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LONDON MARKET.

LONDON, Aug. 17.—The stock market maintained to-day a good tone, with fair buying of Argentine securities. Far Eastern stocks, Consols and Mexican rails were steadily supported, but business otherwise was narrow. American securities were better under the lead of Steel, but trading was small. The demand for money exceeds the supply. Discount rates were firm on the hardening of American exchange.

Consols for money closed at 58¾; new 4% per cent. war loan at 96¼; money 4% per cent. Discount rates—Short and three month bills, 5⅝@5¾ per cent. Gold premiums at Lisbon 49.00.

PARIS MARKET.

PARIS, Aug. 17.—Trading was quiet on the Bourse to-day. Three per cent. rentes, 63 francs 10 centimes for cash. Exchange on London, 28 francs 5 centimes. Five per cent. loan, 89 francs 50 centimes.

FINANCIAL NEWS AND COMMENT

Market Is Strong, the Street Still Feeling Sure of Railroad Settlement.

HINT OF BANKERS' ORDER

Buying Is by Substantial Interests, Stocks Being Readily Absorbed.

A large amount of stock literally was thrown at the market yesterday and it was well taken. Indeed, the power of absorption exhibited was unusual, and according to the observations of brokers in close touch with speculative movements throughout the session the buying represented the sort of people who have ample financial resources to help promote active and sustained operations for higher prices. Realizing sales were heavy in volume and the impression they made upon market values was not extensive, but large enough to encourage a good demand from commission houses, which in the main were bullish enough to advise their customers to take advantage of recessions to accumulate accounts on the long side of speculation. These houses reported it was their big clients who were after stocks.

Wall Street, as a whole, refused to countenance suggestions that the reactions which developed after the advances in the early operations marked the end of the current upward movement. Certainly there was nothing in the character of the dealings that appeared to foreshadow the development of successful trading for lower quotations; that is, beyond the passing declines incident to all bull speculations.

From start to finish the market presented all the earmarks of a genuine bull affair, not only in the issues which showed especial strength, as, for instance, the steel and shipping shares, and in the late trading the copper stocks, but throughout the list, including the rails, which evidently lagged only because of the unsettled labor railroad situation. The Street, however, lost none of its confidence that the controversy between the railroads and their workers would end in a satisfactory adjustment, particularly when it was announced the President had sent for the executive heads of the companies.

The financial district adopted the view that nothing but a real settlement could be reached. In some quarters it even was intimated that the railroad presidents went to Washington with practical orders from the banking interests identified with the properties to fight to the last ditch, but to retreat if that should be the only way to prevent a general tieup of the American railroad industry. Speculators who are disposed toward the bull side of the market naturally were pleased with the very suggestion that under orders of the bankers there would be no strike. In banking quarters it was said that all signs pointed to a compromise which under present conditions would be mutualy agreeable to the parties at interest.

From a broad view of the labor outlook the idea cannot be popular that capital is to become inactive because of labor's demand for a greater share of profits. Capital may be harried for a time, but it must continue to perform its function, with, however, a more generous respect for labor. This idea is growing in Wall Street, and with it is developing the theory that both labor and capital will be better served and that with the increasing strength of basic conditions more money will move into investment channels than ever before in the history of the country, especially as the United States has more money on hand than ever before, with every prospect favoring bigger supplies.

Many factors encourage optimism in the financial district. And it is this optimism which is spreading its influence to outside circles, where for months profits have been accumulating in legitimate business. Those profits are now beginning to be reinvested in securities, in straight investment transactions, in semi-investment operations and in speculative ventures.

There was a substantial amount of this sort of buying yesterday, with much of the speculation running into the mercantile marines and the metal shares. Copper stocks have been laggards, but there is now reason to believe market values for them soon will measure to a greater extent the remarkable position of the copper trade. This would seem to apply to the steels also.

More gold came in yesterday, making the total receipts since early in May in excess of $225,000,000. It is no wonder money rates are easy and promise to remain relatively easy throughout the year, especially as in financing the Allies' obligations, here our bankers retain all the funds which they advance.

NEW YORK CITY BONDS.

Form. Rate and Maturity.	Bid.	Asked.	Approx. Yield.
Inter. 4s, Sept., 1916	100*	100¼	2.00
Inter. 4s, Sept., 1917	102¼	102½	3.83
Inter. 4½s, June, 1965	107½*	108½	4.11
Inter. 4½s, March, 1963	107⅝*	108	4.11
Inter. 4½s, Nov., 1957	107⅝	107⅞	4.11
Inter. 4½s, May, 1957	107⅝	107⅞	4.11
Inter. 4½s, Nov., 1917	100¼	...	...
Inter. 4½s, May, 1917	100¼	...	...
Inter. 4½s, April, 1966	102⅞	103¼	4.10
Inter. 4½s, March, 1964	102⅞	103*	4.10
Inter. 4½s, March, 1962	102⅞	103	4.10
Inter. 4½s, Sept., 1960	102⅞*	103	4.10
Inter. 4½s, March, 1960, optional, 1930	102⅝	103⅝	4.00
Inter. 4s, May, 1959	100¼	100½	3.98
Inter. 4s, Nov., 1956	100¼	100½	3.98
Inter. 4s, May, 1957	100¼	100½	3.98
Registered 4s, Nov., 1956	99⅝	100¼	4.00
Registered 4s, Nov., 1955	99⅞	100¼	4.00
Registered 4s, Nov., 1956	99¾	100¼	4.00
Inter. 4s, 1917-1919	100	...	...
Inter. 3½s, Nov., 1965	89¾	...	3.98
Inter. 3½s, Nov., 1954	91	91¾	3.92
Coupon 3½s, May, 1954	91	91¾	3.92
*Plus.			

	Bid.	Yield. Asked.
Coupon 4½s, June, 1917	4.00	...
Coupon 4½s, 1918-1923	4.05	3.90
Coupon 4½s, 1924-1930	4.10	4.00
Registered 2½s, 1960-1964	4.00	3.95
Registered 3½s, 1940-1960	4.00	3.95
Registered 3½s, 1930-1940	4.00	3.95
Regis. Coupon 3½s, 1924-1930	4.00	3.95
Regis. Coupon 3½s, 1918-1924	4.00	...
Regis. Coupon 3½s, 1916-1918	4.00	...
Registered 3s, 1940-1960	4.00	3.95
Registered 3s, 1918-1936	4.05	3.95
Regis. Coupon 3s, 1916-1918	4.00	...

NEW YORK STATE BONDS.

Form. Rate and Maturity.	Bid.	Asked.	Approx. Yield.
Coupon 4½s, Jan., 1964	114⅞	115¼	3.81
Coupon, 4½s, Sept., 1963	114⅞	115¼	3.81
Coupon, 4½s, March, 1966	109	109¼	3.80
Coupon, 4½s, Jan., 1965	109	109¼	3.81
Coupon, 4½s, Jan., 1945	107¼	...	3.80
Coupon 4s, Canal, 1960-62	106	106¼	3.76
Coupon 4s, Highway, 1958-62	106	106¼	3.76
Coupon 4s, Jan., 1942	102¼	...	3.71
Coupon 4s, Jan., 1946	104	...	...
Coupon 3s, 1956-1959	94½	...	...

U. S. GOVERNMENT BONDS.

	Aug. 17. Bid.	Asked.	Aug. 16. Bid.	Asked.
2s, reg., 1930	99	...	99	..
2s, coup., 1930	99	...	99	..
4s, reg., 1925	109¼	...	109¼	..
4s, coup., 1925	110	...	110	..
2s, reg., 1936	98¼	...	98¼	..
2s, coup., 1936	98¼	...	98¼	..
2s, Pan., 1938	98¼	...	98¼	..
2s, Pan., 1961, reg	101½	...	101½	..
2s, Pan., 1961, coup	101½	...	101½	..

Bank of England Statement.

LONDON, Aug. 17.—The weekly statement of the Bank of England shows: Total reserve inc. £1,304,000; circulation dec. £441,000; bullion inc. £862,964; other securities inc. £3,169,000; other deposits inc. £4,872,000; public deposits dec. 1,403,000; notes reserve inc. £1,411,000. Government securities unchanged. The proportion of the bank's reserve to liabilities, 27.11 per cent.; last week it was 27.98 per cent. Rate of discount, 6 per cent.

NEW YORK STOCK EXCHANGE PRICES.

THURSDAY, AUGUST 17, 1916.

Annual dividend rates are quoted in dollars.

—Closing— Bid.	Ask.	Div. Rt.	Sales.		Open-ing.	High-est.	Low-est.	Clos-ing.	Net Change.
15	15½	..	100	Advance Rumely	15	15	15	15	— ½
33	34½	..	300	Advance Rumely pf	33⅝	34⅝	33⅝	34⅝	+ 1½
7½	8	..	400	Alaska Juneau	8	8	7⅞	7⅞	— ⅛
16¼	17	..	2500	Alaska Gold Mines	16⅞	16⅞	16¼	16⅝	— ⅝
22	24	..	700	Allis-Chalmers	24	24	23½	23½	— ½
79¾	80	6	1400	Allis-Chalmers pf	79¾	79¾	79¾	79¾	+ ¼
39½	40½	..	300	Am Bank Note	40	40	40	40	— ½
89¼	89½	6	3200	Am Beet Sugar	89⅜	90¼	89	89¼	— ⅛
73¼	74½	4	600	Am Agric Chemical	74½	74⅞	73¼	73¼	— 2
58½	58⅞	..	7900	Am Can	58	59⅛	58½	58½	— ⅛
110⅝	112	7	200	Am Can pf	111	111	111	111	— ½
60⅝	61¼	2	2900	Am Car & Foundry	61⅞	61⅞	60⅝	61¼	..
147	150	7	300	Am Coal Products	147	147	147	147	+ 1½
50½	52½	4	500	Am Cotton Oil	52	52	51½	51½	— 1⅛
99	102	6	25	Am Cotton Oil pf	102	102	102	102	..
50½	51	..	900	Am Hide & L pf ex div	51⅞	52	51	51	— ½
28	28½	..	400	Am Ice	28½	28½	28¼	28¼	— ¼
22½	22⅞	..	5900	Am Linseed	21⅞	22⅞	21¼	22⅞	+ 1¼
50⅝	51	..	4380	Am Linseed pf	49	51	48⅞	50⅝	+ 2⅛
72¼	72½	..	9200	Am Locomotive	73⅜	73⅞	71½	72¼	— ⅝
98⅜	98⅞	4	12400	Am Smelt	98⅛	98⅞	97⅞	98⅞	+ ⅝
111	112	7	100	Am Smelt pf	111⅝	111⅝	111⅝	111⅝	+ ⅝
92	93⅝	6	100	Am Smelt Sec A	93½	93½	93½	93½	..
85	87	5	100	Am Smelt Sec B	85⅛	85⅛	85⅛	85⅛	+ ⅛
55¼	55⅜	..	1500	Am Steel Foundry	55	55⅜	55	55	+ ¼
109⅛	109⅝	7	500	Am Sugar	109⅛	109⅞	109⅛	109⅝	— ⅛
118	120	7	200	Am Sugar pf	119	119	119	119	..
132⅛	132½	8	2900	Am Tel & Tel	130⅝	132½	130⅝	132⅛	+ ⅞
218	219	20	500	Am Tobacco	215½	218	215½	218	— 2
218	219	20	10	*Am Tobacco	220½	220½	220½	220½	..
107½	108½	6	33	*Am Tobacco pf	107½	107½	107½	107½	..
45⅛	45¼	5	1000	Am Woolen	45	45⅛	45	45	— ⅛
97	98⅛	7	600	Am Woolen pf	97⅜	98	97⅜	97½	+ ⅛
27	27¼	..	500	Am Writing Paper pf	27⅛	27⅛	26½	27	— ⅛
32	33½	..	1400	Am Zinc	33	33	32⅞	32⅞	— ⅝
..	65	6	100	Am Zinc pf	65	65	65	65	+ ½
85⅝	85⅝	8	33200	Anaconda	84⅝	85¾	84⅛	85¾	+ 1⅛
67⅛	68½	4	300	Associated Oil	67⅛	68½	67⅛	68½	+ 1⅛
103⅝	103⅝	6	1600	Atch, Top & Santa Fe	103⅝	103⅝	103½	103⅝	— ⅛
98⅞	99	5	800	Atch, Top & Santa Fe pf	99	99	99	99	..
68¼	68⅝	..	2200	At, Gulf & W I	68⅛	68⅞	68	68⅝	+ ⅝
64½	64⅝	..	300	At, Gulf & W I pf	65	65	65	65	+ ½
113	113⅞	5	200	Atlantic Coast Line	114	114	113⅞	113⅞	+ ⅛
76¼	76½	..	7600	Baldwin Locomotive	77	77⅝	76⅛	76¼	— ⅝
76¼	76½	..	50	*Baldwin Locomotive	76	76	76	76	..
104⅝	105½	7	100	Baldwin Locomotive pf	105	105	105	105	..
87	87½	5	1400	Baltimore & Ohio	87⅛	87⅝	87¼	87¼	— ⅛
73	73½	4	200	Baltimore & Ohio pf	73⅞	73⅞	73⅝	73⅝	+ ⅛
1⅝	2	..	100	Batopilas	1⅝	1⅝	1⅝	1⅝	— ⅛
465	470	30	700	Bethlehem Steel	469	469½	460	469½	+ 1½
60	60½	..	100	Brown Shoe	60	60	60	60	+ 1
67	67½	3	1900	Butte & Superior	67½	67¾	67	67¼	— ⅝
19⅛	20	..	700	California Petroleum	20	20¼	19⅛	19½	..
46	48	4	100	California Petroleum pf	47	47	47	47	— 1
178¼	178½	10	1000	Canadian Pacific	179½	179⅝	178¼	178½	— 1
55⅝	56	4	1650	Central Leather	56⅛	56¼	55⅝	55¾	— ¼
105¼	107	8	200	Chandler	105⅝	106¼	105¾	106¼	— ¼
62	62½	..	300	Chesapeake & Ohio	62⅜	62⅜	62⅜	62⅜	— ⅛
126½	127	7	200	Chicago & Northwestern	127	127	127	127	— ½
168	175	8	300	Chic & Northwestern pf	170	170	170	170	..
168	175	8	40	*Chic & Northwestern pf	169⅞	169⅞	169⅞	169⅞	..
36½	37	4	800	Chic Gt Western pf	37¼	37¼	37	37	— ⅛
95½	95⅝	5	1100	Chic, Mil & St Paul	96	96	95½	95½	— ½
120	127⅝	7	200	Chic, Mil & St Paul pf	127⅝	127⅝	126⅝	126⅝	— ¼
17⅞	18	..	3700	Chic, Rock Isl & Pac	18	18⅛	17⅝	17⅞	— ¼
20	20¼	..	2200	Chile Copper	20⅛	20⅛	20	20¼	..
51	51½	5	3600	Chino Copper	51	51⅝	50⅞	51½	+ ⅝
46⅝	46⅞	..	15200	Colorado Fuel & Iron	46½	47¼	46½	46⅞	+ ½
43	43½	4	100	Computing T R	43	43	43	43	..
139	139½	7	900	Consolidated Gas	140⅜	140½	139¼	139½	— ⅝
15	15¼	..	1600	Corn Products	15⅜	15½	15⅛	15¼	+ ⅛
90⅝	91¼	5	400	Corn Products pf	91¼	91¼	90¾	90¾	— ⅝
72¼	72½	..	13900	Crucible	73½	74⅜	72¼	72½	— 1
117⅛	118	7	400	Crucible pf	117	117½	117	117½	+ ⅛
57¼	57⅜	..	4700	Cuba Cane	57⅛	57⅜	57¼	57¼	+ ⅛
94⅞	95	7	300	Cuba Cane pf	94⅞	95	94⅞	95	+ ⅛
33½	33⅞	..	400	Denver & Rio Grande pf	34	34	33¼	33½	— 1
45¾	46½	6	2300	Distillers Securities	46	46⅝	45⅝	45⅝	— ⅛
114	115	7	100	Diamond Match	114½	114½	114½	114½	+ 1½
26⅛	26½	2	400	Dome Mines	26⅛	26⅛	26⅛	26⅛	+ ⅛
37⅛	37¼	..	6700	Erie	37⅛	37⅛	36⅞	37	— ⅛
37⅝	37⅝	..	25	*Erie	37⅝	37⅝	37⅝	37⅝	..
53⅛	53½	..	1500	Erie 1 pf	54	54⅛	53	53⅛	— ⅝
169½	170	8	1400	General Electric	170⅞	170⅞	169⅝	169⅞	— 1
118	118½	7	900	General Motors pf	118½	118⅝	118	118	— 1
72⅛	72⅝	4	1100	Goodrich, B F	72⅞	73	72⅝	72⅝	— ½
88	88½	8	500	Granby Consol	88¼	88¼	88	88	..
118⅝	118⅝	7	1900	Great Northern pf	118½	118⅞	118½	118½	..
37⅞	38⅛	⅝	5100	Great Northern Ore ctfs	37¼	38⅝	37¼	38	+ ⅞
45⅞	46	8	500	Greene Copper	45⅞	45⅞	45⅝	45⅞	..
114	116	5	100	Harvester N J	115½	115½	115½	115½	— ½
117	119	7	20	Harvester N J pf	119	119	119	119	..
101⅝	102	5	800	Illinois Central	102	102	101⅝	101⅝	..
52⅛	52⅝	5	15800	Inspiration Con	51⅝	52⅛	51⅝	52⅛	+ ⅝
10	13	..	100	Int Agric Corp	13	13	13	13	..
40	45	..	100	Int Agric Corp pf	41	41	41	41	..
43⅛	43⅝	6	2700	Int Nickel	43⅛	43½	42⅝	43½	+ ⅛
15⅛	15⅛	..	2300	Int Paper	15⅛	16	15⅛	15⅛	— ⅝
70⅝	71	2	800	Int Paper pf	72	72	70⅝	70⅝	— 2⅝
16⅛	16½	..	500	Interbor Con	16⅛	16⅛	16⅛	16⅛	— ⅝
86	87	..	500	Jewel Tea	88	88	87	87	— 1
115	118	7	30	J Kayser 1 pf	118	118	118	118	..
24½	25	..	100	Kansas City Southern	24½	24½	24½	24½	..
58⅛	59⅝	4	100	Kansas City Southern pf	59½	59½	59½	59½	— ⅛
71½	72	4	1000	Kelly Springfield Tire	71½	71⅞	71½	71½	+ ⅛
49½	49⅝	6	14200	Kennecott	49	49⅝	48⅞	49⅝	+ ⅝
75	75⅛	..	7000	Lackawanna Steel	74⅝	75⅞	74½	75	+ 1⅛
105	105½	7	100	Laclede Gas	105¼	105¼	105¼	105¼	+ ¼
20½	21	..	600	Lake Erie & Western	20	20⅜	20	20⅜	..
45½	46½	2	1400	Lee Tire	45¾	46½	45½	46	+ ¼
258	265	12	100	Liggett & Myers	260	260	260	260	— 5
121	125	7	20	Liggett & Myers pf	123	123	123	123	..
78½	79	5	900	Lehigh Valley	79	79⅛	79	79	— ½
35	35	..	100	Long Island	35	35	35	35	+ 1
230	239	12	100	Lorillard	232	232	232	232	— 3
128	130	7	20	Manhattan El	130	130	130	130	..
37¾	37⅞	..	178400	Marine	36	38⅝	35	37⅝	+ 3½
99	99¼	..	73100	Marine pf	96⅞	99⅝	96⅞	99	+ 3¼
84⅞	85¼	10	9000	Maxwell Motor	84⅛	85⅞	84	85	+ 1
86⅝	87½	7	300	Maxwell Motor 1 pf	86⅝	87	86⅝	87	..
58	58⅛	6	600	Maxwell Motor 2 pf	58⅛	58½	58	58	..
101	101¼	..	28900	Mex Pet	100⅜	102⅞	100¼	101	+ ½
90⅛	91½	8	100	Mex Pet pf	91	91	91	91	+ 1
34⅝	35	6	2300	Miami Copper	35	35	34⅝	34⅞	+ ⅛
3⅞	4¼	..	100	Mo, Kan & Texas	4	4	4	4	..
5	5¼	..	1000	Missouri Pacific	5¼	5¼	5	5	— ⅝
5⅛	5¼	..	400	Missouri Pacific ctfs	5¼	5⅜	5⅛	5⅛	..
23	23⅜	..	500	Missouri Pacific w i	23⅜	23⅜	23⅛	23½	— ⅛
47	49⅛	..	400	Missouri Pacific pf w i	49½	49½	49¼	49¼	— ½
65½	66	4	1500	Nat Lead	65⅜	66⅜	65⅜	66⅜	+ ⅞
114	118	7	50	*Nat Lead pf	114	114	114	114	..
23½	24¼	..	1700	Nat E & S	24⅛	24⅛	24⅛	24⅛	..
18⅛	18⅝	1½	800	Nevada Con	18	18⅛	18	18⅛	+ ⅛
137½	138	10	2200	N Y Air Brake	139	139½	137¼	137¾	— ¼
104¼	104½	5	11200	N Y Central	104⅝	104⅞	103⅝	104¼	— ½
60½	61½	..	100	N Y, Chi & St L 2 pf	61	61	61	61	..
60¼	60½	..	600	N Y, N H & H	60⅛	60⅛	60¼	60¼	— ⅝
27	27¾	1	100	N Y, O & W	27¼	27¼	27¼	27¼	— ¼
130½	131	7	1968	Norf & West	131	131¼	130¼	130¾	— ¼
67	68	5	200	No Amer Co	68	68	68	68	..
111½	111¾	7	1900	No Pacific	111½	111⅞	111¼	111½	..
6⅝	7¼	..	500	Ont Silver	7¼	7¼	6¾	6¾	..
22⅝	23½	..	1500	Pacific Mail	22	23½	23	23	+ 2
35⅝	37	..	100	Pacific T & T	35⅞	35⅞	35⅞	35⅞	+ 1⅞
56⅞	56	3	3400	Penn R R	56⅛	56⅛	55⅞	55⅞	— ⅛
39	39½	7	200	Phila Co	39	39	39	39	— ⅝
101½	103	5	200	Pitts Coal pf	101½	102	101½	102	+ 1
52⅝	53	4	2100	Pr Steel Car	52½	53¼	52½	53	+ 1
98½	100	7	400	Pr Steel Car pf	98½	98⅝	98⅛	98⅝	— 1⅛
163	164	8	450	Pullman Co	163⅞	163⅞	163½	163⅞	+ ¼
27	28	..	200	Pitts Coal ctfs	27	27	27	27	..
24⅞	25	2	9400	Ray Cons Copper	24⅝	25	24¼	25	+ ½
46	46¾	..	1900	Rwy Steel Spg	47	47	46⅛	46⅛	— ⅝
50¼	50⅝	..	14500	Republic Steel	49¼	51	49¼	50½	+ ⅝
113	113¾	7	700	Republic Steel pf	113¾	113¾	113⅝	113¾	+ ⅝
104⅞	105	4	39400	Reading	105⅞	106¼	104⅝	104⅞	— 1
15¼	16⅝	..	100	Seaboard A L	16¼	16¼	16¼	16¼	+ ¼
200	201	7	300	Sears-Roebuck	199	200	199	200	..
121½	127½	7	20	*Sears-Roebuck pf	127½	127½	127½	127½	..
48	49	..	1000	Sloss-Sheffield	48	49	48	48⅞	+ 1
28⅞	29¼	2	500	Shattuck	28¼	28¾	28¼	28¾	+ ⅝
98	98½	6	3000	South Pac	98⅞	98⅞	98¼	98¼	— ⅝
180	185	20	100	So P R Sug	184	184	184	184	+ 2
23⅞	24	..	700	South Rail Co	24	24	23¾	23⅞	— ⅛
68¼	68⅞	..	400	South Rail Co pf	68¾	68¾	68½	68½	+ ½
131½	131⅞	6	8800	Studebaker	131¾	132⅝	130⅝	131¾	+ ½
25½	25⅝	..	1700	Tenn Copper	25⅜	25⅜	25⅛	25⅛	+ ⅛
193	194	10	300	Texas Co	194⅝	194⅝	194	194	— ½
62⅝	63	4	100	Third Ave	62⅞	62⅞	62⅞	62⅞	+ ⅛
7⅛	7⅝	..	700	Un Bag & P	7⅝	7⅞	7¼	7¼	— ⅝
41¼	43	..	300	Un Bag & P pf	41⅞	42	41⅞	41⅞	— 1⅛
139⅞	140	8	11000	Union Pacific	140⅝	140⅞	139⅞	139⅞	— ⅞
82¼	82¾	4	700	Union Pacific pf	82¾	82¾	82⅝	82¾	— ⅝
100⅝	101½	7	4800	Un Cigar Stores	103	103	100⅞	101⅝	— 2⅛
7½	9½	..	200	Un Ry Inv	8½	8½	8½	8½	— ⅛
18⅛	19½	..	50	*Un Ry Inv pf	17½	17½	17½	17½	..
161½	161¾	8	2850	Un Pacific	161¼	162½	161	161¾	+ 1
20½	21½	..	100	U S C I Pipe	21¼	21¼	21¼	21¼	+ ⅛
53	54	2	100	U S C I Pipe pf	53	53	53	53	..
30⅝	31	..	200	U S Express	30⅞	31	30⅞	31	+ 1
113	113½	..	5500	U S I Alcohol	114⅝	115½	113	113½	— ½
1	1¼	..	100	U S R & R Co	1¼	1¼	1¼	1¼	— ⅛
1	1⅝	..	200	U S R & R Co pf	1	1⅛	1	1	..
71⅝	71½	4	800	U S Smelting	71	71¼	70½	71¼	+ ¼
57⅝	58	..	6700	U S Rubber	58⅛	58⅞	57½	57⅞	— ⅛
109⅝	109⅞	..	100	U S Rubber