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We offer selected list of Municipal Bonds **Exempt from Taxation** and eligible for **Savings Banks** and **Trust Funds** in **State of New York**

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149 BROADWAY, NEW YORK

J.K. Rice, Jr. & Co. Will Sell
25 National Park Bank
100 E. W. Bliss Com.
25 Kings Co. El. Lt. & Power
50 Phelps Dodge & Co.
50 Nat. Lt., Ht. & P. Pfd.
100 Underwood Type. Pfd.
100 U. S. Motor. Com.

J.K. Rice, Jr. & Co. Will Buy
100 South Porto Rico Sugar
100 Cramp's Ship & Eng. Bldg.
100 Gas & Electric Sec. Com.
100 Producers Oil Co.
40 Royal Bak'g Powder Pfd.

We have **GOOD MARKETS** in unlisted and inactive securities and respect to quote inquiries

J.K. Rice, Jr. & Co.
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O'Gara Coal 5s, 1955
Schwarzschild & Sulzberger 6s, 1916

5 NASSAU ST. NEW YORK

WANTED
DuPont Powder 4½s 1936
Internat. Salt 5s

FOR SALE
Park & Tilford 6s, 1936
Fonda, Johns. & Gloversville 4½s, 1952

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STOCKS and BONDS bought and sold for Investors or Carried on Liberal Terms.
Banking accounts received subject to check at sight. Interest paid on daily balances.
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We have for sale a guaranteed stock to net 6%. Company is a strong one and the guarantee is absolutely good.
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Letters of Credit and Travelers' Checks

Morris & Holden
Selected list of well secured railroad bonds yielding from 4% to 6% forwarded on application.
45 W. St., N. Y.

Guaranteed Short Term Bonds
Yielding 5% to 6%
J. S. & W. S. KUHN, Inc.
INVESTMENT BANKERS
New York, Pittsburg, Chicago, Phila.
EMILE DE PLANQUE
New York Representative
37 Wall Street, New York

SECURITIES AT PUBLIC AUCTION
The following securities were sold at public auction yesterday:
[illegible]

FINANCIAL AND COMMERCIAL.

WEDNESDAY, September 21.

Doubtless the chief cause for the rather striking rise to-day in stock market prices was the buying of stocks by the short interest in the market, an interest whose position was obviously made more precarious yesterday than it had been even before that time by an extension of commitments for the decline, which did not, however, have the effect of inducing renewal of actual liquidation of stocks. Yesterday's drive at the market was, as the event proved, conducted by a few speculative room traders, who made use of a widespread impression that the steel business was highly unsettled and that more or less spectacular cuts in iron and steel prices might soon be made. It is undeniable that the iron and steel business is declining at the moment and has been for some time. It is also highly probable that before this business starts up again something of a reduction in list prices may be made, just as it was in the spring of last year and on other notable occasions in the past. It will probably be found, however, that the time for making these reductions will be so chosen that there is a fair prospect of creating a large actual amount of new business and that therefore the announcement of concessions will really be the signal for an advance, rather than a decline, in the stock market. However this may be there was a consensus to-day, which was emphasized by the statement issued by Judge Gary of the Steel Corporation and by the current views of the situation in the *Iron Age* and *Iron Trade Review*, that yesterday's stories about price reductions were grossly exaggerated and that the situation in the steel trade was fundamentally little different than it had been for several weeks past. Therefore from the very outset of business this morning the professional room trading operators, who made an onset against Steel common stock yesterday, occupied themselves in retiring from their venture with as little loss as possible. The specific occasion of the general advance in the market, however, which was the greatest seen in several weeks, was the publication in the late afternoon of the news that the master in chancery appointed by the United States Circuit Court in Minnesota to take testimony in the case brought by the Great Northern and Northern Pacific railways against the State authorities to prevent these authorities from enforcing a radical reduction in freight and passenger rates had decided the case in favor of the companies and upon grounds which, if they are sustained by the Federal courts, will be of immense advantage to the railways concerned. The master held that the value of the Northern Pacific company outside of its subsidiaries and equities was $452,000,000 and that of the Great Northern $457,000,000 and that these companies were entitled to earn 7 per cent. on the valuation.

This decision will of course have to be confirmed by the Federal courts and may be taken to the Supreme Court of the United States; but there is every reasonable probability that it will stand and that it will serve as another substantial bulwark supporting the railway companies in their fight against the confiscation of popular lawmaking bodies in at least the western part of the country. From a purely Wall Street point of view the action of the market following this news again demonstrated that the technical condition of the market is now exceptionally strong. It may perhaps be truthfully argued that the market is in a state now where it could not stand heavy liquidation, but it is also more and more suggested by daily developments that the possibility of such liquidation is remote. Beyond the news of the Minnesota decision to-day the only important factor of financial interest was a further sharp decline in the price of corn, due to another day of ideal weather for the growth of the staple over the entire corn belt and an increasing belief that if such weather continues for a week or ten days further a corn crop exceeding 3,000,000,000 bushels may be gathered this year. Cotton prices to-day were higher, chiefly because of the development of renewed strength in the option for the delivery of cotton in the present month. Here again the sole reason for this phenomenon was the scanty amount of cotton available for delivery in this market as the current option each month matures.

New York Stock Exchange Sales, Sept. 21.

CLOSING PRICES OF UNITED STATES BONDS

	Bid.	Asked.		Bid.	Asked.
2s reg.	100¼	101¼	4s reg.	114	115¼
2s coup.	100¼	101¼	4s coup.	115	115¼
3s reg.	101¼	102¼	Pan 2s reg.	100¼	101¼
3s coup.	101¼	102¼	Pan 2s coup.	100¼	—

RAILROAD AND OTHER BONDS.

Alls Chal 5s		Erie gen 4s		Norf & W gen 6s	
3000	76½	1000	77½	1000	125
Am Ag Ch 5s		26000	73	Norf & W cv 4s	
1000	101¼	Gen Elec 3½s		5000	99
Am T & T cv 4s		1000	113½	Norf & W div 4s	
1000	100¼	Green Bay & W		2000	93
31000	100⅜	deb ser B		North Pacific 4s	
12000	100¼	3000	13	1000	101
5000	100⅜	6000	13¾	6000	100⅞
2000	100½	17000	14	North Pacific 3s	
25000	100¾	5000	14¼	5000	71½
Am Tobacco 6s		2000	14⅜	1000	71¼
10000	103⅛	5000	14¼	Or S Lin ref 4s	
2000	103¼	4000	14⅜	1000	93⅛
48000	105	Ill Central 4s 1955		Pac T & T 1st 5s	
Am Tobacco 4s		7000	97¼	2000	98¾
9000	81¾	Ill. Cent. 4s 1953		Penna 4s 1948	
10000	81½	3000	99½	10000	102⅜
5000	81¾	Interboro Rt 5s		Pacific 3½s 1915	
15000	81⅞	22000	101¼	8000	96¼
15000	81½	5000	101½	1000	96⅛
10000	81¼	5000	101⅜	Reading gen 4s	
4000	81⅛	Interboro Rt 5s		19000	98¾
34000	81¼	series A 1952		2000	98⅝
Armour 4½s		5000	101	St L & Iron M 4s	
13000	92⅝	5000	101¼	4000	84⅛
A T & S F gen 4s		33000	101	St L & Iron Mt	
1000	98⅞	Interboro Met		Riv & Gulf 4s	
500	98⅝	coll trust 4½s		3000	85½
5000	98⅞	25000	81¾	St L & S F gen 5s	
A T & S F adj 4s		10000	81½	1000	87
stamped		5000	81⅜	4000	87
15000	92	75000	81¼	St L & San Fr 6s	
Atl Line 4½s		43000	81	1000	81⅜
5000	93¼	11000	81⅜	St Louis S W 1st	
10000	93½	10000	81¼	10000	90⅞
5000	93¾	92000	81⅛	St Louis S W 2d	
5000	94	6000	81¼	1000	79
15000	93½	2000	81⅛	San A & A Pass 4s	
4000	93⅝	11000	81¼	1000	86½
Bal & Ohio 4s		20000	81⅜	Seaboard A L 5s	
20000	99⅛	101000	81⅛	1000	97¾
10000	99	4000	81⅜	6000	99⅞
Bal & O P L F		1st & Gt Nor 2d		5000	99⅞
& W Va 4s		certificates		Seaboard A L 4s	
2000	91½	5000	107½	stamped	
Bal & Ohio 3½s		5000	107½	5000	82⅞
3000	92¼	1000	107¼	Seaboard A Ladj	
Bal & O S W 4s		Inter Paper 5s		1000	70
5000	90⅝	1000	100¼	12000	70¼
Beth Steel ex 5s		Jamaica 4½s		15000	70½
8000	94½	7000	94¼	5000	70¾
B R T conv 4s		Jamaica 4s		Seaboard Air Ln	
2000	83	3000	90	Atl & Birm	
Can So latest		Kan C Ft S & M 4s		1000	82½
5000	104⅛	50000	73¾	So Pacific cv 4s	
Central Ga 2d 5s		L Sh & M So 4s		15000	97⅝
5000	87	5000	94	5000	97⅞
stamped		L S & M S 4s 1931		5000	97⅝
3000	87	8000	93½	So Pacific ref 4s	
Cen Leather 5s		Lou & N gold 5s		5000	94¾
7000	98¾	1000	112½	5000	94⅞
17000	98⅞	Mob & Bir 4s		10000	94¼
Ches & Ohio 4½s		14000	97⅞	2000	94⅞
2000	101½	7000	98	Southern Ry 5s	
2000	101¾	Manhattan Ry 4s		1000	106⅝
C & O 4½s		stamped		So Rwy gen 4s	
25000	99	6000	98	31000	75½
5000	99¼	Merchants ctfs 4½s		5000	75¾
25000	98	2000	93½	10000	75½
2000	98¼	Met St Ry 5s		Tenn C & I 1st g	
Chi & Alton 3½s		5000	74¾	1000	104
3000	69¾	certificates		Term R R Assn	
Chi B & Q gen 4s		1000	73½	of St L 4s	
20000	97½	1000	74	5000	97¼
4000	97¾	5000	74½	10000	97½
3000	97⅝	5000	75	Texas & Okla 5s	
5000	97¾	8000	75½	1000	105
C B & Q joint 4s		10000	76½	Third Avenue 4s	
5000	91⅞	5000	77¼	ctfs stamped	
4000	91½	5000	78	5000	79½
15000	91¾	2000	80	4000	80
Chi B & Q Ill 4s		Met St Ry ref 4s		1000	80½
1000	93⅞	1000	87½	33000	81
Chi B & Q 3½s		2000	88⅜	Underground of	
15000	88½	ctfs stamped		London 4s	
Chi & East Ill 4s		2000	87½	10000	88½
4000	83	4000	88⅞	Union Pacific 4s	
Chi & N W 4s		Mo Kan & E 1st		5000	101
1000	86¼	8000	100½	7000	101⅛
$16000	86	4000	100¾	6000	101

Chi Mil & St P 4s		Mo Kan & Tex 4s		10000	101⅛
42000	99	3000	97½	5000	101
C M & St P deb 4s		Mo K & T of 4s		Union Pac ref 4s	
10000	92½	28000	87	8000	96¾
1000	93	Mo Pacific 4s 1917		7000	96¾
5000	93¼	1000	100¾	Union Pac cv 4s	
15000	93	Mo Pacific cv 5s		1000	102⅜
Chi & N W 3½s		500	93¾	3000	102½
2000	89⅞	Nash C & St L 7s		11000	102⅜
Chi R I & P R R 4s		1000	110	500	102½
7000	74½	Nat Rys Mex 4½s		3000	102½
2000	74½	2000	95	20000	102⅝
5000	74½	3000	94⅞	10000	102¾
36000	74⅝	N Y Canal 4s		U S Red & Ref 6s	
Chi R I & P Ry 4s		2000	104⅞	4000	87½
3000	98⅞	N Y Cent deb 4s		U S Steel 5s	
Chi R I & P ref 4s		1000	95⅛	1000	103⅞
10000	90	3000	95¼	21000	104
9000	89¾	N Y Cit 4½s 1957		7000	103⅞
1000	89⅞	2000	107	5000	104
11000	90	N Y City 4½s		36000	103⅞
Chi & W Ind 4s		51000	100⅞	7000	104
5000	92½	N Y City 4s 1959		Wabash 2d	
2000	92⅜	8000	98¾	10000	90½
Colo Ind col tr 5s		20000	98⅞	Wabash ext 4s	
15000	77½	N Y City 4s 1955		5000	83⅛
Colo Sou ext 4½s		4000	98⅞	11000	83¼
7000	89¾	N Y City 4s 1958		1000	83⅛
20000	87	registered		10000	83¼
10000	87¼	20000	97½	5000	83⅜
Corn Prod 5s 1934		N Y Gas Elec L		2000	83¼
1000	93⅞	H & P 5s		10000	83⅜
2000	94¾	8000	101	2000	83½
Del & Hud ref 4s		N Y Gas Elec L		Westing El cv 5s	
10000	91½	H & P 4s		5000	89½
2000	91¼	2000	85	10000	91
1000	91⅜	5000	85⅜	1000	90½
3000	91½	11000	85	Wn Maryland 4s	
Distillers Secur		3000	84¾	2000	85⅜
1ties Corn 5s		N Y N H & H cv 6s		53000	85¾
2000	70	8000	134½	West Shore 4s	
Dul Mis & N 5s		19000	134¼	1000	101
25000	105	2000	134½	registered	
Edison of N Y 1st		N Y N H & H cv		1000	99
1000	105½	Nat		West Union 4½s	
Erie 1st con 4s		15000	100	1000	94
5000	84	N Y Tel gm 4½s		Wis Central 4s	
Erie cv 4s ser B		2000	97½	1000	93½
2000	65¼	53000	97⅝		

Total sales of bonds (par value) $2,867,000

FOREIGN BONDS.

	Bid.	Asked.
German Consols 4s	92¼	93¼
German Consols 3s	83¼	84¼
Prussian Government 4s	172½	162¾
Bavarian Government 4s	100¼	101¼
Hessian Government 3½s	90¼	91¼
Saxony Government 3s	82¾	83½
Hamburg Government 3s	81¼	82¼
City of Berlin 4s	100¼	101¼
City of Cologne 4s	99⅝	100⅝
City of Augsburg 4s	99⅝	100⅝
City of Munich 4s	99½	100½
City of Frankfort on Main 3½s	92½	93½
City of Vienna 4s	95⅝	96⅝
Mexican Government gold 5s	99½	100½
Russian Government gold 4s	91	92
French Government Rente 3s	[illegible]	85⅝
Swiss Central 4½s	[illegible]	[illegible]

RAILROAD AND OTHER SHARES.

Sales		High est.	Low est.	Clos ing.	Net Ch'ge.
13600	Amal Cop	63¾	62⅝	63⅝	+⅝
300	Am Ag Ch	43¾	43	43¾	-¼
8050	Am B Sug	39½	37⅝	38⅞	+1¼
600	Am Can	8⅛	8	8⅛	
810	Am Can pf	67	66⅝	67	+½
540	Am Car F	47	46	47	+⅝
500	Am Cot O	61¾	61¼	61¾	-¼
100	Am H L pf	21	21	21	+1
100	A Linseed	12	12	12	
600	Am Loco	37½	36¾	37½	+¼
100	A Malt Crp	4¾	4¾	4¾	-½
500	A M Crp pf	32½	31½	32¼	+1¼
7000	Am Smelt	67	65¾	67	+1¼
200	Am Steel F	43⅛	42½	43⅛	-⅞
200	Am Sugar	117	116	117	+1
100	A Sugar pf	115	115	115	-1⅞
1000	Am T & T	135½	134⅞	135½	+⅞
200	A Tob pf	92½	92½	92½	
200	Am Wool	28½	28½	28½	+½
100	A Wool pf	95¾	95¾	95¾	+⅝
6700	A T & S F	99¾	98¾	99⅝	+1
200	A T S F pf	100¼	100	100	-¼
200	At C Line	111	111	111	+1¼
2250	Balt & O	105⅝	104¼	105⅝	+1⅜
100	Beth St pf	58½	58½	58½	+½
1200	Bkn R T	75⅝	74¾	75⅛	+⅜
200	Bkn U Gas	133	133	133	
500	Can Pac	190¾	190	190¾	+⅞
500	Cen Lither	33¾	33	33¾	-1⅛
1250	Ches & Ohio	75⅞	74½	75⅞	+1⅜
400	Chi N W	146¾	146	146¾	+2
300	C G W new	23¼	22¾	23¼	+⅝
300	CGW pfnew	46⅝	45	46⅝	-⅞
7800	C M St P	122⅞	120¾	122⅞	+2¼
100	CM SP pf	147	147	147	+1
100	Col Fuel I	29½	29½	29½	-¼
100	Col H C I	4¼	4¼	4¼	+¼
100	Col South	53	53	53	
3400	Cons Gas	131⅝	130½	131⅝	+1⅜
600	Corn P R	14⅛	13⅞	14⅛	+¼
400	Corn PR p	75	74	75	+1
100	Del Hud	162	162	162	
900	Den R Gr	30½	29⅞	30½	+½
550	Den RG pf	71¾	71½	71¾	
100	Distils' S	27¾	27¾	27¾	+⅞
100	D S S A pf	23	23	23	+1½
500	Erie	26	25½	26	+¾
300	Erie 1st pf	43½	43¼	43½	+¼
100	Gen Elec	143½	143½	143½	+1
9800	Gt Nor pf	127½	123¾	127½	+3¾
700	G N O ctf	56	54¼	56	+1¾
5300	Goldfield	8¼	8¼	8¼	
800	Harvester	98	97⅞	98	+¼
800	Ill Cent	128¼	128	128¼	+¼
11000	Inter-Met	21	20¾	20¾	-¼
8000	Int-Met pf	55¾	54⅝	55	-¼
100	Int Pump	40¼	40¼	40¼	+½
100	I Pump pf	84¾	84¾	84¾	+¾
400	Lac Gas	100⅝	100	100⅝	
100	Lou Nash	144	144	144	+1½
1200	Mackay	92¾	90	92½	+3½
150	Manhat'n	136	136	136	+1
300	Marine	5	4⅞	5	
500	Marine pf	17	16½	16¾	-⅛
210	Minn St L	23½	23½	23½	
400	M & St L p	45	40	45	-7
200	MSP SSM	132½	132¼	132½	-⅛
100	MSPSM p	148	148	148	+1
800	M K & Tex	31⅞	31½	31⅞	+¼
400	Mo Pac	53½	53	53½	+1
100	Nash C St L	130	130	130	+5
100	Nat Bis pf	120½	120½	120½	+½
1200	Nat Lead	52¼	50⅞	52¼	+1⅞
1000	N Dy M 2pf	31¾	31	31¾	+¾
2000	Nev Cons	20½	20	20	-⅛
4400	N Y Cent	114¼	113	114¼	+1
100	N Y O & W	40½	40½	40½	-⅛
800	Nor & W	97	97	97	+½
18500	Nor Pac	117¾	114	117½	+3½
4400	Penn R R	129¼	128¼	129⅛	+⅞
100	Peo Gas	107⅜	107⅜	107⅜	
100	Pitts Coal	16⅞	16⅞	16⅞	-⅛
100	Press S C	33⅛	33⅛	33⅛	-⅞
100	Press S C p	93⅛	93⅛	93⅛	-⅝
200	Rep Steel	31	30½	31	+1
100	Rep St pf	91¼	91¼	91¼	
103800	Reading	143⅛	140	142⅞	+2½
3700	Rock Isld	31⅞	30⅝	31¾	+1
700	Rock I pf	63	62	63	+1
200	Sloss Shef	56	56	56	+½
400	St L SF 2p	40	39¼	40	+1
200	St L S W p	58⅞	58⅞	58⅞	+1¼
11800	Sou Pac	115½	113¾	115⅛	+1⅜
200	So P Sug	90	90	90	+½
1100	Sou Ry Co	23⅞	23⅛	23⅞	+⅝
200	So Ry Co p	53½	53	53½	+1½
5300	Tenn Cop	33⅛	31¾	33⅛	+1⅛
600	Third Av R	10	9⅝	9⅞	+⅛
200	Tol St L W	23⅛	23⅛	23⅛	
300	Tol St L Wp	52	51⅞	52	-⅛
125	Twin CRT	111	111	111	+⅝
71000	Un Pac	167¼	164⅞	167¼	+2½
400	Un Pac pf	91	90	91	+¼
300	Un Dry G	102	102	102	
200	U Dry G pf	104	103⅞	104	+1½
100	U S C I P pf	56	56	56	-1¾
100	U S Rub	34	34	34	
100	U S Rub 1p	107⅛	107⅛	107⅛	+⅛
117000	U S Steel	68¼	66¾	68⅛	+1⅜
800	US Steel p	116¼	115¾	116¼	+½
500	Utah Cop	45½	45⅜	45½	
600	Va-Car C	58½	58⅜	58½	+1½
200	Va Car pf	124	124	124	+4
700	Wabash	16½	16¼	16½	+¼
400	Wab pf	36	35¾	35¾	+¾
1800	West'h'se	63	60¾	63	+3
300	W'h'se 1p	125	125	125	+5
200	West Md	44½	44	44½	
100	Wheel L E	5⅜	5⅜	5⅜	-⅛

Total sales of stocks, 461,800 shares.

CLOSING PRICES.

	Bid.	Asked.		Bid.	Asked.
Adams Exp	150	—	Manhattan	135	137
Allis Chal	8	8½	Mackay	92½	92⅞
Allis Chal pf	29	35	Mackay pf	73½	75
Amal Cop	63½	63¾	Marine	5	5½
Am Ag Ch	43¼	44	Marine pf	16½	17
Am B Sug	38⅛	39	Minn & St L	23	24
Am Can	8	8¼	M & St L pf	38	49
Am Can pf	67	67½	MSP & SSM	132	132½
Am Car Fy	46⅛	47	MSP SSM pf	148	150
Am Car F pf	110¼	114½	M K & T	31⅛	32
Am Cot Oil	61¼	62	M K & T pf	51⅛	53
Am Cot O pf	101	105	Mo Pacific	53	53½
Am Express	225	230	Nat Bis Co	112	114
Am Hide & L	4	4½	Nat Bis Co pf	120	121½
Am H & L pf	20½	21½	Nat Lead	52	52¼
Am Ice Sec	17¼	19⅜	Nat Lead pf	103	104
Am Linseed	11¼	12¼	Nat Meat 1st p	69½	70
Am Lin pf	30	32¼	Nat Mex 2 pf	31⅛	31¾
Am Loco	37¼	37½	Nev Cons	20	20¼
Am Loco pf	102½*	104½	N J Central	243	250

	Bid.	Asked.		Bid.	Asked.
Am Malt C	6¼	6¾	N Y A B	72	74
Am M C pf	32¼	32½	N Y Central	114⅝	114½
Am Smelt'g	66⅞	67	NYC & StL	61	61¾
Am Smelt pf	101	102	NYC & SL 1pf	100	110
Am Sm Sec	85	85¼	NYC & SL 2pf	80	93
Am Snuff	200	—	NY NH & H	151¼	156
Am Snuff pf	95	105	N Y O & W	40¾	41
Am St Fy	43	44½	North Am	64	68
Am Sugar	116	117¼	Nor & West	97	97½
Am Sug pf	115	120	Nor & W pf	83	89
Am T & T	135⅝	135⅝	Nor Pacific	117⅛	117⅜
Am Tob pf	92¼	93	Pac Coast	97	110
Am Wool	28	28½	Pac Coast 1pf	80	110
Am Wool pf	95	1 5¼	Pac Coast 2pf	98	114
Anaconda	39	39½	Pacific Mail	29	30¼
A T & S F	99½	99⅝	Pac Tel & Tel	31½	35
A T & S F pf	100	100¼	Penna RR	129¼	129⅜
Atl Coast L	111	112	Peo G L & C	107	107¼
Balt & Ohio	105⅝	105¾	Pittsburg C	16⅛	17
Balt & O pf	86	89	Pittsbg C pf	66	71
Batopilas M	2	2⅝	P C C & St L	93	95
Beth Steel	27¼	28	PCC & SL pf	101	116
Beth Steel pf	58⅛	58¼	Pr Steel Car	33⅛	33½
Brklyn R T	75½	75⅝	P Steel C pf	93½	95
Can Un Gas	133	138	Pull P Car	160	162
Brunswick	8½	10	Ry St Spg	30¼	32
Butterick	28½	30	Ry St Spg pf	90	99
Can Pac	190¼	190⅞	Reading	142⅞	143
Cen Leather	33½	34	Read 1st pf	86	88
Cen Lither pf	104	105½	Read 2d pf	92½	95
Ches & Ohio	75¾	75⅝	Repub Steel	30¾	31
Chi & Alton	28	30	Rep Steel pf	91	93
C G T W new	23¼	24	Rock Island	31¾	31⅞
C G W new pf	46¼	47	Rock Isld pf	63	64
Chi & N W	146	147	Sloss-Shef	56	57
Ch M & St P	122¼	122½	Stl. & SF 1pf	60	65
C M & St P pf	146½	148	Stl. & SF 2pf	39¾	40
C C C & St L	71	75	St L S W	22	25
C C C & SL pf	99⅝	110	St L S W pf	57½	59
Col Fuel & I	29¾	29½	St P & Om	135	150
Col H C & I	3½	4	So Pacific	115	115¼
Col South	53	55	So P R Sug	86	—
Col So 1st pf	70	74	Southern Ry	23¾	24
Col So 2d pf	68	72	So Ry pf	53½	53½
Con Gas	131⅝	131⅝	Tenn Cop	33	33½
Corn Pd Ref	14	14⅝	Texas Pac	26	27
Corn P Ref p	75¼	76	Third Av	9⅞	10
Del & Hud	161	164	T St L & W	22	23
Del L & W	495	575	T St L W pf	51½	52⅛
Den & R G	30¼	30⅛	Twin City	110⅞	111½
Den & R G pf	71¾	72	Un Bag & P	8	10
Dis Secur	27½	28	Un Bag & P pf	54	59
D S S & A	10	12	Un Pacific	167⅞	167¼
D S S & A pf	22¼	23	Un Pac pf	90	91
Erie	25⅞	26	Union R Inv	27½	30
Erie 1st pf	42¾	43½	Un R Inv pf	55	58
Erie 2d pf	32¼	33	Un Cigar pf	100	108
Fed Min & S	32¼	35	Un Dry Gds	100	104
Fed M & S pf	53¼	59	Un Dry G pf	103	105
Gen Elec	142½	145	U S C I Pipe	15	16½
Gt North pf	127½	127⅝	U S C I P pf	55	58
Gt N Ore ctfs	35½	36	US Express	99	108
Goldfield	8¼	8¼	US Rlty & I	70½	71
Harvester	97½	98	US Red & R	5¼	6
Harv'ter pf	119½	120	US R & R pf	15½	25
Havana El	90	97	US Rubber	54¼	54¾
Havana pf	—	96	US Rub 1 pf	107	107½
Hock V	119	125	US Rub 2 pf	67½	71
Illinois Cen	128½	129¾	US Steel	68¼	68¾
Inter-B Met	20¾	20½	US Steel pf	116¼	116½
Int-B Met pf	54¾	55	Utah Copper	45¾	46
Int Paper	10¼	10½	Va Car	18	18½
Int Paper pf	47¼	47¾	Va Car pf	123	125
Int Pump	40	41	Wabash	16¾	17
Int Pump pf	84	86¾	Wabash pf	35½	36
Iow