Southern Railway

We have prepared an analysis of the

Present Financial Condition

and

Future Earning Capacity

of the above Company which we will forward upon request.

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$10,000 New Orleans Ry. Light 4½s.
$10,000 International Nickel 5s.
$10,000 Omaha Gas 5s.
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100 Wells Fargo Express.
100 International Silver, Pref.
100 Amer. Chicle, Common.
100 DuPont Powder, Common.
100 Amer. Brake Shoe, Common.

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Grand Rapids Railway, Com.
Pope Mfg. Co., Pfd.
San Diego Cons. Gas & Elec., Com.
Amer. Gas & Elec., Com.
Pacific Gas & Elec., Com.
Virginian Railway.
Western Pacific Ry.
U. S. Envelope, Com.
Guanajuata Power & Elec., 6s.
Pope Mfg. 6% Notes.
Richmond Pass. & Power Cons. 5s.
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Broadway & 7th Ave. 1st Consol. 5s, 1943.
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FINANCIAL AND COMMERCIAL.

TUESDAY, May 4.

Although transactions in the stock market to-day were considerably more than a million shares and there were important fluctuations in most of the leading stocks, the market itself seemed in comparison with yesterday's excited trading a tame and uninteresting affair. The truth about the day's business was of course that it was one largely, although by no means wholly, devoted to realizing sales by speculative interests who had either bought stocks yesterday on the welcome news contained in the Reading decision or who had previously been holders of securities. On the other hand an amount of new buying power was created in the market which so offset all this realizing that advances were more frequent than declines in prices at the end of the Stock Exchange session. The leadership of the market was taken shortly after the opening by the Union Pacific and other so-called Harriman stocks, although simultaneously further advances occurred in the Reading common shares and United States Steel preferred stock rose to the highest prices recorded for it on what seemed to be and what was in part at least known to be purchases for investment account. As a result of all this general strength was displayed by the entire market up to the beginning of the last hour of business. Then, very naturally, the effect of the profit taking sales began to show itself and the market sank slowly. Again Wall Street comment busied itself to-day, and to an extent hardly less than yesterday, with discussion of the decision of the Supreme Court in the commodities clause case. The extremely favorable interpretation placed upon the action of the court was even more decided than it was in the hours that hurriedly passed yesterday after the import of the decision was made known. Aside from its bearing upon the status of the well known anthracite companies, the construction placed upon the law by the court paves the way for a reorganization, long planned, of more than one minor railroad company and puts at rest definitely all questions concerning the legality of a large quantity of railway bond issues. The decision is also, for obvious reasons, of immense interest to all corporations in the country possessing either partial or entire ownership in the stock of subsidiary corporations. At first reading the decision of the court seems to be in conflict with the decision in the famous Northern Securities case, which declared a railroad holding company formed under the well known circumstances controlling in that case to be illegal. But it is clear that there is a difference between the character of the holding company sought to be created in the Northern Securities affair and that of a company formed by a railroad for the purpose of carrying on the business of the mining of coal. The prosecution started by the Government in one case was under the terms of the anti-trust law. The case decided at Washington yesterday was in no way brought under the anti-trust law but had its origin in an amendment added to the Hepburn railway rate bill when it was passed in Congress three years ago.

Wall Street paid very little attention to-day to a further rise in the grain markets which brought prices for the speculative wheat options there pretty nearly to the level recently touched in the Patten corner; and the indifference of the financial district to the movement was doubtless based upon the fact that the rise was stimulated in the first instance by an advance in grain prices on the other side of the Atlantic and by the continued high prices demanded and secured for cash, or "spot," wheat in this country. Wheat for immediate delivery here is still selling at a price so high as to indicate either the correctness of Mr. Patten's contention that the Government's estimates have placed the amount of wheat in store over the country at altogether too low a figure or that the farmers are still holding on in an extraordinary way to the grain that they still own. So far as weather conditions are concerned it appears to be the case that clearer weather has now spread nearly over the entire country and that temperatures, though low in certain sections, are not unduly high. The immediate prospect too is for much warmer weather.

New York Stock Exchange Sales, May 4.

CLOSING PRICES OF UNITED STATES BONDS.

	Bid.	Asked.		Bid.	Asked.
2s reg.	101½	102¾	3s coup.	120⅞	—
2s coup.	101¾	—	Pan 3s r.	101	101¼
3s reg.	101½	102¾	Pan 4s	101	101½
3s coup.	102	—	P 1 4s	100	—
3s small.	100	—	D C 4-65s	108½	—
4s reg.	119	119¾			

RAILROAD AND OTHER BONDS.

Alb & Susq 3½s	103	Den & RG ref 5s	90	Reading g m 4s	90
55000	103	41000	95	22000	92⅞
Alts-Chal sf 5s	105	5000	94⅞	1000	100
10000	85½	10000	95	Read-JC coll 4s	70
6000	85⅜	1000	94⅞	13000	97½
7000	85½	3000	95	Rep I & S sf 5s	99
5000	85¾	Dul & Iron Rid 5s	65	5000	99
10000	85½	3500	113	1000	99⅛
1000	85⅞	Erie prior lien 4s	90	5000	99
4000	85¾	5000	90	St Jo & Gr Isl 1st	100
4000	85½	reristered		10000	96
Amer Ar cv 5s	100	5000	86½	St L & Iron M 5s	75
1000	100⅛	Erie cv 4s ser A	70	2000	111¼
Am T & T col 4s	100	1000	78½	Stl. St gen 4s	
10000	95⅛	5000	79	certificates	
Amer T&T cv 4s	107	10000	79⅛	20000	90½
35000	104⅞	Erie cv 4s ser B	71	St L & San Fr fdg	
30000	104¾	1000	72¼	15000	87⅞
75000	104⅞	10000	72½	St Louis S W 1st	
63000	105	5000	72⅜	7000	94⅞
20000	105⅛	1000	72¼	8000	94¼
35000	105¼	10000	72½	St Lou N W cn 4s	
240000	105⅜	20000	72¾	10000	79¼
44000	105¼	10000	72½	Stl M & M Mc 6s	
50000	105⅜	2000	72¾	1000	132¼
10000	105⅛	1000	72⅞	St Paul M & M 2d	
8000	105⅜	10000	72½	10000	102
98000	105½	Erie-Pa C col 4s		Seaboard A L 4s	
25000	105⅝	1000	87	1000	76½
10000	105½	Erie g m Ren 4s		5000	77
31000	105⅜	10000	77½	So Pac coll tr 4s	
73000	105½	3000	77½	10 paid	
4000	105⅝	6000	77⅞	213000	99¾
23000	105½	16000	77¾	10000	99⅝
1000	105⅜	4000	77½	45000	99
10000	105½	5000	77¾	50 C 4s reg	
25000	105⅜	Ev & T H gm 5s		10 paid	
11000	105¼	5000	104½	169000	99⅞
10000	105	Ft Worth & D 1st		5000	99¾
Am Tobacco 4s		4000	116½	25000	99⅞
27000	110½	Gen Elec cv 3s		30000	99¾
1000	109⅞	10000	140¾	15000	99⅞
7000	110½	500	140½	35000	99¾
2000	110⅜	Hocking Val 4½s		34000	99⅞
Am Tobacco 4s		5000	106	1st paid	
10000	80½	Ill Cent 4s 1953		50000	99⅞
21000	80⅜	2000	100½	1000	99¾
4000	80½	Ill Cent West L 1st		25000	99⅞
1000	80¼	1000	100¾	15000	99¾
5000	80	Interboro 6s		5000	99⅞
24000	80⅛	10000	103⅝	5000	100
1000	80⅞	Int-Met cl 4½s		5000	100⅛
Atch T&SF cv 5s		54000	80¼	15000	99⅞
35000	109½	46000	80¼	South Pacific 4s	
30000	109¾	5000	80¼	10000	91⅜
10000	109⅝	50000	80⅛	2500	91⅛
20000	109½	30000	80	So Pacific rel 4s	
20000	109¾	1000	80⅛	5000	94⅞
5000	109⅞	15000	80¼	50000	94¾
Atch T&SF cv 4s		5000	80⅛	7000	94⅞
41000	108	5000	80	Southern Ry 5s	
18000	108⅛	8000	80⅛	1000	112⅛
42000	108¼	10000	80	So Ry gm 4s	
50000	108¼	40000	80¼	28000	82⅝
10000	108¼	5000	80⅛	21000	82¾
5000	108½	20000	80	5000	82⅝
5000	108⅜	Int & Gt Nor 1st		106000	82¾
Atch T & S F 4s		6000	111½	10000	82⅞
10000	101	Inter Nav 5s		Tex & Pac 1st 5s	
1000	100⅞	2000	87	6000	116
10000	101	Int Paper cv 5s		Texas & Pac 2d	
A T&SF Sh L 4s		10000	87½	5000	75
102000	95½	3000	88	Third Avenue 4s	
A T & S F adj 4s		Int Trac coll tr 4s		ctfs stamped	
stamped		11000	72½	21000	70
2000	93⅞	Japanese 4½s		10000	69⅝
1000	93¾	22000	93½	Tol St L & Western 4s	
6000	93⅞	Japanese 4½s 2d		2000	84½
5000	94	3000	93	11000	84¾
Atl Coast Line 4s		Japanese 4s		Un Bag & P 4s	
1000	97¼	5000	85⅞	6000	96½
1000	97	Lack Steel 5s		Underground of	
1000	101¼	1000	96	London 4½s	
500	100¾	2000	95½	10000	83½
Balt & Ohio W Va 4s		LS & MS 4s 1931		Union Pacific 4s	
1000	93¾	1000	95⅝	1000	102¾
1000	93½	2000	95¾	10000	102⅞
Balt & O SW 3½s		Le & Wilkes 4½s		2000	102¾
4000	91¼	7000	100⅜	U Pacific ref 4s	
Beth Steel ex 5s		Marine cl tr 4½s		18000	99⅝
1000	85½	20000	77¾	32000	99½
40000	86			30000	99⅝

5000	86¾	3000	73⅞	27000	99⅛
5000	86⅞	5000	74	Union Pac cv 4s	
5000	86	20000	73⅞	30000	107⅞
5000	86¾	1000	73⅝	2000	107¾
2000	86⅞	1000	73⅞	5000	107⅝
1000	86	Mex Cent 1st		23000	107¾
Bkn Rap Tr cv 4s		5000	100⅝	43000	107⅝
15000	86¾	Mich Cent deb 4s		41000	108
22000	86½	JPM & Co rcts		40000	107⅞
10000	86¾	10000	94½	1000	108⅛
30000	86⅝	Mo Kan & T 1st		5000	108
40000	86½	5000	114¼	100000	108⅛
Bka Un Gas 1st		Mo K & T 4s		25000	108¼
9000	107¼	5000	111⅛	15000	108⅜
Bush Terminl 5s		Mo Kan & Tex 4s		53000	108½
3000	94	5000	100	45000	108⅞
Canada So cv 1st		5000	99⅞	6000	108½
5000	108⅝	Mo K&T sf 4½s		35000	108⅝
2000	108½	3000	91¾	54000	108¾
Central Ga cn 5s		Mo Pacific 4s		20000	108⅝
2000	109⅞	5000	83½	10000	108¾
Cen Leather 5s		30000	83¼	15000	108⅝
10000	98⅝	6000	83	20000.s	108½
10000	98½	Nassau Elec 4s		7000	108⅝
2000	98⅝	1000	82½	116000	108¼
5000	98½	Nat Rys Mex 4½s		10000	108⅜
1000	98⅝	256000	96⅛	Un RR San F fdg	
Cent Pacific 1st		50000	96¼	10000	70¼
30000	97½	Nat Rys Mex 4s		5000	70⅜
Cent Ry N J 5s		25000	88¾	5000	70¼
5000	129	N Y Air Brk cv 5s		12000	79
Ches & Ohio 4½s		3000	110½	U S of Mexico 4s	
9000	105	N Y Cen deb 4s		10000.s	89⅜
Ches & O fdg 5s		2000	96¼	U S Rubber 6s	
certificates		N Y Central 4½s		certificates	
15000	101⅞	5000	93½	5000	104⅝
Chi B & Q gm 4s		N Y Cen L 3½s		3000	104½
2000	100½	6000	84½	3000	104⅝
C B & Q joint 4s		N Y Chi & St L		37000	104½
12000	98⅝	Ref 4s		7000	104⅝
7000	98½	1000	93½	17000	104¾
10000	98⅝	N Y City 4½s 1957		U S Steel 5s	
5000	98½	6000	112½	26000	104⅛
53000	98⅝	new		2000	104
registered		1000	112⅜	2000	104⅛
1000	98¼	4000	112¼	15000	104
Chi B & Q Ill 4s		N Y City 4s 1957		12000	104⅛
1000	102	20000	102¼	10000	104
30000	102⅛	N Y Gas Elec Lt		8000	104⅛
Chi B&Q Ill 3½s		H & P 5s		21000	104
1000	91⅞	10000	102⅜	53000	104⅛
3000	91½	29000	102⅝	2000	104¼
5000	91⅜	N Y Gas Elec Lt		registered	
Chi Milw & St Paul		H & P 4s		500	104
Mineral Pt div		1000	85⅞	Va Iron C & C 5s	
2000	101⅜	9000	86½	2000	97
Ch & NW deb 1909		5000	85¾	Wabash 1st	
1000	100¾	N Y N H & H cv 6s		2000	112½
Chi & NW ex 4s		10000	136½	Wabash 2d	
registered		2000	135¼	1000	104
1000	100½	20000	135½	Wab Pfer 1st 4s	
Chi Gt W 1st 5s		5000	135⅝	certificates	
5000	92⅝	N Y N H & H cv		15000	60
2000	92¾	3½s		10000	49⅞
10000	92½	62000	108	5000	50
10000	92⅝	15000	108¼	Wab Pfer 2d 4s	
Chi Ind & Louis 4s		N Y Ont & W 4s		4000	81½
2000	80¾	15000	98¾	certificates	
2000	80⅝	Norfolk & W 4s		50000	81½
1000	80½	5000	98⅞	Wabash ext 4s	
5000	80¼	1000	98⅝	10000	75¼
Chi Ind & Louis 5s		North Pacific 4s		46000	75⅛
6000	102⅞	5000	95	5000	75
North Pacific 3s		36000	75⅛		
6000.s	20 74¾	15000	75¼		
Or Rail & Nav 4s		35000	75⅜		
1000	99	15000	75¼		
Or S Line 1st 4s		1000	75¾		
5000	95¼	10000	75¼		
2000	95¼	9000	75⅜		
1000	95⅜	20000	75⅜		
5000	95½	20000	75¼		
Pacific Coast 1st 5s		5000	75¼		
5000	101	10000	75¼		
2000	97¾	3000	97⅝		
3000	97¾	10000	97⅝		
2000	97¾	10000	97½		
5000	97⅝	5000	97½		
Penna R R 7s 1915		10000	97½		
10000	105	Pa cv 3½s 1912			
20000.s	201 01				
50000	101⅛				
5000	101¼				
5000	101				
2000	101¼				
33000	101⅝				
Pa cv 3½s 1913					
85000	97½				
10000	97¾				
Pitts Cin Chi &					
Stl. 4½s ser B					
1000	109				

Total sales of bonds (par value), $7,257,000

FOREIGN BONDS.

	Bid.	Asked.
German Consols 3½s	95¾	96¾
German Consols 3s	86½	87½
Prussian Government 4s	102¾	103¾
Bavarian Government 4s	101½	102½
Hessian Government 3½s	94½	95½
Saxony Government 3s	86½	87½
Hamburg Government 3s	85¼	86¼
City of Berlin 4s	101¾	102¾
City of Cologne 4s	100½	101¼
City of Augsburg 4s	100	101
City of Munich 4s	101¼	102¼
City of Frankfort-on-Main 3½s	95	96
City of Vienna 4s	96¼	97¼
Mexican Government Gold 5s	101	102
Russian Government Gold 4s	86½	87½
French Government Rente 3s	97	98
British Consols 2½s	84¼	85½

RAILROAD AND OTHER SHARES.

Sales.	High-est.	Low-est.	Clos-ing.	Net Ch'ge.
1350 Allis Chal.	16¼	16	16⅛	
1900 Allis Ch p.	50¾	50½	50¾+	1¼
36400 Amal Cop.	78¾	77⅜	78⅜+	3¼
1400 Am Ag Ch	38⅞	38⅝	38⅞+	1
3400 Am B Su.	35⅝	34¾	35½+	1
550 Am B S pf	91	91	91	
1100 Am Can.	10½	10⅛	10⅜+	1⅛
2600 Am Can p.	79	78⅜	78⅞+	1⅛
4300 Am Car F.	52	51⅜	51⅞+	⅜
200 Am C F pf	113½	113	113½+	1½
28700 Am Cot O.	62½	59⅞	61 +1½	
100 Am C O pf	102⅛	102⅛	102⅛+	1⅛
100 Am H & L.	7	7	7	
1500 Am H Lp.	41	40¾	41 +	1½
3057 A Ice Secs	41½	40¾	41¼	
425 A Linseed	16½	16¼	16½+	1½
400 A L'seed p	37¾	36⅝	37¾+	1¾
1900 Am Loco.	56¾	56¼	56¼+	1¼
900 A Loco pf.	115⅜	115¼	115⅜+	⅜
22200 Am Smelt	92⅜	90¾	91⅝+	⅝
4250 A Smelt p.	110⅛	109	109 +	1⅛
900 A Sm Sec.	87	86⅝	87 +	1½
1254 Am Steel F	39⅛	38	39¼+	2¼
1600 Am Sugar	134⅜	133½	134 +	1⅛
200 A Sugar pf	129½	129	129	−1⅛
23500 Am T & T.	142¼	140¾	141	
3800 A Tob pf.	98½	97⅝	98⅜+	⅞
1800 Am Wool.	35	34½	35 +	1½
200 A Wool pf	101⅜	101	101⅜+	⅞
3400 Anaconda	46⅞	46⅛	46¾+	1⅛
12800 A T & S F.	108¼	107⅝	108 +	1⅛
500 A T S F pf	104⅛	104	104⅛+	1⅛
1700 At C Line.	128	126¾	126¾−	¾
9800 Balt & O.	115¾	115⅛	115⅛	
150 Balt & O p	95¾	95¾	95¾−	1¼
300 Batopilas.	4	3⅞	3⅞+	1⅛
1800 Beth Steel	24½	23½	24 +	1
900 Beth St pf	55	52⅞	55 +	3
15900 Bkn R T.	79¼	78	78⅝	
200 Bkn U Gas	133	132½	133 +	1
300 Can So.	65	65	65 −	2
2200 Can Pac.	181	180	180½	
625 Cen Lither	29¼	28⅝	29¼+	¾
200 Cen L pf.	101⅞	101¾	101⅞+	⅝
10300 Ches Ohio	76½	75½	75¾−	1¼
600 Chi Alton.	70¾	70	70¾+	¾
1050 Chi N W.	181¾	180¾	181½+	¾
100 C N W pf.	220	220	220	
200 Chi Gt W.	5	4⅞	4⅞	
16050 C M St P.	151½	150¼	150⅜+	1¼
800 CUT stmpd	61¼	61	61⅛+	⅝
300 CUT p stm	153¾	151½	151½	
600 CCC & S L	75⅛	75	75 +1½	
4700 Col Fuel I.	40	39⅛	39½	
700 Col H C I.	64	64	64	
1150 Col South.	67½	67	67 +	1⅛
325 Col So 1 p.	85¼	84½	84½−	1⅛
1155 Col So 2 p.	82¼	82	82 −	1⅛
1800 Cons Gas.	138¾	137½	138	
2700 Corn P R.	23	22¾	22⅞−	1⅛
1800 Corn PR p	85⅜	85	85 +	1⅛
2500 Del Hud.	185¼	184	184 −	¾
100 D L & W.	670	670	670 +15	
4600 Den R Gr.	52⅜	51	51⅛−	1
600 Den RG pf	89	87⅞	87¾	
600 Distills' S.	38½	38⅜	38½+	1¼
250 Dul S S A.	18⅛	18	18 −	1¼
10400 Erie.	32⅝	32	32⅛	
1500 Erie 1st pf	50½	49½	50	
400 Erie 2d pf.	40⅞	40	40 −	1⅛
300 Fed M&S.	73	71½	72 +2	
500 Fed M S p	84	83	84 +1⅛	
400 Gen Elect.	160	159¼	159¼−	¾
100 Granby.	99½	99½	99½	
8300 Gt Nor pf.	146	145	145⅝+	⅝
700 G N O ctfs	69½	69	69¼−	1⅛
300 Harvester	83	83	83	
1400 Harv pf.	120⅜	119½	120¼+	¾
3600 Ill Cent.	147¼	146¼	146½+	¾
1000 Int Paper.	13	12	13 +1	
100 Int Pap p.	56	56	56 +	1
500 Int Pump.	39⅛	39	39⅛	
600 I Pump pf	85⅜	85¼	85⅜	
16500 Inter-Met	17½	16⅞	16⅞−	1¼
5850 Int-Met p.	47¼	46⅛	46⅜−	⅝
1210 Iowa Cent	33¾	33	33 −	1⅛
1600 Kan C So.	45	44½	44¾−	1¼
700 K C So pf.	73	72½	73	
300 L Erie W.	23	22¼	23 +1	
400 Long Isld.	67	66	67 +1	
2500 Lou Nash.	140⅜	139	139½+	1½
1300 Mackay.	79¼	78¾	79¼+	1½
200 Manhat n	145	144⅞	145 +1½	
200 Marine.	8⅛	8	8	
2600 Marine pf	25½	25	25 +	1¼
500 Minn St L	58⅞	58½	58¾	
1000 MSP SSM	138	137	137¼+	2¼
100 MSPSM p	148⅞	148⅞	148⅞+	1⅛
8000 M K & Tex	44⅜	43¾	43¾−	⅝
1200 M K & T p	74½	74	74½+	1¼
4200 Mo Pac.	74¼	73½	73⅜−	1⅛
100 Mor & Es.	185	185	185 +4½	
100 Nat Bis.	104⅞	104⅞	104⅞+	⅞

Sales.	High-est.	Low-est.	Clos-ing.	Net Ch'ge.
200 Nat Bis pf	126	125	125 +2	
5600 Nat Lead.	89	88	88½+	1¼
900 Nat L pf.	105¾	104⅞	105¾+	¾
150 Nat E & S.	138⅜	138⅜	138⅜−	⅜
2000 N Ry M 2 p	251⅜	247⅞	247⅞−	⅜
1800 Newh'se.	2⅛	1⅞	2	
710 N J Cent.	295	282	295 +15	
500 N Y Air Br	87⅞	87	87 +	1¼
24450 N Y Cent.	132	130⅛	130⅞+	1½
600 N Y C S L.	56	55	55¾−	1¼
500 NYC SL 2.	83	81	88 +5	
600 NY NH H.	171	170	171 +1¾	
150 NY&NJ T.	124	124	124 −1	
1000 Nor & W.	92¼	91¾	92⅛+	⅝
1075 Nor Am.	83⅜	82⅞	83¼+	1¼
22550 Nor Pac.	146	144¼	145⅜+	¾
5150 Ont & Wes	50	49⅜	49⅜−	¾
200 Pac Mail.	30½	30½	30½−	1¼
48080 Penn RR.	139⅜	137⅞	138⅝+	⅝
8300 Peo Gas.	115⅛	114¾	114⅞	
1200 Peo East.	26	24	24 +	1½
100 PCC & S L	91½	91½	91½	
200 Pit Coal p.	43¼	43⅛	43⅛−	⅝
2050 Press S C.	40¼	39⅝	40 +	1½
500 Press SC p	101⅞	101⅞	101⅞−	1⅛
300 Pullm P C	186	185	185	
500 Quicksilv.	7	6½	6½−	1½
200 Ry St Spg	40½	40	40	
100 Ry S Sp p.	101¼	101¼	101¼+	1¼
5300 Rep Steel.	25½	25	25⅛−	1⅛
2008 Rep St pf.	85¼	84½	84¾+	¾
259500 Reading.	154¼	150¾	152¼+	1
100 Read 2d p	98	97	97 +3	
13850 Rock Isld.	29½	29⅛	29⅛−	1¼
2300 Rock I pf.	71	70½	70½−	⅜
850 Sloss-Shef	79	78½	78⅞−	1⅛
100 Sloss-S pf	115	115	115 +2½	
500 StL SF 2 p	45¾	45½	45¾+	1⅛
500 StL S W.	25⅛	24½	24½−	¾
1950 StL S W p	61¾	60½	607⅞−	1⅛
42900 Sou Pac.	121⅞	120½	120⅞−	1⅛
700 Sou Pac p	124¾	124	124¾+	¾
6000 Sou Ry Co	30¼	29½	29⅝−	⅝
1200 So Ry Co p	69	68⅞	69 −	⅞
2300 Tenn Cop.	42½	41	41¾+	¾
1100 Tex Pac.	34¼	33½	33¾−	1⅛
3100 Third AvR	35¼	34¾	34½−	1½
100 Tol Rys.	123¾	123¾	123¾+	¾
600 Tol StL W	52⅜	52¼	52¼	
1400 Tol SLW p	69½	69	69½	
100 Twin CRT	103	103	103	
300 Un Bag P.	13	13	13	
200 Un B P pf.	74¼	74⅛	74¼+	1¼
170300 Un Pac.	190¾	187⅞	189⅛+	⅜
2335 Un Pac pf	97⅝	96¼	97⅝+	1⅝
200 Un R Inv.	37¼	37	37¼−	1¾
300 Un B In p.	57¾	57¾	57¾+	¾
1400 US C I Pipe	31¾	31	31¾+	1½
812 US C I P p.	76¼	75⅛	76¼+	1¼
100 US R&Ref	10	10	10	
1900 U S Rub.	34	33	34 +1⅜	
5250 USRub 1p	106¼	104⅝	106⅛+	1⅝
750 USRub 2p	74	72	74 +2	
105000 US Steel.	56⅝	55⅞	55⅞−