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MEMBERS
New York Stock Exchange
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New York
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Pressed Steel Car Company
The pioneer in the steel car industry earned its 8% common stock dividend nearly three and one-half times in 1919, and indications point to a continuation of prosperous conditions for some years.
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THE NATIONAL CITY COMPANY NATIONAL CITY BANK BUILDING NEW YORK
$500,000
City of Norfolk, Va.
Coupon 5% Bonds
Due April 1, 1923
Principal and interest payable in New York.
Exempt from all Federal Income Taxes
Price 96 and interest
Yielding about 6¾%
Circular on request for AD-328.
The National City Company
Main Office: National City Bank Building
Uptown Office: Fifth Av. & 43d St.
Offices in over 50 Cities.

Pennsylvania R. R. System
Cleve., Akron & Columbus Railway Co.
Gen'l (now First) Mortgage 5s, due March, 1927
Authorized and Outstanding
$1,800,000
Secured by a First and "closed" Mortgage on 196 miles of railway, at the low rate of $9,200 per mile, from Hudson near Cleveland to Columbus, Ohio, 144 miles; and from Killbuck to Trinway, Ohio, and branches, 52 miles.
The railway covered by this issue forms part of the Pennsylvania R. R. Co.'s main line from Cleveland to Cincinnati and St. Louis.
These bonds were issued in March, 1877, and are followed by $1,501,000 Cleve., Akron & Columbus Ry. 1st Consol. Mortgage 4½s, due 1940, that are a Second Lien.
Price 89 and interest,
to Yield a Full 7.10% basis
Wm Carnegie Ewen
Investment Securities
2 WALL ST.—NEW YORK
Tel. Rector 3273-4

Railroad Bonds
are now selling at prices which allow a return of from
5.50% to 10%
With the recent increase in rates such bonds should appreciate materially in price as the purchasing power of the dollar approaches normal.
We shall be pleased to suggest to investors upon request, and without obligation, bonds which seem best suited to their individual needs.
Colgate, Parker & Co.
49 Wall Street New York

FINANCIAL NEWS AND COMMENT

Prices Uncertain, With Irregularity in Industrials and Strength in Rails.

PROFIT TAKING IS ACTIVE

Russian News Helps Market Despite Poor Showing of Bank Statement.

The stock market in the best part of yesterday's session moved with a good deal of uncertainty, with the industrials generally irregular or heavy on one hand, and the rails, on the other, uniformly strong. In the industrial section of the list the record of recent sessions, with their wide declines in representative issues, still acted as a restraint to the buying power after the short covering had run its course.

These issues had had enough of a rally last week to reduce the short interest and leave the market in a somewhat weakened technical position, so that the market was entitled to a normal setback, if for no other reason than because of profit taking. The reaction was moderate and in that respect in line with expectations and predictions of market observers, who at the close of last week had anticipated a better market in both the industrials and railroad shares for the rest of the current week at least.

With the rails the strength was not so surprising as was the weakness in some of the industrials, considering what they have gone through. These issues had been mentioned, as they have all the way along, in the brokerage letters over the week end as the only safe prospect for profits until the outlook has cleared, so that any buying that might have come into the market naturally should have been reflected in the better grade of rails. All the old arguments about the banks, being willing to make loans on rails as against industrials were brought forward again by commission houses, and even though the Street is becoming doubtful about the long expected rail movement there was a spurt in the rails, led by Reading, in the last hour.

The market was probably helped to some extent also by the Russian news, which offset the poor showing made by the bank statement on Saturday. The statements over the week end from bankers to the effect that there is no danger of a credit panic this fall tended further to encourage Wall Street, but there is a wide difference between that and easy money for speculative purposes, which is what Wall Street is waiting for.

The decline in the industrial list ran about the average of a normal reaction. The equipment stocks got down a point or so under the leadership of Baldwin, Car and Foundry and the others; the motors reacted likewise from their tops, while the reaction in Steel ran slightly more than a point. As these stocks were going down, however, some of the specialties were disposed to be strong.

Replogle Steel, the tobaccos, including American Tobacco in particular, and some of the other independent steels all did better. But there were special reasons for the strength in these stocks, so that the buying did not spread to other individual shares, as is usually the case when traders start a buying movement in stocks which are easy to move.

Of the general market the rails were easily the outstanding features. There was good buying in Southern Pacific, Union and other high grade rails, but the real leader of the rail movement was Reading, which got up above 90 again. Royal Dutch was another stock which went up again.

There was no change in the money market. Money loaned all day at 7 per cent. The commission house community was again disturbed by the weakness in sterling exchange, which got down under $3.58, but it had no apparent effect on the market. The exchange situation, however, has been already well discounted in the share list, and besides, Wall Street has a good many other things to worry about at home at present.

A further small shipment of gold was reported and progress was again made in the negotiations for the French loan.

MONEY AND EXCHANGE.

CALL MONEY FOR WEEK.

Open	7	Low	7
High	7	Last	7
Year's high	25	Year's low	6

CLEARING HOUSE STATEMENT.

Clearing House exchanges, $515,247,087; balances, $96,333,668; Sub-Treasury, credit balances, $203,604; Federal Reserve credit balance, $94,508,173.

CANADIAN EXCHANGE.

New York funds in Montreal, $133.75 premium per $1,000; Montreal funds in New York, $117.97 per $1,000.

SILVER MARKETS.

Official bar silver in New York: Domestic, 99½c., off 2¼c. per ounce; foreign, 97¼c., off 4½c.; London, 60⅝d., off 2⅝d.; Mexican dollars, 74¼c., off 2¼c.

FOREIGN EXCHANGE.

GREAT BRITAIN.

Parity.		To day.	Saturday.
$4.8665	Demand, sterling	$3.57¼	$3.59½
	Cables, sterling	3.58¼	3.60½
	Bankers, 60 days	3.53½	3.55½
	Bankers, 90 days	3.51½	3.53½
	THE CONTINENT.		
19.30	France, cents a franc—		
	Demand	6.99	7.00
	Cables	7.00	7.10
19.30	Belgium, cents a franc—		
	Demand	7.44	7.61
	Cables	7.45	7.62
19.30	Switzerland, cents a franc—		
	Demand	16.55	16.60
	Cables	16.60	16.65
19.30	Italy, cents a lira—		
	Demand	4.60	4.67
	Cables	4.61	4.68
23.80	Germany, cents a mark—		
	Demand	1.91	1.92
	Cables	1.92	1.92
26.80	Sweden, cents a krone—		
	Demand	20.35	20.45
	Cables	20.45	20.55
26.80	Norway, cents a krone—		
	Demand	14.55	14.70
	Cables	14.60	14.75
26.80	Denmark, cents a krone—		
	Demand	14.55	14.75
	Cables	14.60	14.80
19.30	Greece, cents a drachma—		
	Demand	11.12½	11.25
	Cables	11.25	11.37½
19.30	Spain, cents a peseta—		
	Demand	15.05	15.07
	Cables	15.10	15.12
40.20	Holland, cents a florin—		
	Demand	32.35	32.60
	Cables	32.45	32.70
51.46	Russia, cents a ruble—		
	100 rubles	1.35	1.30
	500 rubles	1.45	1.40
20.3	Austria, cents a crown—		
	Demand	.47	.48
	Cables	.47	.48
20.26	Czecho-Slovakia, cents a krone—		
	Demand	1.70	1.75
	Cables	1.70	1.75
	FAR EAST.		
108.32	Shanghai, cents a tael—		
	Demand	114.00	114.00
	Cables	115.00	115.00
78.00	Hongkong, cents a dollar—		
	Demand	81.50	81.50
	Cables	82.00	82.00
32.44	Bombay, cents a rupee—		
	Demand	36.50	36.50
	Cables	36.75	36.75
49.84	Yokohama, cents a yen—		
	Demand	51.50	51.50
	Cables	51.75	51.75
	SOUTH AMERICA.		
44.42	Rio de Janeiro, cents a milreis—		
	Demand	19.87½	19.62½
	Cables	20.00	19.75
42.84	Buenos Aires, cents a peso—		
	Demand	37.75	38.12½
	Cables	37.87½	38.25
103.42	Uruguay, cents a dollar—		
	Demand	85.50	82.25
	Cables	85.75	82.50

Cheese Is Higher at Utica.

UTICA, N. Y., Aug. 23.—Total sales of cheese were 1,500 boxes at 25 cents a pound, half a cent a pound higher than last week.

BIG JUMP IN CREX EARNINGS.

Sales in Foreign Countries Show Growth, Says Report.

Crex Carpet Company reports for the year ended June 30, net earnings after depreciation, Federal taxes and other charges amounting to $447,042, or $14.90 a share earned on the $3,000,000 capital stock. These earnings, according to the report, are the largest in the history of the company and compare with $307,256, or $6.90 a share, in the preceding year.

President M. W. Robinson, in discussing general business conditions, as they affect the company, said that "everything will be quite satisfactory, for we have little or no cancellations and are receiving orders daily; in fact, much more than usual for this season of the year. During the last year we have formed the Crex Carpet Company, Ltd., of England, which is handling our business in England successfully. The sales in other countries have increased wonderfully and we expect that our export business will contribute subtantially to our general business; in fact, may equal or exceed our domestic business."

COPPER MARKET MORE ACTIVE.

New Sales Are Reported After a Quiet Period.

With several good sized sales of copper reported yesterday at 19 cents a pound, delivered, for either prompt or September delivery, producers were beginning to be more optimistic as to the immediate future of the market for the red metal. Consumers have been holding off for months, buying only sufficient copper to meet their most imperative needs, and as a result there is a large potential buying power which it would not take a great amount of energy to set into motion. One buyer, it was reported, ordered the metal rushed to him, as he had only two days' supply on hand, notwithstanding he uses more than 6,000,000 pounds a year. This is only further evidence of the way in which the users of the metal have let their stocks diminish in the hope of replenishing them at lower prices. One large producer reports that he has any number of orders which he can take at a moment's notice if he will cut the price, but along with other sellers he feels that the trend of the copper market is upward rather than downward and that by cutting prices he will be only defeating his own ends.

Gain in Telephone Receipts.

WASHINGTON, Aug. 23.—Operating incomes of seventy telephone companies for March amounted to $7,309,970, an increase of $853,233 over March, 1919, according to reports issued to-day by the Interstate Commerce Commission. For the three months ended with March, 1920, the operating income was $22,600,507, an increase of $4,803,763.

Hearing Set for N.Y.C. Bond Issue.

WASHINGTON, Aug. 23.—The Interstate Commerce Commission to-day set August 30 for hearings on the application of the New York Central Railroad for authority to issue $25,000,000 ten year 7 per cent. collateral trust gold bonds and $25,000,000 refunding and improvement mortgage bonds.

A. T. & T. SUBSIDIARY TO ISSUE NEW STOCK

Bankers Figure on Offer of $50,000,000 to $60,000,000.

Negotiations are pending for the sale by one or more of the subsidiaries of the American Telephone and Telegraph Company to a syndicate of bankers of between $50,000,000 and $60,000,000 of securities within the next thirty days. The banking house that will head the syndicate, it was learned yesterday, has already had a meeting with representatives of the American Telephone organization and is waiting for some additional reports which are being compiled before further steps are taken.

The company admitted yesterday that while the parent company itself is not planning any financing the subsidiaries might come into the market before the first of next year for additional funds. In an unofficial statement purporting to have come from the company it was said that "it is quite possible that one or two local companies of the Bell system may raise money to a relatively small extent between now and the end of the year to take care of the extraordinary demand for new business in their respective localities. No financing by the parent company is contemplated at the present time."

The company, which is experiencing the greatest demand for service of any in the Bell system at present, it was learned, is the New York Telephone Company, the number of applications from subscribers in the district covered by that company being large. A few days ago H. B. Thayer, president of the American Telephone and Telegraph Company, issued a statement in which he declared that in the last year 600,000 telephones have been added to the Bell system and that installations are far behind the demand for additional service. Unfilled orders at that time, he said, were more than 200,000 above normal.

It is to meet the demands for extraordinary expenditures created by this condition, it is understood, that new financing is imperative. With the prices of materials, supplies and labor at a high point this new business will compel the company which undertakes it to have an ample amount of working capital on hand.

Chicago Pneumatic Increase.

Chicago Pneumatic Tool Company reports for the first six months of 1920 net income, after Federal taxes and charges, of $633,298, or $4.91 a share earned on the $12,897,600 capital stock. In the corresponding period of last year the income was equivalent to $4.60 a share. Gross earnings for the half year were $7,679,170, and Federal taxes and expenses $1,594,238. Other income totalled $12,480, while $464,110 was charged off for interest, depreciation, renewals, &c. Dividends paid amounted to $422,616, leaving a final surplus for the six months of $210,682.

Custom House Receipts.

Receipts at the Custom House yesterday amounted to $665,743.82, of which $183,963.98 was for withdrawals from bonded warehouses and $481,779.84 for recent importations.

CYANIMID INCOME GROWS.

With U. S. Tax Less, the Annual Report Shows $1,525,877.

The report of the American Cyanimid Company for the year ended June 30, 1920, shows net income after charges and Federal taxes of $1,525,877, compared with $1,048,751 in 1919. Net sales, including those to the Amalgamated Phosphate Company, were $8,684,084, compared with $6,205,385.

Cost of sales was $6,611,196 against $4,158,104 and general expenses totalled $356,519 against $473,640. Other income aggregated $375,817 compared with $225,088 and interest. Federal taxes and other charges were $637,457 compared with $749,378.

TO HALT $8,000,000 ISSUE.

Stockholders of Standard Parts Company Seek Injunction.

CLEVELAND, Ohio, Aug. 23.—R. L. Perlman and other stockholders filed an application to-day in the Federal Court seeking to stop the Standard Parts Company, Cleveland's $25,000,000 automobile parts and accessory combination, from issuing $8,000,000 worth of notes authorized recently by shareholders at a reorganization meeting.

Another suit asks the return of 50,000 shares of stock to the treasurer of the company, contending it was issued illegally and without proper compensation.

London Money Market.

LONDON, Aug. 23.—Consols for money closed at 46¼; British 5 per cent. loan, 85; British 4½ per cent. loan, 78⅛; money, 5 per cent. Discount rates—Short bills, 6½ per cent.; three months bills, 6⅝ per cent. Gold premiums at Lisbon, 140.

Paris Market.

PARIS Aug. 23.—Prices were firm on the Bourse to-day. Three per cent. rentes, 56 francs 35 centimes; exchange on London, 51 francs 5 centimes; 5 per cent. loan, 97 francs 50 centimes. The dollar was quoted at 14 francs 15½ centimes.

FINANCIAL NOTES.

The Guaranty Trust Company has been appointed registrar of capital stock of the Carson Petroleum Company, consisting of 200,000 shares. The United States Corporation Company is acting as transfer agent.

V. L. H. Pratt, formerly associated with Shonnard, Mills & Co., has become identified with Shearson, Hammill & Co., as statistician.

The Southern California Edison Company's July report shows gross operating revenues of $1,400,896, which, together with non-operating revenues of $123,561, gives a total gross income of $1,524,457, an increase of 51 per cent. over the corresponding month last year. Operating expenses amounted to $606,122, leaving net earnings of $918,335, an increase of 56 per cent.

Huth & Co., have issued a booklet entitled "Denmark as a Field for American Investors."

The Independent News Service has been organized for the purpose of covering the news of the Curb Market. Identified with the management are G. M. Thorr, formerly with the *Magazine of Wall Street*, and Frank Reynolds formerly financial editor of the *Brooklyn Eagle*.

HUDSON TUBES GIVE U. S. $155,071 PROFIT

Norfolk Southern Road Cost Government $1,000,000.

One of the few railroad companies taken over by the United States Railroad Administration on which the Government was able to report a surplus was the Hudson and Manhattan company, which operates the tubes under the North River. The annual report, made public yesterday, shows that in 1919 the Government had net income from operation of the property of $3,158,434, against $3,003,363 total compensation paid the owners, leaving a surplus for the Railroad Administration of $155,071.

Gross receipts from operations were $6,130,717, and net income after expenses and taxes $2,357,242. Other income totalled $823,486. The corporate income account shows a surplus after all charges, taxes, &c., of $23,562, which compares with a surplus of only $3,597 in the preceding year. The road had total revenue from Federal compensation and real estate rentals of $3,062,699 and other income of $146,433. Expenses, taxes, &c., totalled $105,337, while interest charges, rentals and other deductions amounted to $2,440,233. For the reserve for contingencies $640,000 was set aside, leaving a final surplus for the year of $23,562.

The Norfolk Southern Railroad Company, however, was one upon which the Government lost more than $1,000,000. The annual report of that line, also given out yesterday, showed net income from operations of $163,670, against $1,366,751 Federal compensation, leaving a deficit for the Government of $1,203,081. The Government's operating revenue totalled $6,591,227, and net revenue after taxes $180,765. Other income was $184,261 and interest, rentals, &c., $201,356, leaving net income of $163,670.

Corporate income account of the road shows net income after taxes and charges of $312,986, or $1.95 a share earned on the $16,000,000 capital stock outstanding. In the preceding year only 30 cents a share was earned. The road received from the Government $1,366,751, and paid expenses, taxes, &c., amounting to $91,388. Other income was $347,748 and interest, rentals, &c., $1,310,125, leaving net profits after all deductions of $312,986.

Bank of Germany Statement.

BERLIN, Aug. 23.—Statement of the Imperial Bank of Germany as of August 14: Increases—Coin, 286,000 marks; Treasury certificates, 316,223,000; notes of other banks, 220,000; bills discounted, 2,308,164,000; investments, 3,265,000; securities, 228,817,000; circulation, 401,401,000; deposits, 3,597,111,000. Decreases—Advances, 9,691,000 marks; liabilities, 150,228,000. Total gold holdings, 1,091,591,000 marks.

Britons Get in General Motors.

WASHINGTON, Aug. 23.—Explosive Trades, Ltd., of London, has acquired a $25,000,000 interest in the General Motors Corporation of America, according to advices received to-day from London by the Department of Commerce. The British company is one of the largest trading concerns in Europe.

GOSSIP OF WALL STREET.

Rail Stocks Lead.

After a preliminary skirmish in the industrial department rail stocks jumped into prominence in the stock market yesterday and with important advances in such dividend paying securities as Union Pacific, Southern Pacific and Reading and with even greater advances in some of the non-dividend paying roads expected to benefit largely by the rate increase, they held the centre of market interest all day. In some quarters reports were current that new rail pools have been formed and were engaged in trying out their new pinions. At any rate, whether from short covering or investment demand, prospective purchasers of rail stocks encountered a moderate floating supply in virtually the entire group and to close a trade it was generally necessary to bid above the market for the stock. It is the theory of many persons who purchased rail stocks yesterday that the rail group contains many bargains when consideration is given to freight and passenger rate increases granted by the Interstate Commerce Commission. September 1 ends the Government's guaranty of earnings and the roads go on their own. With the freight situation slowly but surely untangling, and with railroad labor showing an increase in efficiency over three months ago, rail stocks, which have been in the doldrums for the last two weeks, responded readily to the attention paid them. It is certain that in present circumstances, railroad stocks are looked upon much more indulgently in bank loan envelopes than are the run of industrials.

Mexican Petroleum.

Commission houses were buzzing yesterday with the report that some sort of an extra dividend may be expected within a short time from Mexican Petroleum. Since the positive statement by one of the directors several weeks ago that in view of the present money situation Mexican Petroleum would not increase its cash dividend, the Street now believes that a stock dividend, similar to the 10 per cent. stock dividend declared in June, may be announced at the fall meeting of directors. Mexican Petroleum has sufficient stock in its treasury and unissued, to care for such a contingency. Its total authorized capitalization is $48,000,000 and shares of the par value of $40,826,400 are listed and outstanding, leaving a balance of $7,173,600 that remains in the corporation's treasury.

Small Denomination Bonds Scarce.

Just why the investor who has only enough capital to purchase a $500 bond should be obliged to pay from one-half to one point above the price of the $1,000 bond and then be obliged to wait some time for delivery of his security is not clear to investors in bonds, and many complaints have been received recently by bond houses from investors of this class. These houses declare that the corporations are at fault, that the printing of bonds is a slow and difficult process and that rarely are there enough of the small denomination bonds on hand to supply the demand. The manager of one large bond house said yesterday that corporations would undoubtedly be able to pick up much more investment capital if they gave more attention to the needs and desires of the investor who is able to purchase but one bond of the $500 denomination.

Stromberg and Stutz.

One of the stories which went the rounds of the Street yesterday was that the Stutz Motor Company and the Stromberg Carburetor Company were planning a merger which would be effected, or at least discussed at the meeting of Stromberg directors scheduled for Thursday. At the office of Allan A. Ryan, who is popularly supposed to control both companies, it was said there was nothing in the story. It was pointed out, however, that Ryan and his associates are pretty well tied up with a lot of Stutz stock as a result of the famous Stutz corner, and that since that corner was operated and the shorts were forced to step up to the captain there has been virtually no market for Stutz shares. As a result, it was said, Ryan and his associates have almost all of the Stutz stock, some of which was bought at high levels, which they would be glad to market if a way could be found. How the Stock Exchange authorities would look upon such a merger after they had stricken Stutz Motors from the list and then expelled Ryan from membership is a question on which there has been more or less speculation.

Rising Prices.

It is the opinion of one veteran trader that the banking fraternity, with several important bits of financing to handle in the immediate future, will be obliged to support the stock market to get this financing across. This trader mentioned the French loan, a probable Danish loan and a half dozen big railroad issues that are simmering on the investment fire. "While these issues no doubt will be sold," he declared, "their success is doubly assured if the stock market is in a cheerful mood, and there is no amount of talk that will bring such a cheerful mood to Wall Street as a rising market."

A New Mexican Loan.

According to a report in financial circles, emissaries of the Republic of Mexico have been sounding out banking sentiment in regard to a new loan. It is reported that no encouragement was offered to the emissaries. Several commission houses are calling attention to the old Mexican issues as offering excellent speculative possibilities should the present Government prove stable. One house lists several points, which, it says, make Mexican securities an attractive speculative investment, as follows: "The new Government is the strongest administration since the days of Porfiro Diaz; the revolutionary movement, lasting ten years, is at an end; bankers recently returned from Mexico report rapid improvement of political and economical conditions; the prosperity of individuals is a striking feature; the transportation system is being gradually restored; the developed and undeveloped natural wealth is undeniable; the oil industry has reached unprecedented proportions; most Mexican bonds are selling at prices nearly or actually below their accumulated, accrued, defaulted interest; the total direct indebtedness of the Mexican Government, inclusive of accrued interest, is officially stated to be 546,000,000 pesos, less than many European countries of smaller population and fewer natural resources.

Labor Conference.

An important labor conference among the heads of seventeen railroad brotherhoods and representatives of the Association of Railway Executives started yesterday morning in the Pennsylvania Hotel. No information was given out last night by those attending the conference as to the progress made. It is known, however, that the personnel of the National Adjustment Board is one of the subjects under discussion.

Atlantic Gulf's Fuel Contract.

Just what an important side line the oil business is for the Atlantic, Gulf and West Indies Steamship Company is emphasized by the fact that the corporation has just entered into a contract to supply the Government with 6,000,000 barrels of fuel oil and 9,000,000 barrels of crude oil next year. Both classes of oil will be delivered for $1.25 a barrel, taxes paid. The oil will be delivered at Tecomate, Mexico, where the Atlantic Gulf's terminal is located, and is to be transported from that point to the United States by vessels of the Shipping Board, whose officers signed the contract.

NEW YORK STOCK EXCHANGE QUOTATIONS.

MONDAY, AUGUST 23, 1920.

Day's sales	1920.	1919.	1918.
	400,809	633,835	429,045

Closing Bid.	Closing Ask.	Div. in $.	Sales.		Opening.	Highest.	Lowest.	Closing.	Net Change.
29¾	31	..	100	Advance Rumely	30	30	30	30	— ¾
49½	50	6	200	Ajax Rubber	49¾	49¾	49½	49½	— ½
1¼	1⅜	..	500	Alaska Gold M	1¼	1¼	1¼	1¼	— ¼
1½	1⅝	..	100	Alaska Juneau G M	1½	1½	1½	1½	..
30⅝	31	1	100	Allis Chalmers Mfg	30⅝	30⅝	30⅝	30⅝	— ⅝
71	71½	7	100	Allis Chalmers Mfg pf	71½	71½	71½	71½	+ ½
77½	78⅝	8	200	Am Agric Chem	78¼	78¼	77⅞	77⅞	— ¼
73½	74	8	1000	Am Beet Sugar	73½	73½	72½	72½	— 1
52	56	..	100	Am Brake Shoe & Fdy	55	55	55	55	+ 1
84	89	7	100	Am Brake Shoe & Fdy pf	86	86	86	86	— 2¾
33½	33⅝	..	1900	Am Can	33⅞	33⅞	[illegible]	33½	— ⅝
132½	133	12	1400	Am Car & Foundry	133	133	131½	131½	— 2⅝
25¼	26	..	600	Am Cotton Oil	26	26	[illegible]	25¼	— ⅝
9⅞	10	80c	500	Am Druggist Syndicate	10	10	10	10	+ ¼
130	132	6	300	Am Express	132¾	132¾	130⅛	130⅛	— ⅞
73½	76	7	600	Am Hide & Leather pf	74⅝	74⅝	73	73	— 2
71	71⅞	6	910	Am International Corp	71½	71½	70¼	71	— 1
70½	71	3	1000	Am Linseed Co	70⅝	72	70⅝	72	+ 1¼
94¼	95	6	700	Am Locomotive	94⅝	94⅝	93½	94	— 1½
12⅞	13	..	200	Am Safety Razor	13	13	13	13	..
22	22¼	..	1000	Am Ship & Commerce	21½	22	21	22	+ ¼
54⅝	55	4	600	Am Smelt & Ref	54⅞	55	54⅝	55	— ⅝
70	72	6	200	Am Smelt Sec A	70⅛	70¼	70⅛	70¼	— ⅝
113	113½	7	100	Am Sugar Ref	113	113	113	113	— 1
83½	83⅝	10	100	Am Sumatra Tob	84	84	84	84	— ¼
95⅞	96	8	400	Am Tel & Tel	96¼	96¼	95⅞	95⅞	— ¼
111	115	12	100	Am Tobacco	114¼	114¼	114¼	114¼	+ 4
78½	78⅝	7	800	Am Woolen	78⅝	78¾	78⅜	78½	— ¼
48	49	..	300	Am Writing Paper pf	49½	49½	49	49	— 1
52	52¼	4	1100	Anaconda Copper	52	52¼	51¾	51¾	— ⅝
2	2⅜	..	300	Assets Realization	2⅛	2⅛	[illegible]	2⅛	— ¼
81¼	81⅞	6	2000	Atch, Top & Santa Fe	81	81⅞	[illegible]	81⅝	+ ⅝
86½	87	7	100	Atlantic Coast Line	86⅛	86⅛	[illegible]	86¼	+ ⅛
133	134	10	2600	At, Gulf & W I S S	136	136	[illegible]	133	— 3½
105	105⅝	7	16200	Baldwin Locom Wks	106⅜	106⅝	[illegible]	105⅝	— ⅞
38¼	39	..	13200	Baltimore & Ohio	38½	39⅜	[illegible]	39¼	+ 1¼
47	47½	4	600	Baltimore & Ohio pf	47	47¼	47	47¼	+ ¼
134	135	8	100	Barrett Co	134	134	134	134	+ 1¼
⅝	⅝	..	100	Batopilas Mining	⅝	⅝	⅝	⅝	+ ⅛
9⅝	9⅝	..	4600	Bethlehem Motors	10	10⅛	9	9⅝	— ⅝
105	109	8	100	Bethlehem Steel 8 p c pf	109¼	109¼	109¼	109¼	+ 2⅝
105	109	8	20	*Bethlehem Steel 8 p c pf	109⅝	109⅝	109⅝	109⅝	..
75⅜	75½	5	9000	Bethlehem Steel B	76⅝	76⅝	74½	75½	— 1
6	6⅝	..	100	Bruns Term & R R	6	6	6	6	+ 1
65	70	7	300	Buffalo & Susq ctfs	70	70	70	70	+ 3
7¼	7½	..	300	Butte Copper & Zinc	6⅝	6⅝	6⅝	6⅝	— ⅛
19⅝	20½	..	500	Butte & Superior Cop	18½	20	18½	20	+ 1
13⅝	14	..	1300	Caddo Cent O & R	14	14⅛	13⅝	13⅝	— ⅜
68	68½	6	600	California Pack Co	67½	68	67½	68	+ ½
25⅝	27	..	125	California Petrol	26	26	26	26	+ ⅜
65	69⅞	7	100	California Petrol pf	68½	68½	68½	68½	+ ½
120¼	120⅝	10	2500	Canadian Pacific	119	120	119	120	— ⅝
53⅝	54¼	5	1500	Central Leather	53⅞	54⅛	53¼	53⅝	— 1¼
37¼	38½	4	500	Cerro de Pasco Cop	37⅞	38⅛	37⅞	38⅝	+ ⅝
85¼	86	10	1600	Chandler Motors	86	86	85¼	86	— 1
58⅝	59	4	1800	Chesapeake & Ohio	57½	58⅞	57½	58⅞	+ 1½
21⅞	22	2	200	Chicago Gt Western pf	21½	22	21½	22	+ ½
34	34¼	..	300	Chicago, Mil & St Paul	34	34	34	34	+ ¼
51	51½	..	2700	Chicago, Mil & St P pf	50⅞	51½	50¼	51⅝	+ ¾
70¼	70⅝	5	1600	Chicago & Northwestern	69⅝	70⅝	69⅝	70½	+ ½
101½	..	7	100	Chicago & Northwest pf	100½	100½	100½	100½	+ ½
35½	35¼	..	2500	Chicago, R I & Pacific	35	35⅝	34½	35½	+ ¼
63¼	64½	6	300	Chicago, R I & P 6 p c pf	64	64	63¼	64	+ 1½
73½	75	7	200	Chicago, R I & P 7 p c pf	74⅞	74⅞	74⅝	74⅝	+ ⅛
58	63	5	300	Chic, St P, M & Omaha	60	60	60	60	+ ½
13⅞	14	..	300	Chile Copper	14	14	14	14	..
26⅝	26⅞	1½	300	Chino Copper	26½	26⅞	26½	26⅞	+ ⅞
52	54	..	100	Clev, C, C & St Louis	53	53	53	53	+ 2⅝
62⅝	67	5	200	Clev, C, C & St L pf	66	66⅝	66	66⅝	+ 3½
33	33¼	4	2600	Coca-Cola	32⅝	33¼	32½	33¼	+ 1⅛
53⅝	54⅝	5	200	Columbia G & Elec	54⅝	54⅝	54⅝	54⅝	+ ⅛
23¼	23½	1	2100	Columbia Graphophone	23½	23⅝	23¼	23½	..
10⅞	11⅛	2	1200	Con Interstate Cal Min	11⅛	11⅛	10⅞	10⅞	— ⅛
30½	32	3	200	Consolidated Textile	30	30	30	30	— ⅝
88⅛	88½	4	1200	Corn Products Ref	88¼	88⅝	87⅝	88⅝	— ½
100	102	7	200	Corn Products Ref pf	101	101	101	101	— ½
36½	36⅝	2½c	900	Cosden & Co	37	37⅛	36½	36⅝	+ ⅛
134½	135	8	3200	Crucible Steel Co	135½	135½	133	135	+ ⅜
93	94½	7	100	Crucible Steel Co pf	94	94	94	94	+ 1
40¼	41½	7	1000	Cuban Am Sugar	41½	41¼	40	41	— ⅞
36⅛	36⅝	..	1800	Cuba Cane Sugar	36½	36½	36	36¼	— ½
97	98½	9	200	Delaware & Hudson	95½	95½	95½	95½	— 1⅞
4⅞	5	..	300	Denver & Rio Grande	4⅞	4⅞	4⅞	4⅞	— ⅛
10½	10¼	..	700	Denver & Rio Grande pf	10	10	10	10	..
11¼	12	1	100	Dome Mines	11¼	11¼	11¼	11¼	— ¼
15	20	..	100	Emerson Brantling	15⅛	15⅛	15⅛	15⅛	— ⅛
70	71	5	600	Endicott Johnson	70	71	70	70	— ⅝
12⅝	12⅞	..	900	Erie	12⅞	12⅝	12½	12⅝	..
19⅝	20	..	400	Erie 1st pf	19⅞	19⅞	19½	19½	..
70⅝	71½	8	500	Famous Players-Lasky	[illegible]	71¼	70½	71¼	— ⅝
35	35½	7	200	Federal Mining & Sm pf	[illegible]	35½	35½	35½	+ ½
26⅝	26⅞	3	100	Fisk Rubber	26½	26½	26½	26½	— ⅝
21	22	..	100	Freeport Texas	21	21	21	21	— 1⅝
9	9½	..	100	Gaston, W & Wigmore	9	9	9	9	+ ¼
62½	64	6	400	General Cigar Co	62½	63	62	63	+ 1
90	95	7	40	General Cigar Co pf	90	90	90	90	..
140	143	8	300	General Electric Co	141½	142	141½	142	..
21½	21¾	1	4700	General Motors	21⅝	21⅞	21½	21⅝	— ⅝
74⅝	78	6	200	General Motor pf	75	75	75	75	..
54⅛	55½	6	100	Goodrich (B F)	55½	55½	55½	55½	— ½
35	37	..	100	Granby Consol M & S	36¼	36¼	36¼	36¼	+ ⅛
73	73½	7	1300	Great Northern pf	72⅝	73	72⅝	73	..
31¼	31½	4	300	Great Northern Ore ctfs	31¼	31¼	31¼	31¼	— ⅝
23½	25	50c	300	Greene Cananea Cop	25	25	24½	24½	— ¼
18½	19⅝	2	600	Guantanamo Sugar	18⅝	19½	18⅝	19½	+ 1½
68	69	4	1400	Haskel & Barker Car	69	69¼	68	68	— ½
14	14⅝	1	500	Hupp Motor	14½	14⅝	14⅛	14⅝	— ⅛
98	100	..	600	Houston Oil Co	101	101	98	100	— 2⅝
85¼	86½	7	100	Illinois Central	85½	85½	85½	85½	— ½
..	..	1.20	300	Indian Ref	20	20	20	20	..
45⅝	46½	4	700	Inspiration Con Cop	46	46	45⅝	45⅝	— ⅝
8⅝	8⅞	..	500	Interboro Con Corp pf	8⅝	8⅝	8⅝	8⅝	— ¼
24	25	..	500	Int Mer Marine	24	24	24	24	— 1
73½	73¾	6	600	Int Mer Marine pf	73	73	72½	72⅝	— ¾
19	20¼	..	3200	Int Nickel	20	20⅛	19⅝	20⅛	+ ⅛
80	80¼	..	2400	Int Paper	80⅝	80⅝	79	80	— ⅞
72	74	6	200	Int Paper pf stpd	71⅝	71⅝	71⅝	71⅝	— ⅞
34⅞	35	..	4000	Invincible Oil	35	35¼	33⅝	35	+ ⅝
40	41½	..	500	Iron Products Corp	41	41	41	41	+ 1
5⅞	6¼	..	5100	Island Oil & Trans Corp	6⅛	6⅛	5⅞	6	..
18⅝	19⅛	..	1700	Kansas City Southern	18¼	19	18⅝	19	+ ¼
44	45	4	100	Kansas City Southern pf	43⅝	43⅝	43⅝	43⅝	+ ½
76	77	4	100	Kelly Springfield Tire	77	77	77	77	..
23½	24	2	800	Kennecott Copper	24⅝	24⅝	23⅝	23⅝	— ½
18	18½	1.20	2100	Keystone Tire & Rubber	18⅛	18½	17⅝	18½	— ¼
67½	67⅝	6	600	Lackawanna Steel Co	67⅞	67⅞	67½	67½	— 1½
11	12	..	100	Lake Erie & Western	11	11	11	11	..
21	22	2	300	Lee Rubber & Tire	21½	21½	21	21	— ⅛
44½	45	3½	1700	Lehigh Valley	44⅞	45¼	44¼	45¼	+ ⅝

Year to date	1920.	1919.	1918.
	145,160,928½	195,414,005	86,772,452

Closing Bid.	Closing Ask.	Div. in $.	Sales.		Opening.	Highest.	Lowest.	Closing.	Net Change.
20	20¼	2	2600	Loews, Inc	20¼	20¼	20⅛	20¼	— ¼
12	12½	..	2200	Loft, Inc	12¾	12¾	11⅞	12⅝	— ⅝
43½	45	..	100	Loose Wiles Biscuit	43½	43½	43½	43½	— 1½
131	133	12	200	Lorillard, P, Tob	134½	134½	132	132	+ 2
99	100	7	400	Louisville & Nashville	99	99⅞	99	99⅞	+ 1⅞
61	63	6	100	Mackay Cos	61	61	61	61	..
41	43	7	100	Manhattan Elevated, guar	42	42	42	42	— 1¼
13	13⅝	..	1100	Maxwell Motor	11⅞	13	11⅞	13	+ 1¼
..	..	..	1500	Maxwell Motor ctfs	13	14	13	13¼	— ¼
20	21⅝	..	200	Maxwell Motor 1st pf	21⅛	21⅛	20¼	20¼	— 1⅛
156¼	157	10	11200	Mexican Petroleum	160	160⅝	155⅝	156¼	— 3½
11⅝	12	1.60	3000	Middle States Oil	12⅛	12⅛	11⅝	11⅞	— ⅛
39¼	39⅝	4	800	Midvale Steel & Ord	39⅝	39⅝	39⅜	39½	— ⅝
14⅛	14¼	..	1200	Minneapolis & St L new	13½	14⅛	13½	14⅛	+ ¼
6¼	6½	..	100	Missouri, Kan & Tex	6¼	6¼	6¼	6¼	..
10½	11	..	100	Missouri, Kan & Tex pf	10⅛	10⅛	10⅛	10⅛	— ⅞
25⅜	25½	..	600	Missouri Pacific	25¼	25½	25	25½	+ ¼
44½	45	..	1200	Missouri Pacific pf	44	45	43⅝	45	+ 1¼
73⅛	74	..	400	National Aniline & Chem	74¼	74⅝	74	74	— ⅞
85	88½	7	200	Nat Aniline & Ch pf	88⅞	88⅞	88½	88½	— ¼
42	43	5	100	Nat Cloak & Suit	43	43	43	43	— ¼
85	88½	7	100	National Cloak & Suit	43	43	43	43	— ¼
6⅝	7	..	500	National Conduit & Cable	7	7	6⅝	6⅝	— ⅛
58	60	6	600	National Enam & Stamp	57⅝	58⅝	57⅝	58	— 1⅝
4½	5	..	100	Nat R R of Mex 2d pf	4½	4½	4½	4½	— ⅝
11	11¼	1	800	Nevada Con Copper	11	11	11	11	..
36½	37½	..	200	New Orleans, Tex & Mex	36½	36½	36½	36½	+ ¼
94	95	10	300	New York Air Brake	95	95	95	95	+ ⅝
72¼	72⅝	5	900	New York Central	72	72¼	71½	72¼	+ ¼
33½	35	..	200	New York, Chic & St L	33	33	33	33	+ 1
33⅝	33¾	..	3400	New York, N H & H	33¼	33⅝	32⅞	33⅝	+ 3¼
19	19⅞	1	100	New York, Ont & West	18⅝	18⅝	18⅝	18⅝	+ ⅛
90½	91	7	1200	Norfolk & Western	90	91	89⅝	91	+ 1
49	51	5	100	North American Co	50	50	50	50	— ½
73¼	74	7	400	Northern Pacific	73	73½	73	73½	+ ½
44½	45⅝	5	100	Nova Scotia S & C	46	46	46	46	+ ½
3⅞	4	40c	700	Oklahoma Prod & Ref	3⅞	3⅞	3⅞	3⅞	..
5⅝	5½	..	100	Ontario Silver Mining	5⅝	5⅝	5⅝	5⅝	..
21½	22⅛	..	200	Otis Steel	22	22	22	22	..
84	85	6	15000	Pan Am Petrol & T	87	87	84⅝	85⅝	— 1¼
80	81	6	1900	Pan Am Petrol & T "B"	81⅝	81⅝	80	80	— 1½
40⅞	41⅛	3	960	Pennsylvania R R	40⅝	41	40⅝	41	+ ⅛
17½	18	..	200	Penn Seaboard Steel	17⅞	17⅞	17⅞	17⅞	— ⅛
27½	27⅝	..	900	People's Gas, Chi	27⅝	27⅝	27½	27½	— ½
24	24¼	..	1300	Pere Marquette	24¼	24⅝	23	24¼	..
38¼	39	..	1900	Pierce Arrow Motor	39	39	38¼	38⅞	— ⅝
12½	12⅝	..	500	Pierce Oil Corp	12½	12⅝	12½	12½	— ⅝
81	81½	8	100	Pierce Oil Corp pf	81	81	81	81	..
61⅝	61⅞	5	400	Pittsburg Coal of Pa	61	61⅝	61	61⅝	— ¼
27	27⅝	..	300	Pittsburg & West Va	27¼	27½	27	27½	..
94	95½	8	200	Pressed Steel Car	94	95	94	95	— ⅝
71⅞	72	5	4900	Punta Allegre Sugar	72¼	72⅝	70⅝	72	+ ¼
38¼	38½	4	600	Pure Oil	38½	38½	38½	38½	+ ½
14⅛	15	1	800	Ray Consol Cop	14⅞	15	14⅞	14⅞	+ ⅛
91⅝	92	4	28600	Reading	89⅝	92	88½	92	+ 3
44	45	2	300	Reading 1st pf	42	43	42	43	+ 1
51	53	..	400	Remington Typewriter	52⅛	52¼	51½	51½	— 1⅛
81	82	..	15500	Replogle Steel	82	84⅝	80½	81	+ 1
36	36½	..	200	Republic Motor Truck	36	36⅞	36	36⅞	+ ⅝
82¼	82½	6	3100	Republic Iron & Steel	82¼	82½	81⅝	82¼	+ 2
83⅝	83¾	5.20	11600	Royal Dutch Co	83½	83⅞	82⅝	83⅝	+ 2⅝
16	16½	1	200	St Joseph Lead	16⅞	16⅞	16⅞	16⅞	+ ⅛
25¼	25⅝	..	2600	St Louis & San Fran	25¼	25½	24⅝	25⅝	+ ¼
21⅞	21⅞	..	1600	St Louis Southwestern	21⅞	21½	21⅞	21½	+ ¼
33½	33⅝	..	1600	St Louis Southwest pf	32½	33⅝	32½	33⅛	+ 1
13	16	1	400	Santa Cecilia Sugar	15	15	14	14½	— ½
39	40	6	200	Savage Arms Corp	40	40	40	40	— 1¼
13¼	14	..	100	Seaboard Air Line pf	14¼	14¼	14¼	14¼	+ 1¼
51½	51⅝	74c	5500	Shell Trans & Trading	50¾	52¼	50¾	51⅝	+ 2⅝
26⅞	27	..	10800	Sinclair Consol Oil	27	27½	26⅞	27	..
67½	69	6	900	Sloss-Sheffield S & I	69	69½	68	68	..
121	122	20	300	South P R Sugar	123½	123½	122½	122½	— 1½
93⅝	93½	6	8000	Southern Pacific	92⅝	93½	92⅝	93½	+ 1
27¼	27½	..	2200	Southern Railway	27½	27⅝	27	27⅝	+ ¼
59½	60	5	300	Southern Railway pf	60	60	60	60	+ ⅝
662	668	20	30	Standard Oil of N J	660	662	660	662	..
662	668	20	17	*Standard Oil of N J	665	670	665	670	..
105½	106	7	200	Standard Oil of N J pf	105⅝	105⅝	105⅝	105⅝	+ ¼
105½	106	7	10	*Standard Oil of N J pf	106⅛	106⅛	106⅛	106⅛	..
33	34	4	300	Stewart Warner Speed	34	34	34	34	— ½
74⅝	74½	4	5700	Stromberg Carburetor	75	75	73	74¼	— 1
62⅝	63½	7	4600	Studebaker Corp	63⅝	63⅝	61⅝	63	— ⅝
9⅛	9½	..	600	Tenn Cop & Chem	9⅝	9½	9⅝	9⅝	— ⅝
46⅞	47	3	16800	Texas Co	47½	47⅝	46⅝	47	— ⅝
39⅝	40	..	700	Texas Pac Coal & Oil	41⅝	41½	40	40	— 1
35	35½	..	1600	Texas & Pacific	34⅝	35½	34	35¼	+ 1
64	65⅝	6	2800	Tobacco Products	64	65½	64	65	[illegible]
9½	10	..	4400	Transcontinental Oil	10¼	10¼	9½	9⅝	— ⅝
44⅛	46	5	100	Transue & Wms Steel	45⅝	45⅝	45⅝	45⅝	— ¼
84	86	8	100	Union Bag & Paper	84	84	84	84	..
27¼	28	..	400	Union Oil	27⅝	27⅝	27½	27½	— ½
118½	119	10	3800	Union Pacific	117⅝	118⅞	117½	118½	+ ⅝
64	65	4	300	Union Pacific pf	65	65	64¼	64¼	— ⅝
39⅞	40½	4	100	United Alloy Steel	40	40	40	40	+ 1
43	44	3½	100	United Drug Co 1st pf	44¼	44¼	44¼	44¼	+ ⅛
155	187⅝	12	100	United Fruit Co	187⅝	187⅝	187⅝	187⅝	..
66⅝	67	3	3100	United Retail Stores	68¼	68⅛	66½	67	— 1¼
41⅝	44	5	100	U S C I Pipe & Fdy	41⅝	41⅝	41⅝	41⅝	— ¼
58⅝	58⅝	6	1500	U S Food Prod Corp	58⅝	58⅞	58⅝	58⅝	— ¼
84¼	85	8	700	U S Int Alcohol	84¼	84½	83½	84½	— ⅛
46	47½	..	700	U S Realty & Imp	47	47¼	47	47	— 1
84½	85	8	4400	U S Rubber	86¼	86¼	83⅝	84¼	— 2
50¼	52¼	6	300	U S Smelting, R & M	52	52½	52	52½	+ 1½
41½	42½	3½	200	U S Smelting, R & M pf	41⅞	41⅞	41⅞	41⅞	— ⅝
87⅝	87⅞	5	20600	U S Steel	88⅞	88⅞	87½	87⅝	— 1⅜
106⅝	107	7	500	U S Steel pf	107	107	106⅝	106⅝	..
60⅝	61½	6	400	Utah Copper	61⅝	61⅝	60⅝	61	..
..	8	..	100	Utah Sec Corp	7¾	7¾	7¾	7¾	— ½
71¼	71½	6	15000	Vanadium Corp	73	73¼	70⅝	71½	— ⅝
64½	64⅞	4	100	Va-Carolina Chem	65⅝	65⅝	65⅝	65⅝	+ ½
13½	14½	2	400	Vivaudou V	14	14	14	14	— ⅝
7⅝	7⅞	..	400	Wabash	8	8⅛	8	8⅛	+ ⅛
25	25½	..	500	Wabash pf A	25⅝	25⅝	25	25¼	+ ½
10	10¼	..	1900	Western Maryland	9⅝	10¼	9½	10¼	+ ½
12¼	13½	..	600	Western Maryland 2d pf	13	13⅛	13	13⅛	+ ⅛
27	27½	..	200	Western Pacific	27	27	27	27	+ ¼
46⅝	47	4	800	Westinghouse E & M	47¼	47¼	46⅝	46⅝	— ½
10⅞	11	..	1100	Wheeling & Lake Erie	10⅝	11	10⅝	11	+ ½
18	19½	..	600	Wheeling & Lake Erie pf	17½	18¼	17½	18¼	+ 1½
47	47¼	4	400	White Motors	47⅞	47⅞	47¼	47¾	— ½
25	25½	4	700	Wickwire Spen Steel	26½	27	25	25	— 2⅝
16	16½	1	3400	Willys Overland	16¼	16¼	15⅝	16	..
54	55	5	400	Wilson & Co	54¼	54½	54¼	54½	+ ½
27⅝	28½	..	800	Wisconsin Central	27	28½	27	28½	+ 3½
60⅝	61	6	100	Worthington Pump	60⅞	60⅞	60⅞	60⅞	— ⅝

*Odd lots.

NOTE—Odd lot transactions are not recorded in separate line unless sales were made at price outside of the regular full lot range.

UNLISTED SECURITIES
1873 T&K 1920
TOBEY & KIRK
Members New York Stock Exchange
25 Broad Street
New York

Unlisted Securities
Bought—Sold—Quoted
C. C. Kerr & Co.
2 Rector St., N. Y. 'Phone 6780 Rector

Great Earning Power
High Yield
Empire Gas and Fuel Company
Preferred Stock
TO YIELD OVER 9%
The Issuing Company is one of the largest producers of high grade refinable oil in the United States, a complete unit within itself doing, through subsidiary and affiliated companies, a producing, refining, transporting and marketing business.
Circular E-31 on request
Henry L. Doherty & Company
Bond Department
60 Wall Street, New York

Chicago Nipple Manufacturing Co.
6% Cumulative and Participating Class A Stock
Par Value $10 per share
Actively traded in on The New York Curb
Information on request
Pearl & Co.
Members New York Stock Exchange
71 Broadway
Tel. Bowling Green 6300.

J.K. Rice, Jr. & Co. Will Buy
100 Armstrong Cork Com.
100 Continental Insurance
20 Dela., Lack. & Western Coal
10 Farmers Loan & Trust Stock
50 Hanover Nat. Bank
50 National Liberty Ins.
200 Penn. Coal & Coke
25 Standard Screw Com.
25 U. S. Fire Insurance
100 Thurber Earthen Products
J.K. Rice, Jr. & Co. Will Sell
100 Armstrong Cork Com.
20 American Alliance Ins.
50 Butterworth-Judson Com.
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