Munds, Rogers & Stackpole

Mexican

Petroleum

Our letter, sent upon request, discusses this property

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Allied Chemical and Dye Corporation

We shall be pleased to send you our special circular discussing the proposed merger of the following chemical companies:

Barrett Company
General Chemical
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THE NATIONAL CITY COMPANY NATIONAL CITY BANK BUILDING NEW YORK

$120,000

Hoboken, N. J.

Gold 6% Bonds

Maturities	Yields
1921-25	6%
1926-30	5¾%
1931-40	5½%
1941-56	5⅝%

Exempt from All Federal Income Taxes

The National City Company
Main Office:
National City Bank Building
Uptown Office: Fifth Ave. & 43d St.

New York, Penna. & Ohio R. R. Co.
Reorgan. Prior Lien Gold 4½s, Due Mar. 1935

Authorized & Outstanding $8,000,000

These bonds, outstanding at the low rate of $18,000 per mile, are secured by an absolute First and "closed" Mortgage on about 429 miles of railway from Salamanca, N. Y., to Dayton, Ohio, and Oil City, Pa.

Of this mileage about 316 miles, from Salamanca, N. Y., to Marion, Ohio, is double tracked and it forms an integral and indivisible part of the through main line of the Erie Railroad Company between Jersey City and Chicago and to Cincinnati.

Price on Application, to Yield a 7.25% Basis.

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FINANCIAL NEWS AND COMMENT

Stock Market Continues Rise in Forenoon—Has Setback in Final Hour.

INDUSTRIALS SELL OFF

Rail Advance Makes Good Progress at Outset—Affects New Line of Issues.

As was the case on Saturday, the stock market yesterday had an outward appearance of strength, but actually there were as many weak points as strong ones. The rise in Erie on that day brought out a new crop of possible railroad mergers under the new Cummins act, and these reports yesterday had the effect of injecting life into the entire list of low priced issues. As trading progressed this activity also spread to some extent to the better grade of rails and to the Mexican shares and specialties. Elsewhere, however, the market failed to respond to the over-Sunday developments. The steel shares, for instance, were bid up sharply to start with, but their rise did not hold, nor did it in the case of the copper or motor shares. With the steel and motor shares it seemed to be a case of having eliminated the short interest, and, as the profit taking set in in the final hour, stocks of this type went down very easily, particularly Steel common, which gave a very poor account of itself on the day as a whole.

The setback in the rails and oils, however, did not go any further than the limits of a normal reaction. This was because there had been good buying. Where the rise had not been built on such a good foundation, and where it had been entirely too fast anyway, stocks melted away easily as the selling began to make itself felt in the last hour. It was very foolish anyway for Wall Street to think it could break away from the trading area, in so far as the industrial stocks were concerned, without the usual preliminaries. The money market is still far too delicate to permit a sustained movement in the industrials, and it would be so too in the case of the rails if the fact were not known that the banks are anxious to get more collateral in back of their loans. The Street is full of industrials, but there are very few railroad shares in the Street, which accounts for the fact that the banks are anxious to get more railroad collateral, and also for the fact that rails move forward so easily.

The advance in rails made very good progress at the outset, but an entirely new line of issues participated in the move. The advance in Erie and such issues on Saturday had undoubtedly discounted the preliminary negotiations that are being carried on by several roads looking toward mergers, and so it was a case of finding new issues to keep the ball moving, so to speak. In their place the traders took up, one by one, Rock Island, New Haven and Southern Railway, all of which were connected in some way with merger talk. Meanwhile, however, the industrial shares had lost the best part of their opening advance, and some of them a good deal more. The leather stocks were very weak from the outset, on a report that Central Leather would cut its dividend to-day, but the most discouraging thing, so far as the industrial stocks were concerned, was the failure of Steel common to hold its gain. This issue acted very poorly all day, and it was noticeable that such issues were the weakest in the afternoon, when the profit taking set in.

There was no change in the money market, although Wall Street expected a higher rate in the afternoon. This was because no notice of withdrawals by the Government had been sent out up to last night. It had been expected that the Government would withdraw approximately $25,000,000 from the banks to-day, but apparently this will not be done until later in the week. The renewal rate was 7 per cent., which was the same as on Friday, and that rate prevailed all day. Some further time money was loaned at 8 per cent. for sixty day periods, but none of it is coming from local institutions. Thus far all that has been loaned has been for the account of out of town banks, which heretofore have been putting their surplus money out on call. The local banks are not expected to enter the time money market until later on this fall—not until the demand for crop funds is out of the way, at least.

MONEY AND EXCHANGE.

CALL MONEY.

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

CLEARING HOUSE STATEMENT.

Clearing House exchanges, $609,022,270; balances, $119,968,961; Sub-Treasury debit balances, $271,987; Federal Reserve credit balances, $119,589,456.

SILVER MARKETS.

Official bar silver in New York—Domestic, 99½c. per ounce, unchanged; foreign, 94½c., up ⅛c.; London, 50½d., unchanged; Mexican dollars, 71⅝c., up ⅛c.

CANADIAN EXCHANGE

New York funds in Montreal, $111.25 premium per $1,000; Montreal funds in New York, $100.11 per $1,000.

FOREIGN EXCHANGE.
GREAT BRITAIN

Parity.		Monday.	Saturday.
$4.8665	Demand, sterling	$3.51¼	$3.53¾
	Cables, sterling	3.52	3.54½
	Bankers, 60 days	3.47¼	3.49¾
	Bankers, 90 days	3.45¼	3.47¾
	THE CONTINENT.		
19.30	France, cents a franc—		
	Demand	6.37	7.01
	Cables	6.78	7.02
19.30	Belgium, cents a franc—		
	Demand	7.19	7.39
	Cables	7.20	7.40
19.30	Switzerland, cents a franc—		
	Demand	16.22	16.32
	Cables	16.25	16.35
19.30	Italy, cents a lira—		
	Demand	4.36	4.42
	Cables	4.37	4.43
23.80	Germany, cents a mark—		
	Demand	1.51	1.48
	Cables	1.52	1.49
26.80	Sweden, cents a krone—		
	Demand	20.25	20.40
	Cables	20.35	20.50
26.80	Norway, cents a krone—		
	Demand	13.70	13.80
	Cables	13.75	13.85
26.80	Denmark, cents a krone—		
	Demand	13.70	13.75
	Cables	13.75	13.80
19.30	Greece, cents a drachma—		
	Demand	10.60	10.60
	Cables	10.70	10.70
19.30	Spain, cents a peseta—		
	Demand	14.71	14.76
	Cables	14.75	14.80
40.20	Holland, cents a florin—		
	Demand	31.12½	31.12½
	Cables	31.25	31.25
20.30	Austria, cents a crown—		
	Demand	.44½	.47
	Cables	.45½	.48
20.26	Czecho-Slovakia, cents a krone—		
	Demand	1.28	1.40
	Cables	1.33	1.45
19.30	Rumania, cents a lei—		
	Demand	2.00	2.00
	Cables	2.05	2.05
	FAR EAST.		
108.32	Shanghai, cents a tael—		
	Demand	106.00	106.00
	Cables	106.50	106.50
78.00	Hongkong, cents a dollar—		
	Demand	75.50	76.00
	Cables	76.00	76.50
32.44	Bombay, cents a rupee—		
	Demand	33.00	33.25
	Cables	33.25	34.00
49.84	Yokohama, cents a yen—		
	Demand	51.25	51.25
	Cables	51.50	51.50
	SOUTH AMERICA.		
44.42	Rio de Janeiro, cents a milreis—		
	Demand	18.12½	18.00
	Cables	18.25	18.12½
42.84	Buenos Aires, cents a peso—		
	Demand	36.75	36.50
	Cables	36.87½	36.62½
103.42	Uruguay, cents a dollar—		
	Demand	83.75	83.75
	Cables	84.00	84.00

NEW YORK STOCK EXCHANGE QUOTATIONS.

MONDAY, SEPTEMBER 20, 1920.

Day's sales	1920. 1,023,854	1919. 742,630	1918. 239,030

Closing Bid.	Closing Ask.	Div. in $.	Sales.		Open-ing.	High-est.	Low-est.	Close-ing.	Net Change.
26½	27	..	500	Adams Express	27	27⅛	27	27	+ ½
..	..	..	100	Advance Rumely	31½	31½	31½	31½	— ⅝
48	49	6	200	Ajax Rubber	49½	49½	48	48	— 1
1⅝	1½	..	500	Alaska Gold M	1⅝	1½	1⅝	1⅝	..
60⅝	61	..	2200	Allied Chem & Dye w i	61⅝	61⅞	60⅝	60⅝	— ⅝
90	91	7	100	Allied Chem & Dye pf w i	90⅞	90⅞	90⅞	90⅞	— ⅝
34	35	4	700	Allis Chalmers Mfg	34½	34⅝	34	34⅛	+ ⅛
86⅝	87	8	300	Am Agric Chem	86¼	87	86¼	87	+ 1½
81½	82½	8	800	Am Beet Sugar	82	83	82⅝	82⅝	— ⅛
83⅝	84¼	10	400	Am Bosch Magneto	84¼	84¼	84	84⅛	— ⅛
52	55½	4	400	Am Brake Shoe & Fdy	55	55⅝	55	55⅝	+ 1⅝
36	36⅝	..	1500	Am Can	36⅝	37½	36⅝	36½	— ½
134⅝	135	12	900	Am Car & Foundry	134½	136⅝	134½	135½	— ½
24½	25½	..	700	Am Cotton Oil	25¼	25¼	25	25	— ⅝
9½	10	50c	300	Am Druggis Syndicate	10	10	10	10	..
138	140	6	500	Am Express	138	141	138	140	+ 2
12⅝	13	..	500	Am Hide & Leather	13⅛	13⅛	12⅝	12⅝	— ½
69	69½	7	1000	Am Hide & Leather pf	71	71	69¼	69¼	— 2½
39⅝	41	4	200	Am Ice	40	40	40	40	+ 2
77	77½	6	4600	Am International Corp	78⅛	78½	77⅛	77⅛	— ½
69¼	70½	3	500	Am Linseed Co	70½	70½	70	70	— ½
83	89	7	100	Am Linseed Co pf	86	86	86	86	— ⅝
96⅝	97	6	5600	Am Locomotive	97	97⅝	96¼	96⅝	— ¼
101	105	7	100	Am Locomotive pf	102	102	102	102	..
15⅛	16	..	4700	Am Safety Razor	16¼	16½	15⅝	16	— ⅛
19½	19⅝	..	700	Am Ship & Commerce	20	20	19⅝	19⅞	— ⅛
63⅛	63½	4	13000	Am Smelt & Ref	63½	64⅝	63¼	63⅛	— ⅛
74	75	6	200	Am Smelt Sec A	74½	74⅝	74½	74⅝	+ 2¼
37	37¼	3	500	Am Steel Foundries	37	37	36⅝	37	— ½
112	112¼	7	400	Am Sugar Ref	112½	112½	112	112	— ½
105	106	7	200	Am Sugar Ref pf	106	106	106	106	— 1½
90⅛	91	10	1000	Am Sumatra Tob	89⅞	90⅞	89⅛	90⅛	— ⅝
98	98⅛	8	700	Am Tel & Tel ex div	98⅛	98⅛	98	98	— 1
127⅝	130	12	1200	Am Tobacco	128⅛	130	128⅝	129⅝	+ 2⅝
126½	127½	12	4300	Am Tobacco B	123⅛	128½	123⅛	126⅝	+ 3⅝
82⅝	82½	7	1600	Am Woolen	83⅛	84	82½	82½	— ½
59	61	..	3000	Am Writing Paper pf	59	61¼	59	60½	+ 2½
13	14	..	200	Am Zinc, L & Smelt	13	13	13	13	+ ½
55	55¼	4	5500	Anaconda Copper	55¼	55⅞	54⅝	54⅝	— ⅛
3	3¼	..	200	Assets Realization	2⅞	3	2⅞	2⅞	— ⅛
84¼	85	6	7000	Atch, Top & Santa Fe	84⅞	85⅝	84½	84½	— ½
76	76⅞	5	100	Atch, Top & Santa Fe pf	77	77	76½	77	+ ⅝
8½	9½	..	300	Atlanta, Birm & Atl	9	9¼	8⅝	9¼	+ ¼
92	93¼	7	400	Atlantic Coast Line	91	93	91	93	+ 1
149	152	10	3700	At, Gulf & W I S S	150	154½	149¼	151	+ 1⅛
14	15	3	100	Autosales pf	13	13	13	13	— 2
114	114⅛	7	59900	Baldwin Locomotive Wks	114	114	114	114	+ ½
96	98	7	200	Baldwin Loco Works pf	98	98	98	98	..
44	44¼	..	7500	Baltimore & Ohio	44½	45	44	44¼	..
50½	51½	4	1100	Baltimore & Ohio pf	51⅝	51½	51	51½	+ ½
39	43½	2½	100	Barnsdall Corp A	41½	41½	41½	41½	+ ½
⅝	1	..	100	Batopilas Mining	⅝	⅝	⅝	⅝	— ⅛
5⅝	6	..	1000	Bethlehem Motors	5⅝	5⅝	5½	5½	— ½
106	107⅝	8	200	Bethlehem Steel 8 p c pf	107	107	107	107	+ ½
77¼	77½	5	4800	Bethlehem Steel B	78	78½	77⅛	77⅛	— ⅝
7	7½	..	300	Booth Fisheries	7½	7⅝	7½	7⅝	— ⅛
10⅝	11⅝	..	400	Brooklyn Rapid Transit	11⅛	11⅝	11	11¼	+ ⅛
6½	7	..	150	Bklyn Rap Tr ctfs of dep	7	7	7	7	..
48	50½	..	100	Brooklyn Union Gas	48⅛	48⅛	48⅛	48⅛	— 1⅝
11	12	..	200	Butterick Co	11⅝	11⅝	11½	11½	— ½
7⅝	7⅞	..	400	Butte Copper & Zinc	7⅝	7⅝	7⅝	7⅝	— ⅛
20	20½	..	500	Butte & Superior Copper	20½	20⅝	20	20	..
17¼	17½	..	1100	Caddo Cent O & R	18⅝	19	17½	17½	— 1⅝
66½	67⅝	6	100	California Pack Co	67½	67½	67½	67½	+ ½
30¼	31	..	800	California Petrol	30⅝	31	30¼	30¼	— ½
121¼	121⅞	10	6800	Canadian Pacific	122⅛	122⅞	121½	121½	— ½
8	10	..	200	Case J I Plow Works	10	10	10	10	— 1
49⅝	50	5	16900	Central Leather	50¼	51½	49	50	— 2
94½	96	7	100	Central Leather pf	94½	94½	94½	94½	+ ½
43⅞	44½	4	3400	Cerro de Pasco Copper	43½	45¼	43¼	44	+ ⅛
48	52¼	4	100	Certain-teed Prod Corp	52⅝	52⅝	52⅝	52⅝	+ 1⅝
85	85½	10	800	Chandler Motors	86	88	85	85	— ½
66	66⅝	4	4500	Chesapeake & Ohio	67	67	66	66	— ½
10¼	11	..	100	Chicago & Alton	10⅝	10⅝	10⅝	10⅝	+ ½
12	14	..	200	Chic & E Ill pf Eq Tr ctfs	13½	13½	13½	13½	+ ½
11⅝	11½	..	19200	Chicago Gt Western	11	11⅛	11	11½	+ 1⅛
27½	28½	2	3200	Chicago Gt Western pf	29	29⅝	28	28	— ½
38¼	38⅝	..	6900	Chicago, Mil & St Paul	38½	39⅝	38¼	38¼	— ½
56½	57¼	..	5200	Chicago, Mil & St P pf	58⅝	58½	57¼	57¼	— ⅝
74⅝	75½	..	200	Chicago & Northwestern	75¼	75½	75	75	— ½
83	85	8	100	Chicago Pneumatic Tool	84⅝	84⅝	84⅝	84⅝	— ½
38½	38⅝	..	26200	Chicago, R I & Pacific	38⅝	39⅝	38¼	38½	+ ½
68½	69	6	1200	Chicago, R I & P 6 p c pf	67½	69	67½	68½	+ ½
78⅞	79	7	1700	Chicago, R I & P 7 p c pf	79⅝	80	79	79	..
15	15¼	..	1900	Chile Copper	15⅝	15⅞	15	15	— ⅛
28¾	29½	11	700	Chino Copper	29⅝	29⅝	29¼	29¼	— 1⅛
34¼	34¾	4	300	Coca-Cola	34¾	34⅞	34¾	34¾	— ⅝
33½	35½	3	200	Col Fuel & Iron	35	35	34½	34½	— ⅝
26	30	..	400	Colorado & Southern	29	29½	28	29½	+ ½
58½	58⅝	5	2700	Columbia G & Elec	58½	58	58¼	58¼	— ½
22⅝	24¼	1	3700	Columbia Graphophone	24⅝	24⅝	24	24	+ ½
75½	76	..	100	Consolidated Cigar	75	75¼	74½	75¼	— ⅝
80	81	7	500	Consolidated Gas	81	81¼	80	80	— 1
9½	10	2	200	Consolidated Interstate Cal Min	10	10	10	10	..
28½	30½	3	800	Consolidated Textile	31½	31½	30½	30½	— ⅝
80	82	7	100	Continental Can ex div	78½	78½	78½	78½	+ ½
10⅝	11	1	300	Continental Candy ex div	11	11	10⅝	10⅝	— ½
88⅝	89¼	4	5900	Corn Products Ref	89⅝	90⅝	88¾	88⅝	— ½
101	103	7	100	Corn Products Ref pf	101½	101½	101½	101½	+ ⅝
39¾	40½	2½	1500	Cosden & Co	40¼	41	40	40	— ⅝
57	70	6	100	Crex Carpet	59⅝	59⅝	59⅝	59⅝	+ 1
129⅝	129⅝	8	11700	Crucible Steel Co	127½	132	127	130¼	+ 2
92½	94	7	100	Crucible Steel Co pf	92⅝	93⅝	92⅝	93⅝	+ ⅛
45	45½	7	1000	Cuban Am Sugar	45⅛	45½	45	45	..
40½	41	..	900	Cuba Cane Sugar	40⅞	41¼	40⅛	41	..
76	77	..	100	Cuba Cane Sugar pf	77	77	77	77	+ 1
36½	37	..	200	Davison Chemical	36½	36½	36½	36½	+ ½
103	105	9	200	Delaware & Hudson	105	105	105	105	+ 1½
3¼	3¼	..	3000	Denver & Rio Grande	3¼	3⅜	3	3¼	+ ⅛
6¼	6⅝	..	6500	Denver & Rio Grande pf	6	6⅝	5⅝	6¼	+ ½
11⅝	12	1	100	Dome Mines	11⅝	11⅝	11⅝	11⅝	+ ½
23½	24	..	100	Elk Horn Coal Corp	24	24	24	24	+ ½
71	72½	5	100	Endicott Johnson	71⅝	71⅝	71⅝	71⅝	+ ⅝
19⅝	20	..	48200	Erie	21	21⅝	19⅞	19⅞	— 1⅞
27	28	..	11600	Erie 1st pf	29⅛	29⅝	26⅞	27¼	— 1⅞
21	22	..	4500	Erie 2d pf	22½	22⅝	21	21	— 1
73	73½	8	400	Famous Players-Lasky	73⅝	73½	73	73	— ½
85¼	86	8	100	Famous Players-Lasky pf	85¼	85¼	85¼	85¼	..
10	12	..	100	Federal Mining & Smelt	12	12	12	12	..
34	34½	7	100	Federal Min & Smelt pf	35	35	35	35	+ ⅛
26	26¼	3	800	Fisk Rubber	26½	26½	26	26	— ½
23	23½	..	1000	Freeport Texas	24	24	23	23	— 1
8⅝	8½	..	400	Gaston W & Wigmore	8¼	8⅝	8¼	8⅝	..
64	65½	6	200	General Cigar Co	65	65	64	64	— 1
87½	92	7	100	General Cigar Co deb pf	82	82	82	82	+ 1
143	144	8	400	General Electric Co	142½	143⅞	143	143⅞	..
21⅝	21⅞	1	7200	General Motor	21⅞	22	21⅝	21⅝	— ½
69½	70	6	300	General Motor Corp deb	69½	69⅝	69½	69⅝	+ ½
54	54¼	6	900	Goodrich (B F)	55	55	54	54	— 3⅝
79¼	79½	7	3400	Great Northern pf	79⅝	79⅝	78⅞	79⅛	+ ⅛
33¾	34⅞	4	200	Great Northern Ore ctfs	34	34	33⅞	33⅞	— ⅛
27½	29	50c	600	Greene Cananea Copper	28½	28½	27½	27½	— 1⅝
19	19½	2	200	Guantanamo Sugar	19⅝	19⅝	19	19	..
12	12⅝	..	250	Gulf, Mobile & North	12	12	12	12	..
15	15½	1½	100	Habirshaw Elec Co ex d	15¼	15¼	15¼	15¼	— ⅛
70	70½	4	1600	Haskel & Barker Car	70½	71⅝	70⅛	70⅛	— ⅝
15¾	16	1	2600	Hupp Motor	16	16	15⅝	15⅝	..
31¼	31⅝	3	200	Hydraulic Steel	31⅞	31⅞	31½	31½	— ⅛
113⅝	114½	..	6000	Houston Oil Co	114⅝	116½	112½	113¼	— ⅛
89⅝	90	7	400	Illinois Central	90	90	90	90	+ ⅛
7	8	60c	800	Indiahoma Ref	7⅝	7⅝	7½	7½	— ⅛
19¼	19½	1.20	100	Indian Refining	19½	19½	19½	19½	— ⅛
48½	49⅝	4	2200	Inspiration Con Copper	49	49⅝	48⅞	48⅞	..
3¾	4	..	2300	Interboro Con Corp	4	4	4	4	+ ½
12	12⅝	..	1000	Interboro Con Corp pf	12½	12½	12	12	— ½
82	84	5	100	Int Agric Corp pf	84	84	84	84	+ 2
24⅝	26	..	2000	Int Mer Marine	25½	25⅝	24⅝	24⅝	— ⅝
78¼	78½	6	1600	Int Mer Marine pf	79	79⅝	78⅝	78½	..
45	46	..	100	Inter Motor Truck	45	45	45	45	— 1½
61	64	7	100	Inter Motor Truck 2d pf	62	62	62	62	— 1½
19½	20	..	5300	International Nickel	19½	20¼	19⅝	19⅝	+ ¼
82¼	83	..	3400	International Paper	82	82⅝	82	82	..
38⅝	39	..	9400	Invincible Oil	39	40¼	38⅝	38⅝	— ⅝
6½	6⅝	..	9700	Island Oil & Trans Corp	6⅝	6⅝	6½	6½	— ⅛
7½	8	..	100	Jewel Tea	7½	7½	7½	7½	— ⅛
21¼	21½	..	6100	Kansas City Southern	21⅝	22⅝	21⅝	21⅞	+ ⅝
47	48	4	400	Kansas City Southern pf	47	47⅞	47	47½	+ ⅝
74½	75½	4	640	Kelly Springfield Tire	77	77	73	73	— 1⅝
69	70	..	100	Kelsey Wheel Co	63	63	63	63	+ 3
26½	26½	2	1700	Kennecott Copper	26	26	25⅝	25¾	— ¼
16⅝	17	1.20	1600	Keystone Tire & Rubber	17½	17⅞	16⅝	16⅝	— ⅝
69¼	69¼	6	500	Lackawanna Steel Co	69	69	68½	68⅝	— ¼
12½	14½	..	600	Lake Erie & Western	14	14⅝	14	14	..

Year to date	1920. 156,764,527½	1919. 214,495,854	1918. 98,906,671

Closing Bid.	Closing Ask.	Div. in $.	Sales.		Open-ing.	High-est.	Low-est.	Close-ing.	Net Change.
26	27	..	3200	Lake Erie & Western pf	25¼	27	25¼	26½	+ 1⅛
49	49½	3½	2900	Lehigh Valley	50	50⅛	49	49⅛	..
99	106	7	100	Liggett & Myers Tob pf	99	99	99	99	— 1⅛
21½	21⅝	2	2400	Loews Inc	21⅝	22	21¼	21½	..
14⅝	14⅞	..	1400	Loft Inc	14½	14⅝	14½	14½	— ⅛
102¼	103	7	200	Louisville & Nashville	102⅛	102⅝	101⅛	101½	— 1⅛
18	20	..	200	Mallinson & Co H R	18	18	18	18	— 1½
104	105	10	800	Manati Sugar	104	104⅝	104	104⅝	+ 2⅝
40	58½	..	15	Marlin Rockwell Corp	45	45	45	45	..
8	8⅝	..	900	Maxwell Motor	8⅛	9	8½	8½	— ½
17	19	..	1000	Maxwell Motor 1st pf	18⅛	19	17⅞	17⅞	— ⅛
..	..	..	200	Maxwell Motor 1st pf ctfs	18	18	18	18	..
192½	193	12	44900	Mexican Petroleum	188¼	196½	188¼	193	+ 5½
20	20½	2	800	Miami Copper	20	20½	20	20	+ ½
15⅝	15⅞	1.60	30410	Middle States Oil	18½	18⅝	13⅛	15⅞	+ 2⅛
40½	40½	4	2785	Midvale Steel & Ord	40½	40½	40	40½	+ ½
14⅛	14⅛	..	2500	Minneapolis & St L new	16	16⅝	19	19½	+ ½
6½	7	..	1100	Missouri, Kan & Tex	7	7⅝	6⅝	6⅝	— ½
11⅝	12	..	500	Missouri, Kan & Tex pf	12¼	12¼	12	12	— ½
27⅝	27⅞	..	10200	Missouri Pacific	27½	28⅛	27½	27⅝	+ ⅛
48½	49	..	2500	Missouri Pacific pf	48½	49¼	48½	48½	— ½
60½	60½	3	100	Montana Power	62	62	62	62	+ 1¼
32½	33¼	..	500	Mont. Ward & Co	33	33⅝	33	33⅝	+ ⅝
32	34	3½	100	National Acme Co	32⅝	32⅝	32⅝	32⅝	+ ⅝
82¼	83	..	1800	National Aniline & Chem	83⅛	83⅛	82⅝	82⅝	— 1
89	89½	7	400	Nat Aniline & Chem pf	88½	89	88½	89	— ¼
37	37½	..	300	National Cloak & Suit	37½	37½	37¼	37½	..
8⅛	8⅝	..	200	National Conduit & Cable	8	8¼	8	8¼	— ⅛
60	60½	8	200	National Enam & Stam	60⅝	60⅝	60½	60½	..
75	75⅝	6	100	National Lead Co	75¼	75¼	75¼	75¼	— ⅛
5½	6⅛	..	500	Nat R R of Mex 2d pf	5⅝	6⅛	5⅝	6	+ ½
12½	13	1	2300	Nevada Con Copper	12⅛	13⅛	12½	12⅝	+ ⅛
54	55⅝	..	2500	New Orleans, Tex & Mex	55	56	54⅝	54⅝	+ 1¼
93	96	10	200	New York Air Brake	93¼	93¼	93¼	93¼	— 4⅝
76	76½	8	5900	New York Central	76	77	76	76¼	..
47	48	..	700	New York, Chic & St L	49	49	47	47	— 1
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