value, that is, if you were buying dollars with pounds, marks or francs, its value at the close of last week, as compared with a year ago, follows:

| | Cost of one dollar Yesterday | Year ago |
|---|---|---|
| In English money | $1.20 | $1.02 |
| In French money | 1.79 | 1.05 |
| In Dutch money | 1.09 | .97 |
| In Swiss money | 1.08 | .95 |
| In Swedish money | 1.10 | .36 |
| In Italian money | 2.35 | 1.22 |
| In Spanish money | 1.00 | .95 |

(Quoted dollars to the pound)

| | Yesterday | Week ago |
|---|---|---|
| Sterling, demand | $4.03¾ | $4.10⅛ |
| Sterling, cables | 4.04½ | 4.10⅞ |
| Sterling, sixty days | 3.93¾ | 4.05 |
| Sterling, ninety days | 3.98⅛ | 4.03 |

(Quoted units to the dollar)

| | | |
|---|---|---|
| Francs, checks | 9.62 | 9.54 |
| Francs, cables | 9.60 | 9.52 |
| Belgium, francs, chks. | 9.02 | 8.82 |
| Belgium, francs, cbls. | 9.00 | 8.80 |
| Lire, checks | 12.22 | 12.00 |
| Lire, cables | 12.20 | 11.98 |
| Swiss francs, checks | 5.48 | 5.54 |
| Swiss francs, cables | 5.46 | 5.52 |

(Quoted cents to the unit)

| | | |
|---|---|---|
| Guilders, checks | 37.00⅝ | 37.62½ |
| Guilders, cables | 37.00⅝ | 37.75 |
| Austrian crowns, chks | 1.75 | 1.87 |
| Austrian crowns, cbls. | 1.75 | .90 |
| Sweden, checks | 22.65 | 23.00 |
| Sweden, cables | 22.80 | 23.10 |
| Denmark, checks | 20.25 | 20.90 |
| Denmark, cables | 20.90 | 21.00 |
| Norway, checks | 22.65 | 22.25 |
| Norway, cables | 22.80 | 22.35 |
| Pesetas, checks | 19.80 | 19.95 |
| Pesetas, cables | 19.95 | 20.05 |
| Marks, checks | 2.30 | 2.48 |
| Marks, cables | 2.32 | 2.50 |
| Greece, checks | 17.70 | 18.02 |
| Greece, cables | 17.75 | 18.10 |
| Manila, checks | 48.75 | 48.75 |
| Manila, cables | 49.00 | 49.00 |
| India, rupees, checks | 42.00 | 42.00 |
| India, rupees, cables | 42.25 | 42.25 |
| Japan, yen, checks | 50.37 | 50.37½ |
| Japan, yen, cables | 50.62 | 50.62½ |
| Argentina, checks | 102.40 | 102.70 |
| Argentina, cables | 101.90 | 102.20 |
| Brazil, Rio, checks | 25.38 | 25.37½ |
| Brazil, Rio, cables | 25.00⅛ | 25.50 |
| Czecho-Slovakia, cks. | 2.8 | 2.8 |

# Transactions Yesterday in Listed Stocks

## Summary of Stock Exchange Dealings

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Stocks

| | Yesterday. | Day before. | Year ago. | January 1 to date. 1919. | 1918. | 1917. |
|---|---|---|---|---|---|---|
| Railroads | 54,600 | 168,700 | 51,700 | 35,264,100 | 18,401,600 | 20,491,700 |
| Other stocks | 314,600 | 906,200 | 261,200 | 237,991,200 | 110,909,500 | 148,682,200 |
| All stocks | 369,200 | 1,074,900 | 312,900 | 273,255,300 | 129,311,100 | 169,173,900 |

Bonds

| | Yesterday. | Day before. | Year ago. | 1919. | 1918. |
|---|---|---|---|---|---|
| U. S. government | $10,979,000 | $12,633,000 | $4,964,000 | $2,211,286,000 | $1,036,801,000 |
| Railroads | 568,000 | 1,426,000 | 1,260,000 | 249,208,000 | 141,216,000 |
| Other bonds | 582,000 | 3,590,000 | 1,119,000 | 468,991,000 | 431,198,000 |
| All bonds | 12,119,000 | 17,649,000 | 7,352,000 | 2,923,485,000 | 1,609,215,000 |

## Record of Stock and Bond Averages

Stocks

| | Yesterday. | Day before. | Year ago. | Range Jan. 1, 1919. High. | Low. | Range full year, 1918. High. | Low. |
|---|---|---|---|---|---|---|---|
| 20 Railroads | 68.20 | 68.30 | 74.35 | 78.30 | 66.30 | 79.15 | 66.12 |
| 30 Industrials | 106.37 | 105.73 | 82.87 | 119.33 | 79.20 | 88.83 | 73.37 |
| 50 Stocks | 91.10 | 90.76 | 79.46 | 99.54 | 75.92 | 84.08 | 70.30 |

Bonds

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 10 Railroads | 76.02 | 76.12 | 85.15 | 82.80 | 75.36 | 86.57 | 76.62 |
| 10 Industrials | 92.57 | 92.62 | 93.73 | 95.70 | 92.51 | 94.08 | 67.40 |
| 5 Utilities | 74.40 | 74.20 | 87.44 | 87.75 | 71.80 | 89.02 | 82.60 |
| 25 Bonds | 82.32 | 82.33 | 89.04 | 87.91 | 82.19 | 89.46 | 83.62 |

| High. 1919. | Low. 1919. | Div. Rate. | | Sales. | Open. | High. | Low. | Close. | Net chge. | Bid. | Ask. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 4¼ | 2¼ | — | Alaska Gold Mine | 400 | 2½ | 2½ | 2½ | 2½ | — | 2¼ | 2½ |
| 3¼ | 1¾ | — | Alaska Juneau | 6600 | 2¾ | 2¾ | 2⅜ | 2⅝ | —⅛ | 2½ | 2⅝ |
| 51⅝ | 30 | — | Allis-Chalmers | 400 | 42¾ | 42¾ | 42¾ | 42¾ | —½ | 43 | 44 |
| 113¾ | 87 | 8 | Am Agr Chem | 300 | 93¾ | 93¾ | 93¾ | 93¾ | —¼ | 92 | 94 |
| 108 | 94 | 6 | Am Agr Chem pr | 500 | 96⅛ | 96⅛ | 96⅛ | 96⅛ | +1⅛ | 96⅛ | 96½ |
| 101¾ | 62 | 8 | Am Beet Sugar | 700 | 95 | 95 | 95 | 95 | +1 | 94½ | 95 |
| 143⅞ | 84½ | 8 | Am Bosch Magneto | 1700 | 126¾ | 127 | 126¾ | 126¾ | +2½ | 126 | 126¾ |
| 68⅝ | 42⅞ | — | American Can | 2500 | 54 | 54 | 53⅞ | 54 | +⅜ | 53¾ | 54 |
| 148⅜ | 84½ | 12 | Am Car & Foundry | 2000 | 135½ | 135½ | 135 | 135 | —½ | 134⅝ | 135½ |
| 67½ | 39⅝ | 4 | Am Cotton Oil | 100 | 52½ | 52½ | 52½ | 52½ | +1¼ | 52½ | 53 |
| 14¼ | 10¼ | .80 | Am Drug Syndicate | 400 | 10½ | 10½ | 10½ | 10½ | —½ | 10¼ | 10⅜ |
| 43⅛ | 13⅛ | — | Am Hide & Leather | 3800 | 31⅞ | 32¾ | 31¾ | 32¾ | +¾ | 32½ | 33 |
| 142½ | 71¼ | 7 | Am Hide & Lher pr | 3000 | 123½ | 124½ | 123½ | 124½ | +1½ | 124 | 125 |
| 76½ | 37½ | — | American Ice | 400 | 45 | 45 | 45 | 45 | +¼ | 44 | 45 |
| 76¼ | 54¾ | 5 | American Ice pr | 500 | 64 | 64½ | 64 | 64½ | +2 | 64 | 66 |
| 132¼ | 52⅜ | 6 | Amer Int Corp | 4400 | 112½ | 113 | 112⅜ | 112⅜ | —⅜ | 112¼ | 112½ |
| 89 | 44⅛ | 3 | American Linseed | 300 | 71¾ | 71¾ | 71¾ | 71¾ | —¾ | 70 | 71 |
| 117¼ | 58 | 6 | Amer Locomotive | 2900 | 94 | 96 | 94 | 95⅜ | +⅞ | 95¼ | 95¾ |
| 109¾ | 100 | 7 | Am Locomotive pr | 200 | 107¼ | 107½ | 107¼ | 107¼ | +¼ | 107 | 108 |
| 63 | 50 | — | Amer Malt | 100 | 50⅛ | 50⅛ | 50⅛ | 50⅛ | —1⅜ | 50 | 51½ |
| 47½ | 29 | — | Am Ship | 6800 | 31¼ | 31⅞ | 31 | 31½ | +1 | 31½ | 31¾ |
| 89¾ | 62⅛ | 4 | Amer Smelting | 6600 | 66¼ | 66¼ | 65⅞ | 66 | +⅛ | 66 | 66½ |
| 109⅝ | 97⅞ | 7 | Amer Smelt pr | 300 | 99 | 99 | 99 | 99 | +⅛ | 98½ | 100 |
| 47 | 34¼ | 3 | Amer Steel Fdy | 100 | 40½ | 40½ | 40½ | 40½ | — | 41 | 41½ |
| 148⅜ | 111¼ | 7 | American Sugar | 2300 | 138½ | 138¾ | 137⅝ | 138¼ | +¾ | 138 | 139 |
| 120½ | 73 | 10 | American Sumatra | 600 | 89 | 89⅜ | 88⅜ | 88⅜ | +¾ | 88½ | 89¾ |
| 108⅝ | 96¾ | 8 | Am Tel & Tel | 100 | 100⅛ | 100⅛ | 100⅛ | 100⅛ | +⅛ | 100 | 100¼ |
| 149⅞ | 45¼ | 7 | Amer Wool | 1500 | 123 | 124¾ | 123 | 124¾ | +3¼ | 124½ | 125 |
| 110¾ | 94⅜ | 7 | Amer Wool pr | 300 | 103 | 103 | 103 | 103 | — | 102½ | 103½ |
| 29 | 11 | — | Am Zinc & Lead | 400 | 17⅜ | 17⅜ | 17⅜ | 17⅜ | —⅛ | 17¼ | 18¼ |
| 77⅞ | 56½ | 4 | Anaconda | 2400 | 62⅝ | 63 | 62½ | 63 | — | 62⅞ | 63¼ |
| 9⅝ | 1 | — | Assets Real Co | 700 | 5½ | 6 | 5½ | 6 | +½ | 5½ | 6¾ |
| 104 | 86 | 6 | Atchison | 700 | 88¼ | 88¼ | 88¼ | 88¼ | —⅛ | 88 | 89 |
| 89 | 78¾ | 5 | Atchison pr | 3000 | 79 | 79 | 78⅞ | 79 | — | 79 | 79¼ |
| 15½ | 6 | — | Atl, Birm & Atl | 700 | 9¾ | 9¾ | 9¾ | 9¾ | +¾ | 8½ | 9½ |
| 192¼ | 92 | 10 | Atl, Gulf & W I | 300 | 166 | 166 | 166 | 166 | +1 | 165 | 167 |
| 76½ | 64 | 5 | Atl, Gulf & W I pr | 400 | 69⅞ | 69⅞ | 69⅞ | 69⅞ | —⅛ | 69 | 70 |
| 156¼ | 64⅞ | — | Baldwin Loco Co | 19100 | 106 | 107½ | 105½ | 106⅜ | +⅝ | 106⅜ | 106¾ |
| 117⅞ | 102 | 7 | Baldwin Loco Co pr | 300 | 105¼ | 105¼ | 105¼ | 105¼ | —¼ | 105½ | 106 |
| 55¼ | 38 | — | Baltimore & Ohio | 500 | 38 | 38¼ | 38 | 38¼ | — | 38 | 38¼ |
| 59½ | 49¾ | 4 | Baltimore & Ohio pr | 700 | 50 | 50 | 50 | 50 | — | 50 | 50¼ |
| 145 | 103 | 8 | Barrett Co | 400 | 122 | 122 | 122 | 122 | — | 122 | 122½ |
| 107¾ | 55½ | 5 | Bethlehem Steel | 500 | 91⅞ | 92½ | 91⅞ | 92½ | —¾ | 91 | 93 |
| 112 | 55⅜ | 5 | Beth Steel, Class B | 14100 | 94½ | 95¼ | 94¼ | 95¼ | +1½ | 93 | 95⅞ |
| 45 | 26 | — | Beth Motors | 800 | 30⅞ | 32 | 30⅞ | 32 | +1⅛ | 30½ | 30⅞ |
| 33⅛ | 18⅛ | — | Bklyn Rapid Tran | 400 | 19 | 19¼ | 18⅞ | 19 | —⅞ | 18½ | 19½ |
| 15⅛ | 8½ | — | Brunswick | 300 | 9½ | 9½ | 9½ | 9½ | —¼ | 8½ | 9½ |
| 17 | 5⅛ | ½ | Butte Cop & Zinc | 2700 | 10⅛ | 10⅛ | 10 | 10 | +⅛ | 10 | 10¼ |
| 54¼ | 27¼ | — | Caddo Oil | 400 | 28 | 28 | 27¾ | 27¾ | —¼ | 27½ | 28 |
| 84¼ | 48¼ | 4 | California Packing | 100 | 76 | 77 | 76 | 77 | +1 | 76¼ | 77 |
| 56⅞ | 20¾ | — | California Petroleum | 800 | 44 | 44¼ | 43¼ | 43¼ | —⅞ | 43 | 43¾ |
| 170⅞ | 144⅞ | 10 | Canadian Pacific | 300 | 145½ | 146½ | 145½ | 146½ | +1⅜ | 145½ | 147 |
| 101 | 91½ | 7 | Case, J I, pr | 100 | 99 | 99 | 99 | 99 | +¼ | 99 | 100 |
| 116½ | 56½ | 5 | Central Leather | 3400 | 96 | 97 | 95¾ | 97 | +1 | 97 | 97⅛ |
| 114 | 104½ | 7 | Central Leather pr | 400 | 110 | 110 | 110 | 110 | +1¼ | 109½ | 112 |
| 65½ | 30¼ | 4 | Certainteed Corpn | 2900 | 53 | 56¾ | 53 | 56¾ | +5¾ | 56 | 57 |
| 67½ | 31 | 4 | Cerro de Pasco | 1300 | 59 | 59 | 58⅝ | 58⅝ | —¼ | 58½ | 59½ |
| 141¼ | 90 | 8 | Chandler Motors | 2200 | 116 | 116⅜ | 115 | 116 | — | 116 | 117 |
| 68½ | 52½ | 4 | Ches & Ohio | 1900 | 57½ | 57¾ | 57¼ | 57¼ | — | 57 | 58 |
| 30⅞ | 22⅛ | 2 | Chi Gt West pr | 400 | 25½ | 25⅛ | 25 | 25 | —⅛ | 25 | 26 |
| 52¾ | 34½ | — | Chi, M & St P | 700 | 42½ | 42½ | 42¼ | 42¼ | — | 42¼ | 42⅝ |
| 76 | 60⅛ | — | Chi, M & St P pr | 900 | 62½ | 62½ | 62½ | 62½ | — | 62⅛ | 62½ |
| 32¼ | 22⅛ | — | Chi, Rock Isl & Pac | 1500 | 27½ | 27½ | 27½ | 27½ | —½ | 27½ | 28 |
| 73 | 55¼ | 6 | Chi, R I & P 6% pr | 200 | 63 | 63 | 63 | 63 | —¼ | 63 | 64 |
| 84 | 68½ | 7 | Chi, R I & P 7% pr | 200 | 74 | 74 | 74 | 74 | — | 73½ | 75 |
| 82 | 60 | 5 | C, St P, M & O | 400 | 60 | 60 | 60 | 60 | —5 | 60 | 64 |
| 29¼ | 17⅛ | — | Chile Copper | 4800 | 20⅛ | 20¼ | 19¾ | 19¾ | —⅜ | 19¾ | 19⅞ |
| 50⅞ | 32⅛ | 3 | Chino Con Copper | 400 | 38 | 38½ | 38 | 38½ | —¼ | 38 | 38½ |
| 95¼ | 60⅜ | 6 | Cluett Peabody | 500 | 89 | 89 | 89 | 89 | —2 | 86 | 91 |
| 43⅝ | 39¾ | — | Coca Cola | 1400 | 41¼ | 41¼ | 40 | 40 | —1 | 39⅞ | 40⅞ |
| 56 | 34¾ | 3 | Col Fuel & Iron | 700 | 42 | 42 | 42 | 42 | — | 42½ | 43 |
| 69 | 39¼ | 4 | Col Gas & Electric | 18800 | 64¼ | 66¾ | 64¼ | 66 | +2 | 65⅞ | 66 |
| 75¼ | 50¾ | — | Col Graph | 3600 | 64 | 64⅞ | 63⅛ | 64⅞ | +1⅞ | 64½ | 65 |
| 15⅜ | 10¾ | — | Con Candy | 2500 | 12¾ | 12¾ | 12⅛ | 12⅛ | —⅛ | 12¼ | 13 |
| 37½ | 31¾ | — | Consol Textile | 1800 | 35¼ | 35½ | 35 | 35½ | +½ | 35 | 35½ |
| 106⅜ | 87⅛ | 7 | Consol Gas | 300 | 90½ | 90½ | 90⅛ | 90⅛ | —1 | 90 | 91 |
| 23 | 5⅞ | — | Cons Int Call Min | 700 | 17¼ | 17¼ | 16¾ | 17¼ | +½ | 17 | 17½ |
| 103¾ | 65½ | 7 | Con Can | 300 | 88 | 88 | 88 | 88 | —½ | 87 | 88 |
| 75 | 54 | — | Consol Cigars | 400 | 64 | 64 | 64 | 64 | +½ | 63½ | 64½ |
| 86⅜ | 78 | 7 | Consol Cigars pr | 300 | 80 | 80 | 80 | 80 | — | 79½ | 80 |
| 99 | 46 | — | Corn Products | 4800 | 84 | 84 | 83¼ | 83⅞ | +⅜ | 83⅜ | 84 |
| 261 | 52⅛ | 12 | Crucible Steel | 9800 | 206½ | 217¼ | 206½ | 212¼ | +5¼ | 212 | 213 |
| 47⅛ | 20⅜ | — | Cuba Cane Sugar | 8600 | 47 | 47⅛ | 46½ | 46¾ | +¼ | 46½ | 46¾ |
| 87½ | 69½ | 7 | Cuba Cane Sugar pr | 400 | 83¼ | 83¼ | 83¼ | 83¼ | +¼ | 83 | 83½ |
| 116 | 100 | 9 | Del & Hudson | 700 | 103 | 103 | 103 | 103 | —1 | 102½ | 103 |
| 24 | 6⅛ | — | Den & Rio G pr | 500 | 16 | 16 | 15½ | 15½ | —¼ | 15¾ | 16½ |
| 43 | 27 | — | Elk Horn Coal | 1700 | 32 | 32 | 30 | 30 | —3 | 30¼ | 31 |
| 20¼ | 14¾ | — | Erie | 400 | 15¼ | 15¼ | 15 | 15 | —⅛ | 15 | 15½ |
| 33 | 23½ | — | Erie 1st pr | 300 | 24¼ | 24¼ | 24⅛ | 24⅛ | —¼ | 24⅛ | 25 |
| 23¾ | 16¾ | — | Erie 2d pr | 200 | 17½ | 17½ | 17½ | 17½ | +¾ | 17 | 18 |
| 123 | 87 | 5 | Famous Players | 2400 | 93 | 93½ | 93 | 93 | +¾ | 92½ | 94 |
| 1¾ | ¼ | — | Famous Play rts | 1100 | 3/16 | 3/16 | ⅛ | 3/16 | — | 3/16 | ¼ |
| 64⅛ | 38½ | 4 | Freeport Texas | 1800 | 40 | 40¼ | 40 | 40¼ | +¼ | 40½ | 41 |
| 38¾ | 20¾ | — | Gaston, Wms & Wig | 600 | 21⅜ | 21⅜ | 20½ | 20⅞ | —½ | 20⅞ | 21 |
| 95⅞ | 47 | 6 | General Cigar | 1500 | 72⅞ | 73½ | 72⅞ | 73½ | +½ | 73¼ | 74 |
| 176 | 144½ | 8 | General Electric Co | 700 | 170¾ | 170¾ | 170¾ | 170¾ | —¾ | 170 | 170¾ |
| 406½ | 118½ | 12 | General Motors | 9400 | 330 | 336 | 330 | 330¼ | +6⅛ | 330¼ | 331½ |
| 95 | 80 | 6 | General Motors pr | 3200 | 90 | 92 | 90¾ | 92 | +1¾ | 91½ | 92½ |
| 94¾ | 82½ | 6 | Gen Motors 6% deb | 20100 | 90 | 92¼ | 90 | 91 | +1½ | 90¾ | 91¼ |
| 55 | 39 | — | Fisk Tire | 3000 | 40½ | 42 | 41⅛ | 41¾ | +⅜ | 41⅜ | 41¾ |
| 93¾ | 56⅝ | 4 | Goodrich, B F | 200 | 81½ | 82 | 81½ | 82 | +1¾ | 81⅞ | 82 |
| 105½ | 102 | 7 | Goodrich, B F, pr | 800 | 104½ | 104½ | 104¼ | 104¼ | —⅛ | 104⅛ | 105 |
| 100⅝ | 83 | 7 | Gt Northern pr | 700 | 84½ | 84½ | 84¼ | 84½ | — | 84¼ | 84½ |
| 52¾ | 31¾ | 4 | Gt North Ore subs | 700 | 39⅞ | 40⅛ | 39⅞ | 40⅛ | —⅜ | 40⅛ | 40⅜ |
| 47½ | 35 | — | Greene-Cananea Cop | 1300 | 38¾ | 38¾ | 38 | 38⅝ | —⅞ | 38 | 38¾ |
| 89⅛ | 49½ | — | Gulf States Steel | 700 | 63⅞ | 65⅛ | 63⅞ | 65⅛ | +⅝ | 65 | 65½ |
| 68⅞ | 42½ | 6 | Inspiration Copper | 2200 | 55¼ | 56 | 55 | 56 | +¼ | 55½ | 56 |
| 9⅛ | 3⅛ | — | Int Cons Corp | 500 | 5⅛ | 5⅛ | 5¼ | 5¼ | — | 5 | 5⅛ |
| 67¾ | 21¼ | — | Int Mercan Marine | 3900 | 52 | 53 | 51½ | 52⅛ | +⅛ | 52 | 52½ |
| 128½ | 92¾ | 6 | Int Mer Marine pr | 1700 | 105¼ | 105¼ | 105 | 105⅛ | —⅛ | 105 | 105½ |
| 82 | 30¼ | — | Int'l Paper | 700 | 70⅞ | 71 | 70⅜ | 71 | +1 | 70½ | 71 |
| 33⅞ | 24½ | — | Int'l Nickel | 2900 | 25 | 25⅛ | 24⅞ | 24⅞ | —⅛ | 24⅞ | 25 |
| 65 | 35¼ | — | Iron Prod | 6000 | 37 | 42 | 37 | 42 | +5½ | 42 | 42½ |
| 25½ | 16¼ | — | Kansas City So | 500 | 18 | 18 | 17⅞ | 17⅞ | —⅜ | 17¾ | 18¼ |
| 57½ | 48 | 4 | Kansas City So pr | 200 | 48 | 48 | 48 | 48 | —½ | 48 | 49 |
| 164 | 68 | 4 | Kelly Springfield | 1800 | 135¼ | 136½ | 135¼ | 135¼ | +¾ | 134 | 136 |
| 110¼ | 102⅞ | 8 | Kelly Spring 8% pr | 800 | 105 | 105 | 105 | 105 | — | 103 | 105 |
| 100⅛ | 89 | 7 | Kelsey Wheel Co pr | 400 | 99¾ | 99¾ | 99¾ | 99¾ | +¾ | 99 | 100 |
| 43⅛ | 29⅛ | 2 | Kennecott Copper | 4700 | 30¼ | 30½ | 30⅛ | 30½ | +¼ | 30¼ | 30⅜ |
| 126⅞ | 46 | 1.20 | Keystone Tire | 4800 | 47¼ | 48¾ | 47⅛ | 48½ | +⅞ | 48¼ | 48¾ |
| 170 | 106⅛ | 5 | Kresge, S S, Co, | 200 | 145 | 145 | 145 | 145 | +5 | 130 | 145 |
| 107¾ | 62½ | 6 | Lackawanna Steel | 700 | 87 | 87 | 86 | 87 | +1 | 86½ | 87 |
| 60⅜ | 44¾ | 3½ | Lehigh Valley | 400 | 45⅛ | 45⅛ | 45⅛ | 45⅛ | +¼ | 45 | 45⅜ |
| 40 | 21 | — | Lee Rubber & Tire | 200 | 34½ | 34½ | 34½ | 34½ | +¼ | 34 | 34½ |
| 1½ | ½ | — | Lee Rub & Tire rts | 300 | ½ | ½ | ½ | ½ | — | — | — |
| 81⅛ | 40⅛ | — | Loose-Wiles Bis Co | 700 | 70½ | 71 | 70½ | 71 | +3 | 70 | 71 |
| 122¾ | 104⅞ | 7 | Louisville & Nash | 400 | 114 | 114 | 114 | 114 | — | 113½ | 114 |
| 88 | 47 | 7 | Manhattan Elevated | 300 | 52 | 52½ | 52 | 52½ | —1⅜ | 50½ | 53 |
| 43 | 31 | — | Mathieson Alkali W | 400 | 69 | 71½ | 69 | 71½ | +3½ | 68 | 72 |
| 61 | 26¾ | — | Maxwell Motor | 1200 | 40 | 40½ | 40 | 40½ | +½ | 40 | 41 |
| 84½ | 50⅜ | — | Maxwell Mot 1st pr | 500 | 68 | 68 | 68 | 68 | — | 67 | 68 |
| 264 | 162¾ | 10 | Mexican Petroleum | 11900 | 200 | 204⅞ | 200 | 204 | +4¾ | 204 | 204¾ |
| 32¾ | 21¾ | 2 | Miami Con Copper | 500 | 24½ | 24¾ | 24½ | 24¾ | +⅛ | 24¼ | 25 |
| 71¾ | 32 | 1.20 | Middle St Oil | 2400 | 62⅛ | 62⅛ | 60⅝ | 61¼ | —½ | 61¼ | 61½ |
| 62¼ | 40¼ | 4 | Midvale Steel | 3500 | 51¾ | 51⅞ | 51¼ | 51⅝ | +⅜ | 51⅜ | 51⅝ |
| 16⅝ | 4⅝ | — | Mo, Kan & Texas | 400 | 11¼ | 11½ | 11¼ | 11½ | +¼ | 11¼ | 11½ |
| 38⅞ | 22¾ | — | Missouri Pacific | 2000 | 27¼ | 27⅝ | 27 | 27⅜ | +⅛ | 27¼ | 27½ |
| 68¾ | 43⅛ | — | Missouri Pacific pr | 1700 | 43¾ | 46 | 45¾ | 46 | +½ | 45½ | 46 |
| 53⅞ | 40 | 3 | Mullins Body | 1000 | 44½ | 45 | 44½ | 45 | +1 | 44½ | 45 |
| 84 | 60 | 3 | Montana Power | 200 | 60 | 60 | 60 | 60 | — | 60 | 61 |
| 43½ | 29½ | 3 | National Acme | 600 | 35¾ | 35¾ | 35¾ | 35¾ | —⅛ | 35½ | 36 |
| 75 | 45 | — | National Aniline | 200 | 65 | 65 | 64¾ | 64¾ | +¾ | 64½ | 65¼ |
| 94½ | 64 | 6 | National Lead | 400 | 82½ | 82½ | 82½ | 82½ | —1 | 81¾ | 82½ |
| 21⅞ | 15½ | 1½ | Nevada Con Copper | 1200 | 15⅜ | 15⅜ | 15⅛ | 15⅛ | —⅜ | 15 | 15½ |
| 40⅞ | 25¾ | — | N Y, N H & H | 1600 | 31¼ | 31¼ | 31¼ | 31¼ | —¼ | 31¼ | 32 |
| 24¼ | 18½ | 1 | N Y, Ont & West | 300 | 18¼ | 18¼ | 18¼ | 18¼ | —¼ | 18½ | 18¾ |
| 112½ | 98⅛ | 7 | Norfolk & West | 300 | 100⅜ | 101 | 100⅜ | 101 | +1 | 100½ | 101 |
| 99⅞ | 83⅝ | 7 | Northern Pacific | 400 | 85¾ | 85¾ | 85¼ | 85¼ | —⅛ | 85⅛ | 86⅛ |
| 97 | 46 | 5 | Nova Scotia Steel | 3000 | 71½ | 75½ | 71½ | 75½ | +6½ | 75½ | 76 |
| 61⅞ | 35¾ | 4 | Ohio Gas | 1600 | 50 | 50¾ | 50 | 50⅜ | +⅛ | 50¼ | 50¾ |
| 13½ | 8 | ½ | Okla Prod & Refin | 7400 | 9¼ | 9⅜ | 9¼ | 9½ | +⅜ | 9⅜ | 9⅝ |
| 74 | 46 | 3 | Owens Bottling | 700 | 60¾ | 61 | 60¾ | 61 | —1 | 60 | 61 |
| 149 | 128 | 5 | Otis Elevator | 2200 | 37 | 37 | 37 | 37 | +¾ | 37 | 37¼ |
| 80 | 73 | 3½ | Pacific Develop | 400 | 75 | 75 | 75 | 75 | —1 | 74 | 77 |
| 140¼ | 67 | 6 | Pan-Am Pet | 6800 | 106 | 108½ | 105⅞ | 108½ | +1¼ | 108 | 108½ |
| 3½ | ½ | — | Pan-Am Pet rts | 2200 | ¾ | ⅞ | ¾ | ⅞ | +⅛ | ¾ | ⅞ |
| 48½ | 42¼ | 3 | Pennsylvania R R | 700 | 42¾ | 42⅞ | 42½ | 42½ | —⅛ | 42½ | 43 |
| 58 | 27½ | — | Penn Seab Steel | 300 | 33½ | 33½ | 33½ | 33½ | —2⅜ | 33½ | 35½ |
| 20 | 4¾ | — | Peoria & East | 200 | 14½ | 14½ | 14½ | 14½ | —1½ | 14 | 16 |
| 26¼ | 12⅛ | — | Pere Marquette | 700 | 24 | 24 | 23⅝ | 23⅝ | —⅜ | 23½ | 24 |
| 43¼ | 30 | 3 | Philadelphia Co | 400 | 32 | 32¼ | 32 | 32¼ | +¾ | 32 | 32½ |
| 99 | 38¾ | — | Pierce Arrow | 46900 | 67½ | 75½ | 67¼ | 75½ | +8½ | 75¼ | 75½ |
| 28⅜ | 16 | — | Pierce Oil | 1500 | 19¼ | 19¼ | 19⅛ | 19⅛ | —⅛ | 19 | 19¼ |
| 74⅝ | 45 | 5 | Pittsburgh Coal | 500 | 62⅝ | 62⅞ | 62¼ | 62⅞ | +1⅛ | 62½ | 63 |
| 44¾ | 29¾ | — | Pitts & West Va | 600 | 30⅛ | 30⅛ | 30 | 30⅛ | —⅜ | 30⅛ | 31 |
| 31½ | 12⅝ | 1 | Pond Creek Coal | 600 | 23⅞ | 23⅞ | 23⅝ | 23⅝ | +⅝ | 23½ | 24 |
| 109 | 59 | 8 | Pressed Steel Car | 2000 | 100⅜ | 101½ | 100⅜ | 101½ | +1¾ | 100½ | 101 |
| 106 | 100 | 7 | Pressed Steel Car pr | 100 | 101½ | 101½ | 101½ | 101½ | +½ | 101 | 102 |
| 97 | 51 | 5 | Punta Alegre Sugar | 7600 | 86½ | 90 | 86½ | 90 | +4½ | 89½ | 90 |
| 107½ | 66½ | 6 | Ryan Steel Spring | 200 | 98 | 98 | 98 | 98 | +½ | 97¾ | 98 |
| 27½ | 19 | 2 | Ray Con Copper | 1600 | 21¼ | 21¼ | 21¼ | 21¼ | — | 21⅛ | 21¼ |
| 93⅝ | 74⅞ | 4 | Reading | 1300 | 78⅝ | 79¼ | 78⅝ | 79 | —⅛ | 79 | 79¼ |
| 39½ | 36 | 2 | Reading 2d pr | 300 | 37⅜ | 37⅜ | 37⅜ | 37⅜ | +⅝ | 37 | 38 |
| 145 | 71½ | 6 |