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FINANCIAL NEWS AND COMMENT

Stock Market Has Irregular Session, but Various Industrials Make Gains.

SELLING IS WELL TAKEN

Several of the industrial specialties which have been conspicuous in the Wall Street rise this year carried the forward movement further yesterday and gave a tone of strength to the stock market. At the same time there was much irregularity in the course of prices and the net result, as revealed by the customary statistical averages, which include few of the war order shares, was a small decline for the day. Trading still held well above the million share scale of activity.

A great deal of profit taking went on, which was apparently well absorbed in most directions. Since the excited unsettlement of the industrial department a week ago public as well as professional traders have been cautiously inclined to realize limited profits and the in and out aspect of much of the dealings was not a bad sign, implying that an extended long account was not rapidly renewing itself.

Setbacks in quoted values were numerous, but were for the most part of modest proportions. To some observers there appeared to be much more action than real motion in the price list so far as concerned a discernible trend, but there was quite enough spectacular strength in a few cases to suggest that the position and character of the market had not materially changed.

Studebaker, Bethlehem Steel and Baldwin Locomotive by extensive gains stimulated speculative effort in the war munition shares. The Maxwell Motors issues were actively bought at advancing prices to the accompaniment of the plan for disposing of the accumulated dividends on the first preferred shares, not only without decreasing the company's working capital, but with the inferential consequence of increasing it. United States Steel was the standard leader of the list, but more interest was evinced in the copper group, although advances there were not fully maintained.

Rails sold off, but without evidence of any underlying weakness, and it is most likely that reactions from the recent rise will attract buying. The idle freight car report, showing a decrease of 106,710 cars in the net surplus during September, points to a rapid traffic expansion and denotes the possibility of car shortages before the end of the year. Meanwhile the prospect is for a series of monthly statements of earnings which will make more than a satisfactory exhibit not only in comparison with corresponding returns last year but in respect to the substantial improvement of net income through heightened operating efficiency.

Foreign selling was reported in larger volume, which might well be the consequence both of the more attractive selling level of securities on the international list and of the campaign which is being carried on abroad to encourage sales of such securities as a support to sterling and franc exchange. There was a slight rally in sterling, which was possibly a reflection of liquidation of bonds and stocks from Europe, but it was not manifest that the process of concluding the Anglo-French loan arrangements was having any effect. Neither was there any definite development respecting the mooted project for supplementing the loan provision of credit to the borrowing Governments with dollar exchange credits granted by bankers here to bankers abroad.

Rising prices were the feature of both the grain and the cotton market. An excellent report was made by the Lackawanna Steel Company for its September quarter, which illustrated the material betterment of the situation in basic industry, although the weekly reviews of the steel trade said that forward domestic buying was not yet up to the expectations formed on recent indications. There were no obvious tokens of apprehension coincident with the increasing Wall Street attention paid to developments in the war, particularly in the Balkan area, although it is recognized that the events which are moving so swiftly there are taking place in the field in which the primary issues and causes of the war are involved.

ORDNANCE STOCKS.

Ætna Explosives and Hercules Powder Move Up 5 Points.

Irregular movements developed in the market for ordnance stocks yesterday. Aetna Explosives and Hercules Powder moved up about 5 points each, while Scovill Manufacturing and Winchester Arms were weak. The balance of the list held about steady at Monday's quotations. Bid and asked prices follow:

	Yesterday. Bid.	Yesterday. Asked.	Monday. Bid.	Monday. Asked.
Aetna Expl	154	157	150	153
Aetna Expl pf	84	88	84	88
Am & Brit M	23	25	25	27
Am & Brit M pf	36	45	32	40
Atlas Powder	255	260	255	260
Atlas Powder pf	95	99	95	99
Bliss (E. W.)	200	215	200	215
Bliss (E. W.) pf	72	78	72	78
Canadian Expl	385	415	385	415
Canadian Expl pf	106	110	105	110
Colts Arms	825	845	840	860
Du Pont Pow new	388	393	388	395
Du Pont Pow pf	103	106	103	106
Hercules Pow	435	439	430	440
Hercules Pow pf	114	118	114	118
Hopkins-Allen pf	90	96	90	97
Midvale Steel	350	450	425	500
Niles-Bement-Pond	145	152	145	150
Niles-Bement-Pond pf	102	108	101	107
Savage Arms	370	390	370	390
Scovill Mfg Co	400	420	410	430
Winch Rep Arms	2300	2500	2400	2600

RAILWAY EQUIPMENT BONDS.

(The following are quoted on a percentage basis.)

Name.	Maturity.	Rate.	Bid.	Asked.
Atlantic Coast Line	1916-23	4-4½	4.55	4.40
Baltimore & Ohio	1916-23	4½	4.55	4.40
Buf, Roch & Pitts	1916-30	4½-5	4.60	4.40
Canadian Pacific	1916-28	4½	4.90	4.70
Caro, Clinch & Ohio	1916-24	5	5.25	4.75
Ches & Ohio	1916-24	4½	4.85	4.62
Chi & Northw'n	1916-23	4½	4.50	4.25
Chi, Ind & Louis	1916-23	4½	5.00	4.75
Chi, St L & N O	1916-24	5	4.60	4.40
Cle, Cin, Chi & St L	1916-29	5	5.05	4.90
Del & Hudson	1922	4½	4.50	4.40
Erie Railroad	1916-23	4½-5	4.95	4.65
Hocking Valley	1916-23	4-5	4.85	4.62
Illinois Central	1916-23	4½-5	4.50	4.40
Louis & Nash	1916-23	5	4.48	4.25
Mo, Kan & Texas	1916-23	5	6.50	5.50
Missouri Pacific	1916-22	5	7.00	5.75
N Y Central Lines	1916-28	4½-5	4.85	4.65
Norfolk & Western	1916-24	4½	4.50	4.30
N Y N H & H	1916-28	6	4.88	4.62
Pa Gen Freight	1916-23	4-4½	4.40	4.20
St L, I M & South	1916-24	5	6.00	5.00
Seaboard Air Line	1916-23	5	4.90	4.60
Southern Railway	1916-24	4½-5	4.85	4.55
Southern Pacific	1916-23	4½	4.55	4.40
Virginian Railway	1916-19	5	4.75	4.50

SHORT TERM NOTES.

Security.	Rate.	Pay.	Due.	Int. Bid.	Int. Offer.	Yield.
AT&TSC5	5	A-O	Apr. 1/16	100⅞	101	2.85
AmCOwl5	5	M-N	Nov. 1/17	100⅛	101	4.46
AmCopC5	5	M-S	Mar. 1/17	100 15-16	101 1-16	4.25
B&ORR4½	4½	J-D	June 1/17	99¾	100¼	4.34
B&ORR4½	4½	J-D	June 1/18	99¼	99¾	4.55
BRT 5	5	J-J	July 1/18	99⅞	100⅛	4.95
C&ORR5	5	J-D	June 1/19	99½	99⅞	5.37
C&WIR5	5	M-S	Sept. 1/19	98½	99	5.53
ConPCo6	6	M-N	May 1/17	99	100	6.00
D&HC 4	4	J-D	June 15/16	100 7-16	100 11-16	2.95
EPd'LCo5	5	M-S	Mar. 1/18	93	96½	6.38
ErieRR. 5	5	A-O	Apr. 1/16	100 7-16	100 9-16	3.78
ErieRR. 5½	5½	A-O	Apr. 1/17	100⅜	100½	5.12
GenRub.5	5	J-D	Dec. 1/18	100	100⅛	4.96
GovDC. 5	5	F-A	Aug. 1/16	100	100⅛	4.80
GovDC. 5	5	F-A	Aug. 1/17	100	100⅛	4.93
HockVal5	5	M-N	Nov. 1/17	99½	100	5.00
IntHarv. 5	5	F-A	Feb. 15/18	100½	101 1-16	4.50
L&NMSR5	5	J-D	Dec. 1/18	100⅛	100⅝	2.00
LGEKG4	4	F-A	Apr. 1/18	99¼	99¾	4.12
MGElCo.5	5	J-D	June 1/17	100¼	101	5.50
NENaCo5	5	M-N	May 1/17	97½	97 15-16	7.75
NYNHH5	5	M-N	May 1/18	100 11-16	100 13-16	3.58
PennCo. 4½	4½	J-D	June 15/21	99⅛	99¼	4.52
SoRyCo.5	5	F-A	Feb. 1/16	100⅛	100⅜	4.75
SoRyCo.5	5	M-S	Mar. 2/17	98⅝	99¼	5.50
UnPacCo5	5	M-N	May 1/17	101½	101¾	4.80
WestPow5	5	A-O	Mar. 1/17	98½	99½	6.25
WStG&E.6	6	A-O	Oct. 1/17	98¾	99¼	6.50
WVaTE.6	6	J-D	June 1/17	96	98	7.15

NEW YORK STOCK EXCHANGE PRICES.

Railroad and Other Shares.

WEDNESDAY, OCTOBER 13, 1915.

Closing Bid.	Closing Ask.	Div. Rt.	Sales.		Opening.	Highest.	Lowest.	Closing.	Net Change.
100	105	4	400	Adams Express	100	102	100	102	+1
34	34¼	..	3800	Alaska G M	34½	34½	34	34	—⅛
44	44½	..	12600	Allis-Chalmers	44½	45½	44	44½	+½
73¾	74	..	3800	Allis-Chalmers pf	73⅞	75	73⅞	74	+¾
67¼	67½	..	6700	Am Beet Sugar	68	68⅝	67⅛	67⅛	—⅝
68½	69	4	1200	Am Ag Chem	68	69	68	68½	+½
95⅞	96	6	100	Am Ag Chem pf	96	96	96	96	..
105	108	7	100	Am Brake Shoe	105	105	105	105	..
200	205	8	1400	Am Brake Shoe pf	200	205	200	203	+18¼
63	63¼	..	14200	Am Can	64⅝	64¾	63	63	—1
106	106½	7	353	Am Can pf	106⅝	106⅝	106½	106½	..
84½	85	2	13800	Am Car & F	85	87½	84½	84⅝	—½
116⅝	117	7	100	Am Car & F pf, s 20	115	115	115	115	..
165⅝	166	7	8400	Am Coal Prod	164	167	164	165⅝	+1⅛
59	60	..	1300	Am Cot Oil	60¼	60¼	59	59½	—⅛
107	110	4	400	Am Express	108⅛	111⅛	108⅛	109	+1
10½	10¾	..	1300	Am H & Leather	10⅜	10⅞	10½	10½	..
47½	48¾	..	800	Am H & Leather pf	49½	49¾	49	49½	..
23¼	24	..	200	Am Ice	23⅞	23⅞	23¼	23¼	—1
21¼	21¾	..	1500	Am Linseed Co	21¾	21¾	21¼	21¼	+¼
37	38	..	100	Am Linseed Co pf	37½	37½	37½	37½	—⅞
68	69	..	5400	Am Loco	68⅛	69⅛	67½	69	+½
99	100	7	200	Am Loco pf	99½	99⅞	99½	99⅞	+⅛
6	7	..	100	Am Malt	6¾	6¾	6¾	6¾	..
28	29	2	100	Am Malt pf	28½	28½	28½	28½	+½
90¼	90¼	4	20200	Am Smelting	92⅛	92⅛	90	90¼	—1¾
86½	87	6	200	Am Smelting Sec A	87	87	86⅞	86⅞	—⅛
81	82	5	100	Am Smelting Sec B	81½	81½	81½	81½	..
64⅛	65	..	3700	Am Steel Fdy	66	66¼	64	64	—½
112	113	7	2700	Am Sugar	114⅞	114⅞	112	112	—1
115	115½	7	300	Am Sugar pf	116	116	115⅝	115⅝	—⅜
124	124¼	8	3700	Am Tel & Tel	125	125	124⅝	124⅝	—⅛
223	224	20	2600	Am Tobacco	232¼	234¾	232¼	233½	+2½
109	110½	6	100	Am Tobacco pf	109¼	109¼	109¼	109¼	—1
52¼	52½	..	2600	Am Wool ctfs	50¾	53½	50¾	52¼	+2
52⅞	53¼	..	8900	Am Woolen	50⅝	54	50⅝	53	+3
96⅝	96¾	7	600	Am Woolen pf	96¼	97⅛	96¼	97⅛	+1
76⅝	76⅞	8	26300	Anaconda	77⅛	77¾	76⅝	76⅞	+¼
7	8	..	300	Assets Realization	6	6½	6	6½	+1
106¼	106⅝	6	5900	Atch, Top & S Fe	107¾	107⅞	106¼	106½	—1¾
99⅝	100½	5	1200	Atch, Top & S Fe pf	100¼	100¼	99¾	99¾	—⅜
113	114	5	200	At Coast Line	114⅛	114⅛	114⅛	114⅛	+⅜
131½	132	..	26100	Baldwin Loco	131	134½	130¼	131½	+5½
107½	109½	7	500	Baldwin Loco pf	109	109	107¼	107¼	+¼
92⅝	92½	5	6700	B & O	93	93	92⅛	92½	—⅞
74	74¾	4	600	B & O pf	75	75¼	74¾	74¾	—¼
1⅛	1½	..	1300	Batopilas	1⅜	1⅜	1⅜	1⅜	—⅛
458	460	..	1700	Beth Steel	449	465	449	465	+16
77⅝	78	..	15800	B F Goodrich	75½	77⅞	75½	77⅞	+2⅝
..	..	7	100	B F Goodrich pf	109¾	109¾	109¾	109¾	—⅝
87½	88	6	3700	B R T	87½	87⅞	87¼	87⅜	+⅜
134	136	6	200	Bklyn Un Gas	135½	135½	135	135	—3
37½	42	..	100	Brown Shoe	41	41	41	41	+½
6¼	7⅛	..	100	Brunswick Co	7⅛	7⅛	7⅛	7⅛	+⅛
33½	34	3	100	Butterick Co	33½	33½	33½	33½	+½
62¼	62½	30	3700	Butte & S Copper	61⅝	62½	61⅛	62¼	+½
19⅝	20¼	..	400	Cal Pet	20	20	19¾	19¾	—⅛
45	45⅞	4	200	Cal Pet pf	45⅞	45⅞	45⅞	45⅞	..
165½	166	10	2600	Can Pacific	167½	167½	165½	165⅝	—⅞
53⅝	53½	3	5300	Cen Leather	53¼	54¼	53	53¼	—⅛
107	107¾	7	200	Cen Leather pf	107½	107½	107½	107½	+½
58	58¾	..	4100	C & O	59	59⅛	58	58⅛	—⅞
129½	130½	7	400	Chi & N W	130	130¼	130	130	—⅛
13¼	13½	..	800	Chi Gt West	14¼	14¼	13⅛	13⅝	—⅛
34⅛	34½	..	3000	Chi Gt West pf	35½	35½	34¼	34½	—1
92½	93½	4	4000	Ch, M & St P	93⅝	93⅝	92½	92¾	—⅞
126	126½	7	700	Ch, M & St P pf	126½	126½	126⅛	126⅜	—⅛
116	120	7	50	Chi, St P & O	120	120	120	120	..
22½	22⅝	..	10400	Chi, R I & Pac	23½	23¾	22½	22⅝	—⅞
50¾	51	60	28400	Chino Copper	50½	52	50½	50¾	+⅞
43	45	..	200	C, C, C & St L	44	44	44	44	+2
71	75	..	300	C, C, C & St L pf	72	73	72	73	+1
71	72	4	100	Cluett, P & Co	72	72	72	72	+1
58⅛	58½	..	17100	Col F & I	59	59⅞	58	58⅛	—¼
35	36	..	500	Col & Southern	36	36	35	35	..
53¾	54½	..	400	Col & Southern 1st pf	55	55	55	55	+1
42	46	..	100	Col & Southern 2d pf	45	45	45	45	+10
142½	143	6	15900	Cons Gas	143	144¼	141¾	142½	—½
18⅝	18½	..	1800	Corn Products	18⅞	18⅞	18⅝	18⅝	—⅛
85¾	86¼	5	100	Corn Products pf	86	86	86	86	..
112¼	114	5	10100	Cont Can	117	118⅞	111	112	..
117	119	..	400	Cuban Am Sugar	119	119¼	119	119¼	+1¼
95¼	95⅞	..	15100	Crucible Steel	94½	97	94	95½	+1⅝
109	110	..	700	Crucible Steel pf	109½	110	109¼	109⅞	+⅜
148	150	9	300	Del & Hud	149¾	149½	149¾	149½	..
210	212½	10	100	Del, L & W	212	212	212	212	+1½
18¼	18½	..	1200	Denv & R G pf	18	18½	17¾	18¼	+½
124	125	7	38	Detroit-Edison	125¼	125¼	124	125	..
36⅛	36¼	..	15100	Distillers Sec	36	37¾	36	36¼	+¼
6	7	..	100	Dul, S S & A	6⅞	6⅞	6⅞	6⅞	—⅛
22¾	22¾	20	2600	Dome Mines	22¾	22⅞	22¼	22⅞	+⅝
34⅝	34¾	..	12800	Erie	35¼	35¼	34½	34¾	—¼
54	54½	..	5700	Erie 1st pf	54⅞	54⅞	53¾	54⅝	—⅜
43	44½	..	300	Erie 2d pf	44	44	44	44	—1½
72	73½	4	300	Electric S B	73½	73½	72	72½	—2
51	52½	4	700	Fed M & S pf	53	53	52	52	—1
111	112	7	900	F W Woolworth	111⅜	112¼	111⅛	111⅛	—⅞
345	350	6	300	Gen Chem Co	359	359	350	350	..
178½	180	8	4000	Gen Elec Co	180	181	179	179	—⅝
335	338	..	400	Gen Motor	344½	344½	340	341	—2
112¾	113	7	900	Gen Motor pf	112⅞	113	112¾	112½	..
122¼	123	7	2300	Gt Nor pf	123¼	123¼	122¼	122½	—⅝
49½	49¾	..	17800	Gt Nor Ore ctfs	49½	50⅜	49¾	49½	+¼
68½	68¾	16	7500	Guggenheim	68⅞	69⅜	68½	68½	—½
111¼	111½	5	6600	Harvester N J	111⅞	113½	110¼	112	+1½
..	116	7	50	Harvester Corp pf	100	100	100	100	..
108	109	5	500	Ill Central	109	109⅞	109	109	..
45⅝	45½	..	46800	Inspiration Con	45⅞	46⅝	45	45½	—⅛
24	25	..	200	Int Agr Corp	24¼	25	24¼	24¾	+¼
53	53½	..	1600	Int Agr Corp pf	52½	54⅝	52¼	53¼	—¼
219	221	10	1700	Int Nickel	221¼	221½	220	220	—1
39	40	2	200	Int Paper pf	40½	40½	40½	40½	+⅝
23¾	23⅞	..	35800	Interboro Con	22⅞	24⅛	22½	23⅞	+1⅛
79¾	80	6	4500	Interboro Con pf	78⅞	80	78⅞	79¾	+1
23⅝	23⅞	..	7300	Inter-Met	22¾	24	22½	23¾	+1⅜
82	83	..	200	Inter-Met pf	82¾	83	82¾	83	—¾
80	81	7	100	J I C Mch Co pf	80	80	80	80	..
28½	28⅝	..	2100	Kan City Sou	29	29	28½	28½	—⅛
62⅜	62¾	4	900	Kan City Sou pf	63	63	62⅝	62⅝	+⅜
127½	129	8	110	Kings Co L & P	127½	127½	127½	127½	+7½
86¾	87¼	..	26500	Lack Steel	84½	89	83¼	87	+3
104⅛	104½	7	300	Laclede Gas	104⅛	104½	104⅛	104½	+1½
11	12	..	100	Lake E & West	12⅜	12⅜	12⅜	12⅜	+⅜
241	245	12	400	Liggett & Myers	240	241	240	241	+6½
76¾	77½	10	3300	Lehigh Valley	77½	77½	76¾	77	—⅛
27	27½	..	500	Long Island	27	27¼	26½	26¾	—⅛
92	98	7	100	Loose-Wiles Bis 1st pf	96	96	96	96	+4¾
..	175	10	200	Lorillard	177⅞	177⅞	175	175	—4½
76¼	77⅞	5	100	Mackay Cos	77⅞	77⅞	77⅞	77⅞	—⅛
65	66	4	100	Mackay Cos pf	65	65	65	65	—¾
127¼	127¾	7	500	Manhattan El	127⅞	127⅞	127½	127½	—⅝
64⅝	64¾	..	21700	Maxwell Motor Co	63⅝	64⅞	62¾	64½	+3¼
97⅞	98	7	10600	Maxwell Motor Co 1 pf	96	98¾	96	98	+2½
53	53½	..	17900	Maxwell Motor Co 2 pf	51⅛	53½	51⅛	53⅛	+3⅜
92¼	92¾	..	17900	Mex Pet	95	95	91½	92⅜	—2⅛
87	89	..	300	Mex Pet pf	88	88	87	88	+1
34⅞	35	80	11400	Miami Copper	35⅛	35¾	34¾	35	..
14¼	14⅝	..	1400	Minn & St Louis	14½	14½	13⅞	14½	+⅛
29	30½	..	200	Minn & St Louis pf	30½	30½	29⅞	29⅞	—⅛
119	121	7	150	Minn, St P & S S M	120¼	120¼	120¼	120¼	—⅝
6⅜	6½	..	1200	Mo, Kan & Texas	7	7	6½	6½	—¼
16	16¼	..	400	Mo, Kan & Texas pf	16¼	16⅝	16	16	..
4⅝	4¾	..	4000	Missouri Pacific	5⅛	5⅛	4⅝	4¾	..
58	58½	2	500	Montana Power	58	59	58	58	+1
104	109	7	100	Montana Power pf	107	107	107	107	..
125	127	7	300	Nat Biscuit Co	126½	126½	125½	125½	—½
121	126	7	100	Nat Biscuit Co pf	121	121	121	121	—8
66¼	67	3	1000	Nat Lead	67¼	67¼	66⅝	66¾	+¼
110¼	112½	7	150	Nat Lead pf	111	111	111	111	+¼
29½	30	..	1200	Nat E & S	29⅞	30⅛	29½	29½	—¼
16	22¾	..	100	Nat R R Mex 1 pf	17	17	17	17	—2½
7⅝	8⅝	..	800	Nat R R Mex 2 pf	8	8⅝	7⅞	8⅝	+⅝
15⅝	15¾	30	2000	Nevada Con	15⅝	15⅞	15⅝	15¾	..
149	151	6	900	N Y Air Brake	150¼	150¼	148½	150	+1½
100	100½	5	6100	N Y Central	101⅝	101⅝	100	100	—1
42	43	..	100	N Y, Chi & St L	42	42	42	42	..
84	84½	..	17000	N Y, N H & H	87	87½	83½	84	—1¾
30⅞	31	..	2800	N Y, Ont & W	31⅞	31⅞	30¾	30¾	—⅝
115½	116	6	1700	Norfolk & West	117	117	116	116	—1⅛
73½	75	5	100	No American Co	73½	73½	73½	73½	+½
112¾	113¼	7	5110	Northern Pacific	113½	113½	112½	113	—½
31	32½	..	300	Pacific Mail	32¾	33¼	32¾	33¼	—½
46⅝	46⅞	..	1000	Pac T & T	46	47	46	46½	+2
58	58¼	6	6200	Penn R R	58¼	58⅝	57¾	58	—½
119	120	8	700	Peoples Gas	120	120¼	119	119	—1½
80	85	..	100	Pettibone M Co	80	80	80	80	+3½
46¾	47¼	6	500	Phila Co	47⅛	47⅛	47	47	—¼
78⅝	82	..	100	Pitts, C, C & St L	80	80	80	80	+2
91	99	5	100	Pitts, C, C & St L pf	96	96	96	96	+2
41	41⅛	..	23500	Pitts Coal	39	41¼	38¾	41⅛	+2¾
112½	113	5	4400	Pitts Coal pf	111	113½	111	112⅞	+2⅜
90	98⅛	7	100	Pitts Steel pf	98½	98½	98½	98½	+½
71¼	72	..	3600	Pressed Steel Car	72	72¼	70½	72	..
104	105½	6	200	Public Service	104½	104½	104½	104½	+1½
164	166	8	200	Pullman Pal Car Co	165¾	165¾	164	164	—1⅞
2⅜	3	..	100	Quicksilver	2½	2½	2½	2½	..
26⅝	26¾	15	21450	Ray Cons Copper	27	27	26⅝	26⅝	—⅜
48	48½	..	900	Rwy Steel Spg	48½	49	48	48	—¾
54¾	54⅞	..	26300	Republic Steel	53⅝	55⅝	53¾	54¾	+2½
104½	104¾	7	500	Republic Steel pf	104¼	104⅞	104¼	104⅜	+¾
79	79¼	8	17700	Reading	80	80¾	79	79	—1
42½	43½	4	600	Reading 2 pf	43¼	43¼	43¼	43¼	..
⅝	⅝	..	200	Rock Island pf	½	½	½	½	..
5½	6	..	300	Rumely	5½	5⅝	5½	5½	+¼
17¾	18	..	700	Seaboard A L	17¾	18	17½	17½	—½
40⅝	40¾	..	150	Seaboard A L pf	40⅞	40⅞	40⅞	40⅞	+⅜
155⅝	155⅞	7	200	Sears-Roebuck	155¾	155¾	155⅛	155⅛	+⅛
60½	62	..	2400	Sloss-Sheffield	61	62½	60½	61½	+1
185	199	6	200	S S Kresge	199	199½	199	199½	—½
110	112	7	100	S S Kresge pf	111	111	111	111	—1
15	17	.