WINCHESTER ARMS

Bought—Sold—Quoted

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J. K. Rice, Jr. & Co. Will Sell

100 Aetna Explosives Com. Stock
200 Acolian Weber P. & P. Com. Stock
50 Babcock & Wilcox Stock
100 Bucyrus Co. Com. Stock
100 Bronx National Bank Stock
100 Bank of Cuba Stock
25 Central Fdy. Pfd. Stock
100 Computing-Tab.-Recording Stock
25 E. W. Bliss Com. Stock
2 Fifth Ave. Bank Stock
100 Fifth National Bank Stock
25 German-American Insurance Stock
10 Harriman National Bank Stock
100 Milliken Bros. Com. & Pfd. Stock
100 New York Shipbuilding Stock
25 National Park Bank Stock
25 Safety Car Heating & Ltg. Stock
5 Victor Talking Machine Stock
10 Winchester Repeating Arms Stock
50 Yale & Towne Mfg. Stock

J. K. Rice, Jr. & Co. Will Buy

50 Aeolian Weber P. & P. Pfd. Stock
500 Aeolian Weber P. & P. Com. Stock
50 Babcock & Wilcox Stock
50 Crocker Wheeler Com. Stock
15 Continental Insurance Stock
35 Childs (Rest.) Com. & Pfd. Stock
100 Celluloid Stock
100 E. W. Bliss Com. Stock
25 Franklin Insurance Stock
25 Fidelity Phenix Insurance Stock
100 Great Northern Paper Stock
10 Harriman National Bank Stock
100 Ingersoll-Rand Com. Stock
100 Milliken Bros. Pfd. Stock
100 New York Shipbuilding Stock
100 Remington Typewriter 1st Pfd. Stk.
100 Virginian Railway Stock
100 Ward Baking Com. Stock
10 Winchester Repeating Arms Stock
50 Westchester Insurance Stock

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Additional information on request for Circular AD-73

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Midvale Steel
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New Jersey Zinc
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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	4.35
Baltimore & Ohio	1916-23	4½	4.52	4.40
Buf, Roch & Pitts	1916-30	4½-5	4.55	4.40
Canadian Pacific	1916-28	4½	4.90	4.70
Caro, Clinch & Ohio	1916-24	5	5.20	4.90
Ches & Ohio	1916-24	4½	4.75	4.50
Chi & Northw	1916-23	4½	4.40	4.20
Chi, Ind & Louis	1916-23	4½	5.00	4.75
Chi, St L & N O	1916-24	5	4.62	4.50
Cle, Cin, Chi & St L	1916-29	5	5.10	4.90
Del & Hudson	1922	4½	4.50	4.38
Erie Railroad	1916-23	4½-5	4.90	4.70
Hocking Valley	1916-23	4½	4.75	4.60
Illinois Central	1916-23	4½-5	4.55	4.38
Louis & Nash	1916-23	5	4.50	4.25
Mo, Kan & Texas	1916-23	5	6.50	7.25
Missouri Pacific	1916-22	5	7.00	5.50
N Y Central Lines	1916-28	4½-5	4.85	4.65
Norfolk & Western	1916-23	4½	4.45	4.25
N Y, N H & H	1916-28	6	4.88	4.62
Pa Gen Freight	1916-23	4-4½	4.38	4.18
St L, I M & South	1916-24	5	6.00	5.00
Seaboard Air Line	1916-23	5	4.88	4.70
Southern Railway	1916-24	4½-5	4.80	4.65
Southern Pacific	1916-23	4½	4.55	4.40
Virginian Railway	1916-23	5	4.75	4.50

FINANCIAL NEWS AND COMMENT

Stocks Are Reactionary, After Showing Irregular Strength.

BIG GOLD SHIPMENT HERE

After displaying a good deal of somewhat irregular strength during the greater part of the day the stock market yesterday became irregularly heavy in the last hour. Whether the late movement was anything more than Wall Street is accustomed to look for in the alternating currents of a market which has been characterized by strong expansive trend is a question. There were no signs that quoted values were affected in the afternoon by anything more than profit taking sales plus some experimental bearish pressure on the theory that the share list was at present in an uncertain stage and might decline as sharply as it had advanced.

Nor were there any signs that the rather unfavorable tenor of political and military news from abroad was a factor in the Wall Street operations. It is quite possible that European events in the near future may have a Stock Exchange reflection here, but all the indications are that, short of developments unmistakably conclusive as to the outcome of the war, the financial district will not revise any of its recent calculations. This is especially true because fresh evidence has been afforded of the strengthening of this country's economic position during the war, for no other construction can be placed on the new large gold importations, on the increasing volume of our export trade and the supplementary contracts for war munitions which are being negotiated.

Again there was a miscellaneous assortment of stocks to which buying favor was extended. Bethlehem Steel sold at 500 and stimulated other war munition shares. United States Steel was an influential leader in strength and activity, nor were the rails wholly neglected. Were it not for the assumption that the current year for many corporations will produce vastly more profitable results than last year, the rise in the American Locomotive shares on the publication of a most depressing annual report could properly be regarded only as a token of a disturbingly reckless speculative sentiment. It happened, however, that the Stock Exchange community continued to be more or less doubtful about the immediate tendencies of the list and was very ready to seize limited profits quickly.

This was not altogether a bad symptom, particularly as the speculative position is supported by a situation in money which is disgustingly easy from the standpoint of lenders. If anything the market for collateral loans, even for all industrials, has become more relaxed since the heavy payments were made on the Anglo-French loan last week without even ruffling the surface of money conditions. The close in stocks was quite reactionary, but in practically all directions a strong undertone was manifest. Total dealings were in excess of a million shares, the implication being that activity tended toward an increase on rising prices.

Foreign exchange was a bit easier, a feature that became familiar in recent weeks when the heavy shipments of gold direct from London were started. Yesterday's consignment, reported as about $25,000,000, was the largest amount ever received at one time and brought the total gold importations of the year up to more than $300,000,000. A separate receipt of $3,000,000 was also announced and another large shipment under official auspices was said to be on the way. Meanwhile the trade balance reported for last week as about $44,000,000, the second largest on record, furnished a basis for calculating an export excess for the month which would be unprecedented. This circumstance, together with the statement made about the further placing of large contracts for war supplies, pointed to the probability of an export trade of unexampled magnitude for many months to come.

It would seem, however, to be implicit in the gold shipments to this city that our bankers must expect to find themselves called upon to arrange increasingly heavy extensions of credit to foreign countries. There have been no outward developments in the matter of the large acceptance loans which have been talked of, but nothing is more certain than that as time goes on the international money market will have a volume of dollar exchange in which to deal. Talk of stabilizing other forms of remittance during the war is a growing absurdity. Nor could American finance serve the country's interests better, both in providing safeguards against excessive domestic inflation and in fostering our export trade, than by a large employment of our swelling gold resources as a foundation for a structure of foreign credit.

THE COPPER MARKET.

Producers Feel That Brass Contracts Will Force Buying.

It was made evident yesterday by some of the leading producers that the copper market had been maintaining a firm tone and a good volume of activity for some weeks past. It was pointed out that the volume of business being done from day to day was excellent, and that the future outlook for the metal was the strongest in history. A leading copper man said:

"We have absolute knowledge that the leading brass mills of the country are booked up to capacity for 1916, while they have not been buying their copper requirements against the business already in hand. It is a simple matter of deduction that with all this brass ordered extraordinarily large amounts of copper will have to be bought. However, we can sit back just as long as the consumer, and possibly with much more ease, knowing that sooner or later he will have to come into the market."

Sales of copper were made yesterday for export account at prices to net 18¾ cents New York. On the other hand, small amounts of domestic business were done at 18 cents a pound.

Lead assumed a much firmer tone, with sales at from 4.50 to 4.60 cents a pound. Foreign demand is largely responsible for the improvement in the tone of this metal, although domestic manufacturers are laying in stocks against requirements in certain lines.

There were sales of spot spelter at 13¼ cents a pound for ordinary grades, with futures ranging about 2 cents lower for delivery six months distant.

DAILY TREASURY STATEMENT.

WASHINGTON, Oct. 19.—The statement of the receipts and disbursements of the Treasury shows:

	This mo.	Fiscal year.
Receipts	$32,739,957	$197,374,818
Disbursements	43,655,441	239,690,803
Deficit	$10,915,484	$42,315,985

Receipts from customs to-day, $450,100; internal revenue, ordinary, $1,819,353; income tax, $33,240, and miscellaneous, $36,920.

National bank notes received for redemption, $1,075,299.

Statement of the United States Treasurer for October 18:

GENERAL FUND.

Available gold	$63,004,747
Available silver	15,627,244
United States notes	6,583,765
National bank notes and Federal reserve notes	30,361,824
Certified checks on banks	123,523
Subsidiary silver, minor coin and silver bullion	$1,331,845
Unclassified (unsorted currency)	318,092
Deposits in banks and Philippine Treasury	69,523,127
Available currency in Treasury and banks	206,566,067
Deduct current liabilities	90,740,272
Net balance in general fund	115,825,795

RESERVE FUND.

Gold coin and bullion	$152,983,108

TRUST FUND.

To redeem outstanding certificates	$1,826,489,823
Grand total cash assets in Treasury	2,186,038,998

NEW YORK STOCK EXCHANGE PRICES.

Railroad and Other Shares.

TUESDAY, OCTOBER 19, 1915.

Closing Bid.	Closing Ask.	Div. Rt.	Sales.		Opening.	Highest.	Lowest.	Closing.	Net Change.
33	33½	..	2000	Alaska G M	33¼	33¾	33	33	..
42½	42⅝	..	4800	Allis-Chalmers	43⅞	43⅞	42⅝	42⅝	— 1
73	73½	..	600	Allis-Chalmers pf	73⅛	73⅛	73	73¼	— ¾
66¾	66⅞	..	1100	Am Beet Sugar	67½	67½	66¾	66¾	— ¼
68¼	68⅛	4	1500	Am Ag Chem	67	68½	67	68½	+ 1½
63⅝	64	..	9900	Am Can	65⅛	65⅛	63¾	63¾	— ⅞
106	107	7	300	Am Can pf	106⅞	106⅞	106⅛	106⅛	— ⅝
85½	86	2	20500	Am Car & F	87½	89	85¾	85¾	— 3
156	157	7	1000	Am Coal Prod	155¼	156½	155	156½	+ 1½
59½	60	..	1300	Am Cot Oil	60¼	61	59⅝	60	+ ⅛
11	11¼	..	1000	Am H & Leather	11⅜	11½	11⅛	11⅛	— ⅛
50¼	50¾	..	7100	Am H & Leather pf	50	51⅞	49½	50½	+ 1
23¾	24⅛	..	700	Am Ice	23⅞	24¾	23⅞	24⅛	+ ¼
20⅝	21	..	200	Am Linseed Co	20⅞	20⅞	20⅞	20⅞	— ⅛
37	37⅝	..	600	Am Linseed Co pf	37½	37½	37½	37½	— ¼
69¾	70	..	30800	Am Loco	68¼	72	68¼	69¾	+ 1¾
28¾	29	2	100	Am Malt pf	29	29	29	29	+ ½
94⅛	94¼	4	10300	Am Smelting	95¼	95⅜	94⅛	94⅛	— ⅝
108¾	109¼	7	400	Am Smelting pf	109	109	109	109	..
85½	86½	6	200	Am Smelting Sec A	86½	86½	86	86	— ½
81½	82½	5	200	Am Smelting Sec B	82	82	82	82	+ 1
153	158	12	100	Am Snuff	155	155	155	155	..
72½	72¾	..	32500	Am Steel Fdy	71	74½	71	72¾	+ 2¾
112½	113½	7	700	Am Sugar	113¾	113⅞	112¾	112¾	— ⅝
116	116¼	7	300	Am Sugar pf	115½	116⅛	115½	116⅛	+ ⅝
124⅜	124½	8	1400	Am Tel & Tel	124⅞	124⅞	124⅝	124⅞	— ¼
232	233½	20	2600	Am Tobacco	233½	235¾	233	233	— ⅝
53⅝	53¾	..	2400	Am Wool ctfs	53	54	53	53⅝	+ 1⅛
55½	55¾	..	17900	Am Woolen	54	55¾	54	55½	+ 2
97¾	98	7	1300	Am Woolen pf	97	98	97	98	+ ¾
76⅛	76¼	8	17200	Anaconda	76⅜	76¾	76	76	+ ½
106⅝	106¾	6	1900	Atch, Top & S Fe	107	107⅛	106½	106½	— ½
100	100½	5	200	Atch, Top & S Fe pf	100½	100½	100	100	+ ⅝
112	114	5	200	At Coast Line	113	113	112¾	112¾	— 1¼
132¼	132½	..	25600	Baldwin Loco	130½	135	130½	132½	+ ½
108	109	7	300	Baldwin Loco pf	109	109	108⅞	109	..
92½	92⅝	5	2700	B & O	92⅝	93	92⅝	92⅝	+ ⅛
74⅞	75	4	300	B & O pf	74⅞	75	74⅞	75	+ ⅝
1½	1⅝	..	1500	Batopilas	1½	1¾	1½	1⅝	+ ⅝
494	500	..	1800	Beth Steel	499	500	491¼	491¼	— 1¾
161	169⅞	7	200	Beth Steel pf	166	166	166	166	..
76¼	76⅞	..	8200	B F Goodrich	78	78	76	76¼	— 1¼
86	87¾	6	200	B R T	87⅞	87⅞	87⅝	87⅝	+ ⅛
6¼	7	..	100	Brunswick Co	6¾	6¾	6¾	6¾	+ ½
91½	94	5	4000	Burns Bros	93½	94½	91	91¼	— 1¾
60¼	60½	30	1000	Butte & S Copper	61	61⅝	60⅝	60⅝	— ⅛
19⅜	19½	..	1600	Cal Pet	19¼	19¾	18¾	18¾	..
42	44	4	400	Cal Pet pf	42¼	43	42¼	42⅝	+ ⅝
167½	167¾	10	2900	Can Pacific	169	169	167½	167⅝	— ⅞
54¾	55	3	12800	Cen Leather	54⅞	55½	54¾	54⅞	..
107½	108	7	130	Cen Leather pf	107¾	107¾	107¾	107¾	..
275	370	8	50	Cen R R of N J	301	301	301	301	..
57⅝	57⅝	..	2600	C & O	58½	58½	57¼	57¼	— ⅞
129	130½	7	400	Chi & N W	129⅛	129⅛	129	129	— 1
12⅜	12½	..	600	Chi Gt West	13½	13¾	13½	13½	..
34	34½	..	1300	Chi Gt West pf	34¾	35	34½	34½	..
92½	92⅝	4	2500	Ch, M & St P	93¼	93¼	92½	93	— ¼
127¼	127½	7	100	Ch, M & St P pf	127¾	127¾	127¾	127¾	+ ⅝
19¼	19⅜	..	25600	Chi, R I & Pac	21⅜	21⅜	19⅛	19¼	— 1⅜
49¾	50	60	7500	Chino Copper	50	50⅛	49⅞	50	..
77	78	4	1600	Cluett, P & Co	74⅞	78	74⅞	78	+ 3¼
57¾	58	..	22300	Col F & I	58	59½	57⅜	57¾	+ ⅛
34½	35½	..	100	Col & Southern	35	35	35	35	+ 1
142¼	143	6	4100	Cons Gas	145	145½	142	142¼	— 2¾
18¾	18½	..	400	Corn Products	18¾	18¾	18¼	18¼	— ¾
109⅛	109⅞	5	1400	Cont Can	108	111	108	109	— 1½
120	120⅞	..	500	Cuban Am Sugar	120	121¼	120	120⅞	+ 1⅝
93½	93¾	..	31400	Crucible Steel	95	96¾	93	93½	— ½
107	108	..	600	Crucible Steel pf	109½	109½	107½	107½	— 2
146	148	9	100	Del & Hud	148	148	148	148	+ ¾
17¼	17½	..	300	Denv & R G pf	17½	17½	17¼	17¼	— ¼
125¼	126	7	100	Detroit-Edison	125½	125½	125½	125½	+ ¼
39⅛	39⅝	..	40700	Distillers Sec	37	40	37	39¼	+ 2⅛
22⅛	22¼	20	300	Dome Mines	22	22	21⅞	21⅞	— ⅛
35	35¼	..	19600	Erie	35	35½	34¾	35	+ ⅛
53½	53¾	..	5200	Erie 1st pf	54½	54⅝	53¾	53¾	— ¾
43½	44¾	..	700	Erie 2d pf	44	44½	44	44½	+ ¾
72	73¼	4	500	Electric S B	73¼	73¼	71	71	— 1
121½	123	7	100	F W Woolworth pf	122	122	122	122	..
340	350	6	59	Gen Chem Co	340	340	340	340	..
179	179½	8	3300	Gen Elec Co	179	180	178	179¼	— 1⅝
340	345	..	300	Gen Motor	340	340¼	339⅞	339⅞	+ 47⅞
112¾	113¼	7	100	Gen Motor pf	112¾	112¾	112¾	112¾	— ¼
122½	122½	7	1300	Gt Nor pf	122½	122½	121¾	122	— ¼
49¼	49½	..	28100	Gt Nor Ore ctfs	49½	50¼	49⅛	49¼	— ¼
40½	41	..	700	Greene Copper	40¼	41¼	40	40¼	+ 1
67¾	68¼	16	1600	Guggenheim	67¾	68⅛	67¾	67¾	..
110½	111	5	1100	Harvester N J	111¾	112	110¼	110¼	— ¾
116	117	7	400	Harvester N J pf	117	117	117	117	..
100½	..	6	100	Havana Electric pf	100½	100½	100½	100½	+ ¼
106	107	5	200	Ill Central	108	108	108	108	+ ¼
43⅞	44	..	25900	Inspiration Con	43¾	44⅞	43¾	43⅞	+ ¾
24½	25¼	..	200	Int Agr Corp	25½	25½	25⅜	25⅜	— ⅛
53½	53⅞	..	800	Int Agr Corp pf	53⅞	53⅞	53	53	— 1
201½	203	20	1580	Int Nickel	200	203	200	201	+ ¼
105⅛	106½	6	100	Int Nickel pf	105⅛	105⅛	105⅛	105⅛	— 3
10	10¼	..	100	Int Paper	10¼	10¼	10¼	10¼	— ¼
22¾	22⅞	..	5000	Interboro Con	22⅞	23¼	22¾	22¾	— ¾
78¾	79	6	1600	Interboro Con pf	79½	79½	78½	79	— ¾
22⅝	22⅞	..	400	Inter-Met	23	23	22⅝	22⅝	— ¾
27⅞	28	..	700	Kan City Sou	28¾	28¾	27⅞	27⅞	— ¼
62¾	63	4	600	Kan City Sou pf	63	63	62½	62¾	+ ⅝
85	86	..	11800	Lack Steel	85¾	87¼	85	86	+ ½
105½	106	7	100	Laclede Gas	105	105	105	105	— ½
9	11	..	100	Lake E & West	10½	10½	10½	10½	— ½
245	250	12	400	Liggett & Myers	249	250	249	250	+ 5
75¼	75¾	10	1500	Lehigh Valley	76¼	76¼	75¼	75½	+ ¼
23	28½	..	300	Loose-Wiles Bis	29	29	28¾	28¾	— ¼
172½	177⅞	10	200	Lorillard	175	175	175	175	..
76¼	79	5	100	Mackay Cos	78	78	78	78	..
65¼	66	4	100	Mackay Cos pf	65⅛	65⅛	65⅛	65⅛	+ ⅛
62½	62¾	..	8450	Maxwell Motor Co	63¼	63¾	62½	62¾	— ¼
96¾	97¼	7	300	Maxwell Motor Co 1 pf	97	97	96¾	97	..
51½	51¾	..	2400	Maxwell Motor Co 2 pf	52	52½	51¾	51¾	— ¼
91¼	91¾	..	7700	Mex Pet	92	93	91¼	91¾	— ⅛
85¼	88	..	100	Mex Pet pf	87	87	87	87	+ 1
34⅛	34¼	80	1400	Miami Copper	34⅛	34⅝	34⅛	34¼	+ ⅛
119	123	7	100	Minn, St P & S S M	121½	121½	121½	121½	+ ½
5½	6	..	800	Mo, Kan & Texas	6	6	6	6	+ ½
4⅞	5	..	29100	Missouri Pacific	5⅛	5¾	5	5	..
57¾	57⅞	2	700	Montana Power	58	58	57½	58	+ ¾
..	..	7	600	Nat Biscuit Co	129	129	128	128	..
68¾	69	3	7100	Nat Lead	70⅛	70¾	69	69	— ¾
110½	112	7	100	Nat Lead pf	110¼	110¼	110¼	110¼	..
30½	31	..	1500	Nat E & S	31¼	31¾	30½	30½	— ½
89	92	7	100	Nat E & S pf	91⅛	91⅛	91⅛	91⅛	— ⅝
20	26	..	300	Nat R R Mex 1 pf	23	23	23	23	+ 6
9	9½	..	600	Nat R R Mex 2 pf	9½	9½	9¾	9½	— ⅛
15	15⅛	30	1000	Nevada Con	15⅛	15¼	15	15	— ⅛
151	152	6	4700	N Y Air Brake	147	153½	147	152	+ 5
100¼	100½	5	6900	N Y Central	100¾	101⅛	100	100¾	— ⅝
83	83¼	..	7000	N Y, N H & H	85¾	85¾	83⅛	83⅛	— 1¾
29½	30	..	400	N Y, Ont & W	30¼	30¾	30	30	..
19	26½	..	100	Norfolk Sou	20	20	20	20	..
115	115⅛	6	500	Norfolk & West	116	116	115⅛	115⅛	..
112½	113	7	1950	Northern Pacific	113⅛	113⅛	112½	112½	+ ¼
57⅝	57⅞	6	2100	Penn R R	58⅛	58¼	57⅝	57⅝	— ⅛
118	119	8	300	Peoples Gas	117½	118	117½	118	— ¾
47¾	47⅞	6	2700	Phila Co	47¾	48	47	47¾	+ ¼
39½	40	..	7900	Pitts Coal	41	41	39¼	39⅝	— ⅞
110	111	5	500	Pitts Coal pf	112¾	112¾	110	110	— 2
72	72½	..	2000	Pressed Steel Car	73¾	73¾	71⅞	72½	— ⅞
104½	105½	7	100	Pressed Steel Car pf	105	105	105	105	+ 1
110	..	6	100	Public Service	110	110	110	110	+ 2
163	165	8	500	Pullman Pal Car Co	164½	164½	164	164	— ⅞
2⅞	3	..	100	Quicksilver	2⅞	2⅞	2⅞	2⅞	— ⅛
25½	25⅝	15	4900	Ray Cons Copper	25⅞	25⅞	25½	25⅝	— ⅛
50	50½	..	10500	Rwy Steel Spg	49¾	51¾	49½	50	+ 1
55¼	55¾	..	30800	Republic Steel	55⅛	56½	54⅝	55¼	+ ⅜
103⅞	104	7	800	Republic Steel pf	104	104⅛	104	104	..
79	79¼	8	8300	Reading	79¼	80	79	79	..
41⅝	43⅛	4	100	Reading 1 pf	42⅛	42⅛	42⅛	42⅛	+ ⅛
42	43	4	100	Reading 2 pf	43	43	43	43	+ ½
⅝	⅝	..	200	Rock Island pf	½	½	½	½	..
4¼	4½	..	200	Rumely	4½	4½	4½	4½	..
38⅛	40	..	100	Seaboard A L pf	39¾	39¾	39¾	39¾	+ ¼
155	156½	7	400	Sears-Roebuck	155½	156½	155½	155¾	+ ¾
62	63	..	4800	Sloss-Sheffield	61⅛	63¼	61	63	+ 2
92	94	7	100	Sloss-Sheffield pf	93	93	93	93	+ 2
5½	6	..	1600	St L & S F	5½	5¾	5½	5¾	+ ¾
7⅜	7½	..	1300	St L & S F 2 pf	7	7¾	7	7¾	+ ⅞
16	17½	..	100	St L Southwest	16	16	16	16	..
32	33	..	100	St L Southwest pf	32	32	32	32	— 1
..	..	..	200	South Pac ctfs	115¼	115¼	115¼	115¼	+ ¼
98¼	98½	6	14025	South Pac	99	99⅛	98¼	98¼	— ¼
135	142	4	310	So P R Sug	140	141	140	141	— 1
20¼	20½	..	3500	South Rail Co	20⅛	20½	20⅛	20¼	..
59¼	60	..	65	South Rail Co pf	59¼	59¼	59¼	59¼	..
80½	82¼	3	131	Stand Mill Co	81	81	81	81	..
83	84	5	200	Stand Mill Co pf	83	83	83	83	+ 1⅛
168½	169⅛	5	14100	Studebaker	168½	170	167	169	+ 2
110¾	111	7	1000	Studebaker pf	110⅝	110⅝	110⅝	110¾	+ ¾
66⅛	66½	12	8400	Tenn Copper	67	67½	66⅛	66⅛	— ½
167	168	10	700	Texas Co	167	168	167	167	— 2
12⅜	14½	..	300	Tex Pacific	13½	13½	13½	13½	..
62	62¼	4	2900	Third Ave	62¼	62¾	61⅝	61⅞	— ¼
4¼	5½	..	100	T, St, L & W	4¼	4¼	4¼	4¼	— ¾
96	96½	6	61	Twin City R T	96½	96½	96½	96½	..
84	85	4	250	Underwood	84	84¼	84	84¼	+ 1¼
6⅝	6⅞	..	100	Un Bag & P	6¾	6¾	6¾	6¾	— ⅛
24	25	..	100	Un Bag & P pf	25	25	25	25	— 1½
135⅛	135¼	8	13600	Union Pacific	136½	136½	134⅞	135¼	— 1⅛
81½	82	4	400	Union Pacific pf	81½	81⅝	81½	81½	..
10¼	10¾	7	5400	Un Cigar Stores	10¾	10¾	10⅛	10¾	..
11¾	11¾	7	300	Un Cigar Stores pf	11⅝	11⅝	11½	11⅝	+ ⅛
59½	60¼	4	700	United Cigar Mfrs	59¾	60	59¾	59¾	+ ¾
66	74⅞	..	100	Un Dry Goods pf	74⅞	74⅞	74⅞	74⅞	+ 2⅞
25½	25¾	..	2300	Un Ry Inv	26¾	26¾	25¾	25¾	— ¾
42¾	43	..	400	Un Ry Inv pf	43	43¾	43	43¾	+ ¾
26	26½	..	1800	U S C I Pipe	25⅞	26⅞	26⅛	26⅛	— ⅛
45¾	47½	..	200	U S C I Pipe pf	46¼	46¼	46	46	+ ½
64	66	..	800	U S Exp	65⅞	65⅞	65	65⅞	..
109	110	..	11400	U S I Alcohol	107	112	105	110	+ 3½
104	105	7	200	U S I