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United King. Gt. Britain & Ireland 5's Int. M. & S. 5.50

City of Newark, N. J. 4's Legal N.Y.Mass.Conn.Int. A & O .3.95

Virginian Railway Co. First Mortgage 5's Int. M. & N. ..5.03

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FINANCIAL NEWS AND COMMENT

Trading More Rational on Seventeenth Consecutive Million Share Day.

UNDERCURRENT STRONG

Indications of Higher Prices and Operations More Widely Distributed.

Transactions in yesterday's five hours of business in the Stock Exchange were large in volume, while the general movement of prices was in the direction of higher levels, particularly in the rails, which in the last hour became especially active under the lead of Union Pacific, the quotation for which moved to a new high record for several years at slightly better than 150.

The trading was a more orderly affair than that of the preceding day. It possessed none of the earmarks of overspeculation which had marked Monday's dealings, and it reflected nothing in the nature of weakness in commission house accounts. Buying power was heavy and on the enormous offerings the market presented the same great capacity to absorb stocks which for two weeks or more has been such a striking feature.

To many minds well trained in reading market movements the changes in quotations and the character of the trading suggested that preparations were being made to carry prices substantially higher, but that interest in the speculation would be better distributed, with more attention directed toward the rail transportation securities, which, on the basis of the earnings of the recent past and those now being reported certainly are entitled to greater recognition, both from Wall Street and from the public. The financial district has not withdrawn from its attitude of disgust toward the surrender of the Administration to the labor unions in its refusal to indorse the principle of arbitration in railroad labor disputes, nor does it minimize the effect upon net earnings of the burdens our legislators are placing upon the American railroad companies, but it feels, nevertheless, that under present extraordinary conditions of business in the United States the railroad securities should share in the present forward movements in market values.

Excellent buying was reported in the rails; also in the steel and copper issues, although the weight of realizing liquidation in the latter group prevented, as a rule, further appreciation in their prices. Steel, for instance, closed unchanged from Monday, while Anaconda, Utah Copper and American Smelting ended at net losses, and Kennecott and Inspiration at small gains.

There were many sharp advances among the specialties, and decided strength in the raw sugar stocks, in which pool operations apparently were under way on the basis of the improving earnings of the companies and the belief that Europe soon will become a far more active factor in the sugar market. Europe is in the American market for vast new supplies of steel and copper, and it is now believed that the inquiry for American refined sugar will exceed in volume any reported in the past. Indeed, the financial community is looking for greater takings by the foreigners of our merchandise in the future period of the war than any so far recorded.

Sales of stocks, although far under Monday's extravagant business, ran well in excess of 1,000,000 shares, making the seventeenth consecutive million share session, and in many respects the most interesting market of the current forward movement. Remarkable underlying strength was shown in the results accomplished, and at many times the buying suggested accumulation by substantial interests, particularly in United States Steel, which on a turnover of more than 300,000 shares fluctuated in the greater part of the day within a range of one point and which at its low level showed a decline from the high of Monday of 6¼ points. There did not appear to be the slightest doubt in bullish circles that the issue not only would sell back to 120, but that it would cross that range.

With call money ruling under 3 per cent. and with an abundance of funds offered in the Stock Exchange at 2 per cent., as reported yesterday, and with earnings of the railroads, the industrial companies and the mining properties making new records it is not surprising that the public continues to buy stocks and that the so-called big men of the Street are planning for further days of activity and rising prices. Stocks sold are easily digested and many stocks bought are being taken out of the market. There is more investment buying under way than is generally supposed and there is more speculation on the basis of owners' cash than ever before known.

METAL MARKET.

So limited has become the supply of copper available for delivery this year that predictions are freely heard in trade circles that the price will be advanced to 30 cents a pound. If sales of copper during the remainder of the week are maintained at the same pace as at present copper purchases will reach a new high record for any similar period. November metal is quoted at 29¼@29½ cents a pound and December at 29½ cents. For delivery over the first half of next year quotations run from 27½ to 28 cents. Later dates up to the end of 1917 are quoted at 27 cents.

The lead market was quiet, with prices firm. Spelter continued quiet at unchanged figures.

DOMESTIC PRICES.

	Sept. 26. Bid.	Asked.	Sept. 25. Bid.	Asked.
†Lead, spot	6.90	7.10	6.90	7.10
†Spelt, E S L, spot	..	8.00	..	8.00
Spelt, E S L, Dec	..	8.75	..	8.75
†Tin, spot	38.50	38.90	38.50	39.00
†Antimony	11.00	11.50	11.00	11.50
†Aluminum	61.00	62.00	61.00	62.00
Quicksilver	..	$55.00	..	$55.00
Pig iron, No. 1 XF	20.00	20.50	20.00	20.50
Pig iron, No. 2 XF	19.50	20.00	19.50	20.00
Pig iron, basic	19.50	20.00	19.50	20.00

The American Smelting and Refining Company quotes: 6.50 for New York delivery; 6.42½ for East St. Louis delivery.

*Market quiet. †Market nominal. ‡Market steady.

OLD METALS.

(Cents a Pound)

Copper—	*Large Dealers' Buying.	*To Consumers.
Hvy cut & cruc	24.50@25.00	26.00@26.50
Hvy & wire	23.00@23.50	24.75@25.00
Lgt & bottoms	19.00@19.50	22.00@22.50
Hvy mchy comb	18.00@18.50	19.50@20.00
Brass, heavy	12.00@12.50	15.50@15.75
Brass, light	10.50@10.75	11.50@12.00
No. 1 cin br tgs	13.50@14.00	14.50@15.00
No. 1 comp tgs	15.00@15.50	16.50@17.50
Lead, heavy	6.00@6.12½	6.40@6.62½
Tea lead	5.37½@5.50	5.75@5.87½
Zinc, scrap	6.25@6.50	7.37½@7.50

*Prices under "large dealers" are those offered by large dealers, prices under "to consumers" are the ordinary market quotations to consumers.

LONDON PRICES.

Copper—	Sept. 26.	Sept. 25.
Spot	£116	£116
Futures	113	113
Electrolytic	128	126 10s

Sales—Spot, 100 tons; futures nil.

Tin—		
Spot	£172	£172
Futures	172 10s	172 10s
Straits	172	172 5s

Sales—Spot, 150 tons; futures, 40 tons.

Lead—		
Spot	£31 10s	£31 5s
Futures	29	29

Spelter—

Spot	£46	£46
Futures		

PARIS MARKET.

PARIS, Sept. 26.—Trading was quiet on the Bourse to-day. Three per cent. rentes, 62 francs 30 centimes for cash. Exchange on London, 27 francs 90 centimes. Five per cent. loan, 99 francs.

NEW YORK STOCK EXCHANGE PRICES.

TUESDAY, SEPTEMBER 26, 1916.

Annual dividend rates are quoted in dollars.

Closing Bid.	Closing Ask.	Div. Rt.	Sales.		Opening.	Highest.	Lowest.	Closing.	Net Change.
57¾	58¼	..	400	Acme Tea	58	58¼	58	58	— ⅜
135	140	6	300	Adams Express	138	138	136¼	136¼	— ¼
15	17	..	100	Advance Rumely	16½	16½	16½	16½	— ½
13	13½	..	1500	Alaska Gold Mines	13¼	13¼	13	13¼	— ¼
7⅝	7½	..	1200	Alaska Juneau	7¼	7¼	7⅛	7⅛	— ⅛
23¾	23⅞	..	700	Allis-Chalmers	25	25⅞	25	25⅞	+ ½
80¼	80¾	6	800	Allis-Chalmers pf	80½	80½	79⅞	80½	+ ½
96⅞	97	5	25900	Am Beet Sugar	94	97⅞	94	96⅞	+ 2⅞
80½	82	5	800	Am Agric Chemical	80⅜	82	80⅛	80⅛	— ⅛
100½	101	6	200	Am Agric Chemical pf	100⅜	100⅜	100⅜	100⅜	..
64	64½	..	7300	Am Can	64⅝	65	64	64	..
113¾	113⅞	7	100	Am Can pf	113½	113½	113½	113½	— ⅜
66½	67	2	4600	Am Car & Foundry	67½	67½	65⅞	66½	— ¼
30	..	1½	100	Am Coal	35	35	35	35	..
54	55	4	400	Am Cotton Oil	55⅝	55⅝	54½	54½	— ⅛
54	55	4	10	*Am Cotton Oil	55½	55½	55½	55½	..
11¼	11¾	..	100	Am Hide & Leather	11⅜	11⅜	11⅜	11⅜	— ⅝
62½	62⅝	..	900	Am Hide & Leather pf	63½	63½	61½	62½	— ½
28⅞	29	..	1300	Am Ice	28½	29	28¼	29	..
24	24¼	..	3500	Am Linseed	23½	24¼	23¼	24¼	+ ⅝
52½	52¾	..	800	Am Linseed pf	52½	52⅞	52	52⅞	+ ⅝
78½	79	5	4300	Am Locomotive	79	79⅜	77¾	78½	+ ½
105½	107	7	200	Am Locomotive pf	106⅜	107	106⅜	107	..
113⅞	114⅛	4	36900	Am Smelt	115	115⅜	113½	113⅝	— ¼
115	115½	7	800	Am Smelt pf	115½	115⅜	115	115½	— ⅝
115	115½	7	50	*Am Smelt pf	116	116	116	116	..
95	95¾	6	500	Am Smelt Sec A	95	95	95	95	— ¼
..	..	5	100	Am Smelt Sec B	87⅞	87⅞	87⅞	87⅞	+ 1
108	110	6	200	Am Snuff pf	109	109	109	109	+ 1
58¼	58¾	..	1000	Am Steel Foundry	58⅜	59⅝	58½	58½	— ½
111¼	111⅝	7	1700	Am Sugar	111⅛	112⅜	111	111½	+ ⅝
119	120	7	100	Am Sugar pf	119	119	119	119	— ½
133	133¼	8	2800	Am Tel & Tel	133¼	133¼	133	133	— ¼
221½	222¼	20	500	Am Tobacco	222½	222½	222	222	— 1
221½	222¼	20	20	*Am Tobacco	223	223	223	223	..
108½	112	6	400	Am Tobacco pf	112⅜	112⅜	109	109	— 4
48¼	48½	5	2200	Am Woolen	48⅜	48⅜	48	48⅜	..
97	97⅞	7	20	Am Woolen pf	97⅛	97⅛	97⅛	97⅛	..
33¼	34	..	700	Am Writing Paper pf	34⅜	34⅜	33¼	33¼	— ⅝
43½	43½	..	3900	Am Zinc	42⅛	43⅛	42⅛	43⅛	+ 1⅛
76	77	6	400	Am Zinc pf	77	77	76¾	77	+ 1
97⅛	97¼	8	98200	Anaconda	98¼	99⅛	97⅛	97⅛	— ⅛
106	106¼	6	3600	Atch, Top & Santa Fe	105⅝	106¼	105⅛	106	+ ⅞
100⅜	100⅝	5	1500	Atch, Top & Santa Fe pf	100½	100⅝	100½	100½	..
88⅝	89⅜	..	3600	Atl, Gulf & W I	87	90	87	89⅜	+ 2⅜
65¾	67	5	300	Atl, Gulf & W I pf	65⅜	66	65⅜	66	..
86½	87	..	4600	Baldwin Locomotive	87¼	87½	86	86⅝	+ ⅝
89⅞	89½	5	4000	Baltimore & Ohio	88¼	89½	88¼	89½	+ ⅜
76¼	76¾	4	1000	Baltimore & Ohio pf	75⅜	76½	75½	76½	+ 1¼
1⅞	2	..	300	Batopilas	1⅞	1⅞	1⅞	1⅞	..
551	560	30	300	Bethlehem Steel	568	568	568	568	— 4
551	560	30	25	*Bethlehem Steel	570	570	570	570	..
84	85	6	100	Brooklyn Rapid Transit	84	84	84	84	+ ½
130	133	6	200	Brooklyn Union Gas	132	132	132	132	+ 2
64½	64¾	5	4100	Butte & Superior	64	64¾	63¼	64⅝	+ 1⅛
22¼	22½	..	400	California Petroleum	22	22	21⅞	22	..
48	50⅝	4	400	California Petroleum pf	49¼	49½	49¼	49½	+ ½
55	60	3	7	Can Southern	56	56	56	56	..
178	179	10	1300	Can Pacific	178½	179	177½	179	+ ½
72¼	72½	4	19000	Central Leather	73	73	70½	72⅞	+ ⅞
113½	114½	7	100	Central Leather pf	114⅛	114⅛	114⅛	114⅛	+ ⅛
104	105½	8	100	Chandler	105	105	105	105	..
67⅛	67⅞	..	31300	Chesapeake & Ohio	66⅝	67⅞	66⅝	67¾	+ 1½
12½	12¾	..	200	Chicago Gt Western	12⅜	12⅜	12⅜	12⅜	..
36	36¼	4	100	Chicago Gt Western pf	36	36	36	36	— ⅜
96⅞	97	5	3100	Chic, Mil & St Paul	96½	96⅞	96	96⅞	+ ⅝
125⅝	126	7	600	Chic, Mil & St Paul pf	126	126	125⅞	126	..
19⅛	19¼	..	1700	Chic, Rock Isl & Pac	19	19¼	19	19¼	+ ¼
23	23½	..	2900	Chile Copper	23⅜	23⅜	23	23⅛	..
57½	58	5	9500	Chino Copper	58	58⅜	57	57½	— ⅛
52¾	53	..	200	C, C, C & St L	52	52	52	52	— 1
71	71½	5	100	Cluett, Peabody & Co	71½	71½	71½	71½	— ½
56¼	56½	..	39300	Colorado Fuel & Iron	56	57⅜	56	56½	+ 2
45	47½	4	100	Comp, Tab & Rec	45⅜	45⅜	45⅜	45⅜	— 1¼
103	104	5	400	Continental Can	102½	103¼	102½	103¼	+ ⅛
103	104	5	50	*Continental Can	103½	103½	103½	103½	..
138	138½	7	2700	Consolidated Gas	137⅝	139¼	137⅝	138⅛	+ 1
15⅞	16¼	..	4000	Corn Products	15½	16½	15⅛	16¼	+ ⅝
91	92¼	5	100	Corn Products pf	90¼	90¼	90¼	90¼	..
91	92¼	5	77	*Corn Products pf	91⅛	91⅛	91⅛	91⅛	..
92⅝	93	..	33200	Crucible	91⅞	94¼	91½	92½	+ 2¼
121	121¼	7	200	Crucible pf	121	121	121	121	+ ⅛
262	270	10	200	Cuban-American	265	269⅞	265	269⅞	+ 7⅞
63⅝	63⅞	..	57900	Cuba Cane	60⅝	64⅝	60⅛	63⅝	+ 3⅝
96¾	97	7	6900	Cuba Cane pf	95¼	97½	95¼	96¾	+ 1½
151	152	8	100	Delaware & Hudson	151⅞	151⅞	151⅞	151⅞	— ⅛
234	240	10	200	Del, Lack & West	235	238	235	238	+ 8
33	33½	..	100	Denver & Rio Grande pf	33½	33½	33½	33½	— ½
93	95	7	200	Deere Co pf	93	93	92½	92½	— 1
47½	47⅞	6	10800	Distillers Securities	47¼	48¼	46¾	47⅝	+ ⅞
3	6	..	500	Dul, South Shore & Atl	5½	5½	5½	5½	+ ½
10	10⅞	..	200	Dul, South Shore & A pf	10	10⅜	10	10⅜	+ ⅜
24⅞	25	2	400	Dome Mines	25	25	24⅝	24⅞	+ ⅛
98	99	..	200	Driggs-S	99	99	98	98	— 2½
40⅛	40¼	..	24700	Erie	39½	40¼	39⅜	40¼	+ ⅝
54½	54¾	..	1300	Erie 1 pf	54⅜	54⅜	54⅛	54⅜	+ ½
45½	46	..	300	Erie 2 pf	45½	45½	45½	45½	..
177½	178	8	7800	General Electric	174	178	174	178	+ 4¼
715	725	20	100	General Motors	725	725	725	725	+25
123	126	7	200	General Motors pf	125½	125⅞	125½	125⅞	— ¼
72½	72⅞	4	4000	Goodrich	72⅜	72⅞	72⅛	72⅞	+ ¼
114	114½	7	500	Goodrich pf	114	114	114	114	+ 1⅞
93	94	8	800	Granby Consol	94⅝	94⅝	93⅞	93⅞	..
118⅛	119¼	7	6100	Great Northern pf	118⅝	119¼	118½	119¼	+ ¾
44⅛	44¼	½	13600	Great Northern Ore ctfs	43½	44⅜	43½	44¼	+ ⅜
51½	52	8	7000	Greene Copper	50½	52	49¼	51½	+ 1¼
91	93	8	200	Gulf Steel	92⅜	92⅜	91⅜	91⅜	— 1⅞
99	101	7	100	Gulf Steel 1 pf	100	100	100	100	..
90½	94	6	100	Gulf Steel 2 pf	94	94	94	94	..
114½	117	5	200	Harvester N J	114⅜	114⅜	114⅜	114⅜	— 1
118	120	7	100	Harvester N J pf	120	120	120	120	..
103	103½	5	700	Illinois Central	103¼	103½	103	103½	+ ½
67	67¼	8	59100	Inspiration Con	66⅞	67½	66½	67¼	+ 1⅛
14	15	..	100	Int Agric Corp	13¼	13¼	13¼	13¼	— ⅜
45½	46	..	500	Int Agric Corp pf	44	45⅞	44	45⅞	+ 1⅞
53⅞	53½	6	56600	Int Nickel	52⅝	54	52⅝	53⅞	+ 1⅛
29⅞	30	..	12200	Int Paper	29⅜	30½	29⅜	29⅞	— ⅛
95⅜	95½	2	2900	Int Paper pf	94¾	96⅛	94¾	95¼	..
17⅛	17¾	..	1600	Interboro Con	17	17⅜	16⅞	17¼	..
73	74	6	200	Interboro Con pf	73	73	73	73	..
88	90	..	2200	Jewel Tea	88⅞	91	88	88	— 1½
26¾	27	..	5500	Kansas City Southern	26	27¼	26	26¾	+ ¼
82¼	82¾	4	600	Kelly Springfield Tire	82⅞	83	82½	82½	— ½
55¼	55¾	6	32600	Kennecott	55⅜	56⅛	54¾	56	+ ⅝
128	128½	8	335	Kings Co L & P	128	128½	128	128½	+ ½
84¾	85	6	3800	Lackawanna Steel	85¼	85½	84¼	84¾	— ¼
18½	20	..	100	Lake Erie & Western	20	20	20	20	+ ½
42	44	..	100	Lake Erie & Western pf	43	43	43	43	— 1
120½	123	7	200	Liggett & Myers pf	122½	122½	121¾	121¾	+ 1¾
81	81⅜	5	1400	Lehigh Valley	81	81½	81	81½	+ ⅞
34½	36	..	100	Long Island	35	35	35	35	— ½
14	18	..	100	Loose-Wiles Biscuit	15	15	15	15	+ 1
131	132	7	800	Louisville & Nashville	131⅜	132	131½	131½	— ½
85	85½	5	100	Mackay Cos	85½	85½	85½	85½	— ½
65	67	4	300	Mackay Cos pf	66⅞	66⅞	66⅞	66⅞	+ ⅜
45⅜	45½	..	33900	Marine	44⅛	47½	43⅜	45½	+ 1¼
119	119¼	..	27000	Marine pf	118⅜	120½	117⅜	119¼	+ 1⅛
94½	95	10	7100	Maxwell Motor	96½	97	94⅜	94⅞	— 1⅞
87	87⅞	7	300	Maxwell Motor 1 pf	87⅞	87⅞	87½	87½	— ⅛
57⅞	58⅜	6	600	Maxwell Motor 2 pf	58⅜	58⅜	58	58	— ½
61	62	2	200	May Dept Stores	62	62	61	62	..
111⅜	112¼	..	13200	Mex Pet	111	113⅝	111	112	+ 1¼
40	40½	6	9700	Miami Copper	40¾	41	40	40½	..
121½	122½	7	200	Minn, St P & S S M	121½	121½	121½	121½	+ ½
127	129	7	200	Minn, St P & S S M pf	128½	128½	128½	128½	— ½
4⅝	4⅞	..	100	Missouri Pacific	4¾	4¾	4¾	4¾	..
93	95	4	600	Montana Power	95	95	94	94	— 1½
4⅜	4⅞	..	1100	Missouri Pacific ctfs	4⅝	4⅜	4⅜	4⅜	..
23½	23¾	..	100	Missouri Pacific w i	23⅞	23⅞	23⅞	23⅞	— ⅛
51½	52	..	100	Missouri Pacific pf w i	51⅜	51⅜	51⅜	51⅜	+ ¼
119	122	7	100	Nat Biscuit Co	122	122	122	122	+ 1
80¼	82	..	200	Nat Cloak & Suit	80½	80½	80½	80½	— 1½
70	70½	4	3600	Nat Lead	71½	71½	69	70	— 1
114½	115½	7	200	Nat Lead pf	114⅝	114⅝	114⅝	114⅝	+ ½
28¾	29¼	..	2200	Nat E & S	28¾	29¼	28½	29	..
95	96	7	100	Nat E & S pf	95⅞	95⅞	95⅞	95⅞	..
22⅞	23	2	7600	Nevada Con	23⅛	23¼	22¾	23	— ⅛
144	145	10	1500	N Y Air Brake	141½	144	141	144	+ 3
109½	109¾	5	20900	N Y Central	108¾	109¾	108¼	109⅝	+ 1½
60½	60¾	..	1000	N Y, N H & H	60¾	60¾	59½	60½	..
27⅛	27½	1	500	N Y, O & W	26⅞	27	26¾	27	..
132	134	7	4000	Norf & West	130¾	132¼	130¾	132¼	+ 1⅜
85	86	4	200	Norf & West pf	86	86	85¾	85¾	— ¼
67	69	5	100	No Amer Co	68	68	68	68	— 1½
112¾	113	7	2200	No Pacific	112⅝	113⅛	112½	113⅛	+ ⅞
6¾	7	..	200	Ont Silver	7	7	7	7	— ⅛
26¼	27	..	1100	Pacific Mail	25⅞	27¼	25⅞	27¼	+ 1¼
57¼	57½	3	7300	Penn R R	56⅞	57⅜	56¾	57⅜	+ ⅜
110½	111	6	500	Peoples Gas	110	110¾	110	110¾	+ ¼
13	14	..	1000	Peoria & East	12	13	12	13	+ 1
82	83	2	200	P, C, C & St L	83	83	83	83	— ½
30¾	32	..	1000	Pitts Coal ctfs	31¾	31⅞	30½	31	— 1
103	108	..	100	Pitts Coal pf	103	103	103	103	+ 1
102	103	7	200	Pitts Steel pf	102	103	102	103	+ ⅛
59½	60	4	800	Pr Steel Car	60⅜	60⅜	59¾	60	..
134	136	8	100	Public Service	136	136	136	136	+ 1
166	168	8	100	Pullman Co	167	167	167	167	+ 1
2⅝	3½	..	100	Quicksilver	2¾	2¾	2¾	2¾	..
26¼	26⅜	2	6000	Ray Cons Copper	26¾	26¾	26¼	26¼	— ⅛
51⅝	51⅞	..	3200	Rwy Steel Spg	52	52¾	51½	51¾	+ 1¾
100	101	7	100	Rwy Steel Spg pf	101	101	101	101	..
69¾	70	..	24000	Republic Steel	70⅛	71	69	69¾	+ ¾
111	112	7	500	Republic Steel pf	111	111½	110¾	110¾	— 1¼
113⅜	113½	4	55500	Reading	113⅞	114⅜	113¼	113½	+ ½
43½	46	2	200	Reading 1 pf	45	45	45	45	+ ½
44⅛	47	2	200	Reading 2 pf ex div	45¾	45¾	45¾	45¾	— ½
83	83½	7	100	Saxon Motors	83	83	83	83	..
14½	15	..	200	Seaboard A L	14⅜	14⅜	14⅜	14⅜	..
214½	215	7	600	Sears-Roebuck	212⅜	214½	212⅜	214½	+ 2½
59	59½	..	1000	Sloss-Sheffield	59	59	57½	59	..
32¾	32⅞	2	3200	Shattuck	33	33	32¾	32⅞	+ ½
102⅝	102⅝	6	17200	South Pac	101½	102¾	101¼	102¾	+ 1¾
185	190	20	90	*So P R Sug	189	189	189	189	..
25⅛	25¾	..	6400	South Rail Co	25	25¾	24¾	25⅛	+ ⅜
67¾	68½	..	300	South Rail Co pf	67½	68	67½	68	+ 1
131	131½	6	9500	Studebaker	131⅛	132⅞	130⅜	131	+ ¼
108	111	7	400	Studebaker pf	108½	109½	108½	109	— 1
73	74	5	9200	Stutz Motors	72¾	77¾	72½	73	— 5
24¾	25	..	8450	Tenn Copper	23⅞	26½	23⅞	24⅞	+ 1
223½	225	10	5600	Texas Co	219½	228	219½	224	+ 3½
60½	61½	4	200	Third Ave	61	61	61	61	— ½
53	55½	..	2400	Tob Prod	52⅜	53½	52¼	53¼	+ ½
6	7⅛	..	200	T, St L & W	7⅛	7⅛	7⅛	7⅛	..
106¾	107¾	4	500	Underwood	106	107	106	107	..
9⅝	9⅝	..	200	Un Bag & P	9⅝	9⅝	9½	9½	..
55	56½	..	100	Un Bag & P pf	56	56	56	56	..
150⅝	150⅝	8	65900	Union Pacific	148⅞	150⅝	148	150⅝	+ 3
83⅛	83¾	4	1000	Union Pacific pf	84	84	83½	83½	..
102	103	7	600	Un Cigar Stores	103¼	103½	102⅛	102⅛	— 1⅞
8	9	..	100	Un Ry Inv