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FINANCIAL NEWS AND COMMENT

Dividend Paying Investments Favored in Another Million Share Day.

ACTIVE BUYING IN RAILS

Steel Quiets Down and the Mercantile Marines Receive Attention.

There was no suggestion in the character of the business in yesterday's stock market that the current bull speculation would not make further progress. Indeed there were many indications in the movement of values and in the general transactions that various issues were being groomed for higher prices, and that both the substantial public operators and the big Wall Street interests were making plans to liquidate their holdings at substantially better levels than the best so far recorded, especially in the steel and copper issues, in some of the rails and in the Mercantile Marines.

There was much talk regarding the last named issues. The receivership for the International Mercantile Marine Company is scheduled to be lifted to-morrow, and Wall Street has the rumor that in celebration of the successful conclusion of the company's reorganization the stocks, notably the preferred, will be pushed to a higher level.

Throughout the day the general tendency of prices was in the direction of better figures, with new records established in several issues, including Union Pacific, American Beet Sugar, Cuba Cane Sugar, Reading and Inspiration Copper. The buying of the rails was much in evidence, the movement extending to railroad mortgage issues, in which a much broader demand was reported. The character of the absorption of such issues as Union Pacific, Reading, New York Central, Southern Pacific, Norfolk and Western and Erie suggested a wholly legitimate desire on the part of many financial interests, which earlier in the year had taken over large amounts of rail securities from foreign holders, to advance prices to a more attractive range for the purpose of distribution.

Interests behind the move in the rails are not endeavoring to transfer worthless securities to the public. The rails have great intrinsic merit despite the various burdens which have been placed upon the companies by legislators and it is reasonable that advantage should be taken of the present public enthusiasm for securities to make an active market for the railroad issues.

Most of the representative dividend paying railroad shares return at current prices a good yield on the investment, while their market values could move considerably higher before they would cease to be attractive purchases to the ordinary buyer. The movement in the rails apparently presupposes the election of a Republican Administration and legislation along lines that will compensate the roads for the recent eight hour legislation or else a successful fight in the Supreme Court against that legislation. At any rate there is a much better feeling in the financial district toward the railroad stocks and a belief that in the future the rail transportation industry will cease to be a target for State and Federal political activities to the extent reported in recent years.

United States Steel quieted down to a comparatively light total of business, but a substantial amount of the issue was bought in the neighborhood of 115, accumulation accompanying the most bullish sort of gossip on the business of the corporation and on the possibility of the declaration of another extra dividend at the directors' quarterly meeting next month. Reports received yesterday from the steel trade foreshadowed further price advances in steel products, an increase in the European inquiry for steel for strictly commercial purposes as well as for war material production and the full operation of the increased capacity of the mills far into next year. There was nothing pessimistic in the weekly steel trade advices or in those on copper.

Naturally the Street was bullish on the steel and copper shares. Copper companies have paid in the current month about $24,000,000 in dividends, with a big surplus to spare. The latest estimates on the earnings of the United States Steel Corporation place a return at the rate of $60 a year on the common stock.

Call money was offered in abundance in the Stock Exchange, but in spite of the heavy speculation, which made more than a million share total for the eighteenth consecutive day, demand was relatively light. Time money was easy and the vast supplies of funds available for loan market purposes were reflected in appreciably lower rates for commercial paper. More gold has been received from abroad, the latest shipment coming from Australia, while more money is to be advanced to Europe, France having negotiated a new loan from American bankers for $50,000,000 on a 6 per cent. basis.

NEW YORK BANK STOCKS.

	Bid.	Asked.		Bid.	Asked.
America	535	545	Gre nwich	205	
Atlantic	180	190	Harriman N.	375	385
Am Exch	225	235	Hanover	645	655
Bowery	390		Imp & Trad	490	500
Bryant Pk	190	170	Irving Nat	152	154
Bronx Nat		180	Liberty	801	
Butch & D.	115		Lincoln	325	335
Chase	525	875	Manh Co	265	275
Chase rts	240	243	Mech & M.	273	276
Chat & P.	225	233	Metropol	180	185
Chelsea Ex.	—	125	Metropolis	290	—
Chem cal	390	400	Mutual	420	—
Cit. Cen N.	175	180	Merchants	235	245
City	490	500	New York	215	225
Coal & Ir	190	200	N Y N B A	285	290
Commerce	175	180	N Y County	—	450
Colonial	450	—	Park	455	475
Columbia	300	325	Pacific	374	—
Corn Exch	320	325	Peoples	235	—
Cosmopolitan	85	100	Produce Exc.	190	200
East River	75	—	Public	221	227
Fidelity	150	165	Sherman	123	130
Fifth Ave	4,000	4,000	Seaboard	415	435
Fifth Nat	230	260	Second	250	265
First Nat	995	1010	State	110	120
Garfield	180	195	23d Ward	100	135
Ger Am	140	160	Union Ex	145	150
German E	275	290	Wash Hts	125	—
Germania B.	375	400	West Side	475	425
Gotham N	90	—	Yorkville	500	540

TRUST AND SURETY COMPANIES.

	Bid.	Asked.		Bid.	Asked.
Alliance Rty	75	80	Lawyers M.	136	142
Am Surety	156	162	Law T & T.	157	162
Astor	450	—	Lincoln	105	125
Bankers	475	485	Manu City	145	—
Bond & Mtg.	290	310	Metropol	415	425
Broadway	144	148	Mtge Bond	104	112
Brooklyn	550	—	Mut Tof W	125	135
Central	240	—	Nat Surety	289	292
Columbia	605	615	N Y L T & T.	670	695
Commercial	110	—	New York T.	600	625
Empire Tr	290	310	Peoples	285	—
Equitable	472	480	Queens Co.	80	100
F L & T	1600	1750	Realty Assoc	94	100
Franklin	255	260	Title Gu & T	485	491
Fulton	270	285	Union	405	410
Fidelity	205	212	Un States	1000	1030
Guaranty	430	435	U S M & T.	225	235
Hamilton	265	275	U S T G & I	80	90
Hudson T.	144	148	Westchester	130	140
Kings Co	620	650	W & B T & M	175	180

LONDON MARKET.

LONDON, Sept. 27.—In the stock market to-day consols and the war loan were maintained, rubber stocks were active and shipping and oil shares were steady. American securities firm, with United States Steel the most active. Although such a large amount of Treasury bills is outstanding the fact that fresh Exchequer bonds are being issued leads to the belief that the war will still be financed by short term issues, which have been so successful with a minimum amount of disturbance to the money market. Money in good demand and discount rates steady. Consols for money closed at 60¾. British 4½ per cent. loan at 96. Money, 4½ per cent. Discount rates—Short and three months bills, 5¼@5⅛ per cent. Gold premium at Lisbon, [illegible]

NEW YORK STOCK EXCHANGE PRICES.

WEDNESDAY, SEPTEMBER 27, 1916.

Annual dividend rates are quoted in dollars.

Closing Bid.	Closing Ask.	Div. Rt.	Sales.		Opening.	Highest.	Lowest.	Closing.	Net Change.
57	58	..	200	Acme Tea	57¾	58	57¾	58	..
95	96	7	100	Acme Tea 1 pf	95¾	95¾	95¾	95¾	+ ¾
138	145	6	100	Adams Express	139	139	139	139	+ 2¾
33	34½	..	100	Advance Rumely pf	33	33	33	33	— ¾
64	65½	5	700	Ajax Rubber	65½	66	65½	65⅞	+ ¾
13	13¼	..	1300	Alaska Gold Mines	13¼	13¾	13	13⅛	— ⅛
7⅛	7½	..	500	Alaska Juneau	7⅜	7⅜	7⅛	7⅛	..
26½	27	..	8100	Allis-Chalmers	25⅝	27½	25¼	26⅞	+ 1
82	82¼	6	2500	Allis-Chalmers pf	81	82¾	81	82½	+ 2
97⅝	97⅝	6	9500	Am Beet Sugar	98	99	97	97½	+ ¾
99¾	101	6	100	Am Beet Sugar pf	100	100	100	100	+ ½
80½	81½	6	1000	Am Agric Chemical	81½	81¾	81	81	+ ⅞
101	102	6	500	Am Agric Chemical pf	100⅝	101½	100⅝	101½	+ ¾
64½	64¾	..	9500	Am Can	64¼	65½	64¼	64½	+ ½
113	114	7	200	Am Can pf	114	114	114	114	+ ½
66¾	67	2	2000	Am Car & Foundry	66⅞	67¼	66¾	66⅞	+ ¾
118	119½	7	100	Am Car & Foundry pf	118	118	118	118	+ ⅞
54½	56	4	200	Am Cotton Oil	54¾	56	54¾	56	+ 1½
11⅛	11⅝	..	600	Am Hide & Leather	11⅛	11½	11⅛	11½	+ ⅛
62	62⅞	..	500	Am Hide & Leather pf	62¾	62¾	62¼	62¼	— ¼
28⅞	29	..	2200	Am Ice	28¼	28¾	28¼	28¾	— ¼
23⅞	24	..	700	Am Linseed	24¼	24¼	23½	23⅞	— ⅜
52	52¾	..	400	Am Linseed pf	52¾	52¾	52¼	52½	— ¾
77¾	78¼	5	2000	Am Locomotive	78½	78¾	78	78	— ½
106	106½	7	400	Am Locomotive pf	106	106½	106	106½	+ ½
39	40	2	400	Am Malt pf	40	40	39¼	39¼	— ½
113⅝	113⅞	4	14400	Am Smelt	114¼	114¾	113¼	113⅞	+ ⅛
115½	116½	7	300	Am Smelt pf	115⅝	116	115⅝	116	+ ½
95¾	95⅝	6	100	Am Smelt Sec A	95½	95½	95½	95½	+ ½
95⅜	95⅝	6	100	Am Smelt Sec A s 30	95¼	95¼	95¼	95¼	..
87	88	5	100	Am Smelt Sec B	88	88	88	88	+ ⅛
58¼	58½	..	600	Am Steel Foundry	59	59	58	58	— ½
112	113	7	8400	Am Sugar	111⅞	113¾	111⅞	112¾	+ 1⅛
118	120	7	100	Am Sugar pf	119¾	119¾	119¾	119¾	+ ¾
133¾	134	8	3000	Am Tel & Tel	133¼	133¾	133¼	133¾	+ ¾
220½	221½	20	700	Am Tobacco	222	222	221	221	— 1
..	..	20	75	*Am Tobacco	222½	222½	222½	222½	..
47½	48	5	1300	Am Woolen	48¾	48¾	48	48	— ¾
97	97⅞	7	100	Am Woolen pf	97⅛	97⅛	97⅛	97⅛	— ¾
33	33½	..	700	Am Writing Paper pf	34⅜	34⅜	33	33¾	+ ½
42¾	43	..	200	Am Zinc	43¾	43¾	42½	43	— ⅛
96⅞	97	8	52100	Anaconda	97⅛	98¼	96½	97	— ⅛
69	69½	4	100	Associated Oil	69½	69½	69½	69½	— 1
106½	106¾	6	9300	Atch, Top & Santa Fe	106⅞	107¼	106¼	106½	+ ½
100⅜	100½	5	2400	Atch, Top & Santa Fe pf	100⅜	100⅝	100½	100½	..
115	115½	5	600	Atlantic Coast Line	113¾	115¼	113¾	115¼	+ 2¼
91	91½	..	8600	Atl, Gulf & W I	90½	92	90½	91	+ 1⅞
66¼	67	5	300	Atl, Gulf & W I pf	66	67	66	67	+ 1
..	..	8	4	Bank of Commerce	170	170	170	170	..
86½	87	..	7300	Baldwin Locomotive	86¾	87⅞	86⅝	86¾	+ ⅛
89⅜	89⅝	5	8900	Baltimore & Ohio	90	90⅝	89	89¼	— ⅝
76½	77	4	600	Baltimore & Ohio pf	76⅝	76¾	76½	76¾	+ ¼
153½	154½	7	700	Barnett Co	152½	153½	152½	153½	+ 3¼
555	558	30	200	Bethlehem Steel	560	560	559½	559½	— 8½
555	558	30	30	*Bethlehem Steel	561	561	561	561	..
130	137	7	100	Bethlehem Steel pf	134⅞	134⅞	134⅞	134⅞	— 1⅞
84½	85	8	100	Brooklyn Rapid Transit	84½	84½	84½	84½	+ ½
99½	100	7	100	Brown Shoe pf	99⅝	99⅝	99⅝	99⅝	— ⅝
79¾	81	5	200	Burns Bros	79¾	80	79¾	80	— ½
64	64¼	5	700	Butte & Superior	64⅞	64⅞	64	64⅞	— ¼
22¼	23	..	400	California Petroleum	22	22½	22	22½	+ ½
48⅞	50¾	4	100	California Petroleum pf	49½	49½	49½	49½	..
179½	180	10	2400	Canadian Pacific	179	181	179	179½	+ ½
73	73¼	4	9600	Central Leather	73	73⅞	72¾	73¼	+ ⅜
114⅞	115⅛	7	500	Central Leather pf	114⅝	115	114⅝	115	+ ⅞
104½	105½	8	500	Chandler	105	105	105	105	..
68	68¼	..	12400	Chesapeake & Ohio	68	68½	67¾	68	+ ¼
128	129¼	7	300	Chicago & Northwestern	128¼	129	128	129	+ ½
13	13¼	..	1200	Chicago Gt Western	12¾	13¼	12¾	13¼	+ ½
36¼	36½	..	300	Chicago Gt Western pf	36½	36½	36¼	36¾	+ ⅞
97⅛	97¼	5	3800	Chic, Mil & St Paul	97	97½	96⅞	97⅛	+ ¼
125½	126	7	4700	Chic, Mil & St Paul pf	126	126¼	126	126	..
19½	19⅝	..	8400	Chic, Rock Isl & Pac	19¼	20	19¼	19½	+ ¼
22⅝	23	..	8300	Chile Copper	23	23¾	22½	23¾	+ ⅝
57¾	58	5	6900	Chino Copper	58	58¼	57¾	58	+ ½
83½	84½	5	100	C, C, C & St L pf	84½	84½	84½	84½	..
71	71½	5	100	Cluett, Peabody & Co	71¼	71¼	71¼	71¼	— ¾
56¾	56⅞	..	12000	Colorado Fuel & Iron	57½	57½	56¾	56⅞	+ ⅜
31	32½	..	500	Colorado & Southern	31½	32	31	31	..
61	62	..	300	Colorado & South 1 pf	61	61	61	61	+ 1
104	104⅞	5	1000	Continental Can	104	104	102	104	+ ⅞
139½	140	7	10800	Consolidated Gas	138¾	140⅜	138½	139½	+ 1⅞
15¾	16	..	900	Corn Products	15⅞	16¼	15⅝	16	+ ⅛
90¾	92	5	400	Corn Products pf	91¼	91¼	90⅝	90⅝	+ ⅞
93½	94	..	28600	Crucible	93½	94½	93⅛	93⅞	+ 1
121	121¼	7	200	Crucible pf	121	121	121	121	..
64¾	65	..	50800	Cuba Cane	65	65½	63⅞	65	+ 1⅛
96⅞	97	7	7200	Cuba Cane pf	97	98	97	97	+ ½
152	153	9	400	Delaware & Hudson	152	152⅞	152	152	+ ⅝
14¼	14⅞	..	500	Denver & Rio Grande	15	15	15	15	+ 1¼
34¾	35	..	1700	Denver & Rio Grande pf	33½	35	33½	35	+ 1½
140¼	141	8	10	Detroit-Edison	141	141	141	141	..
115¼	116½	7	100	Detroit United Ry	116	116	116	116	+ 1
45½	45¾	6	700	Distillers Secur ex div	46½	46½	46	46	— ½
9⅝	10⅝	2	100	Dul, South Shore & A pf	10½	10½	10½	10½	+ ½
24¾	25	2	100	Dome Mines	25	25	25	25	— ⅛
97	99	..	300	Driggs-Seabury	98	99	98	99	+ 1
40⅝	40¾	..	50700	Erie	40¾	41¼	40¾	40⅞	+ ⅝
55	55½	..	4400	Erie 1 pf	55⅛	56	55⅛	55½	+ ½
47	47½	..	800	Erie 2 pf	46	47¼	46	47¼	+ 1⅜
..	72	4	100	Electric Storage Battery	72	72	72	72	..
305c	310c	6	30	General Chemical	306	306	306	306	..
182¼	182½	8	13200	General Electric	180	184½	180	182	+ 4
750	780	20	500	General Motors	727½	740	727½	740	+13
126½	127½	7	2500	General Motors pf	126	127¾	126	126½	+ ¼
74⅛	74¼	4	13400	Goodrich	73	75	73	74¼	+ 1⅞
114	114¾	7	100	Goodrich pf	114	114	114	114	..
92	93½	8	600	Granby Consol	93¾	94½	93	94½	+ ⅝
119⅝	119⅞	7	2900	Great Northern pf	119⅝	120	119½	119⅞	— ⅛
43½	43¾	½	4300	Great Northern Ore ctfs	44	44⅜	43¾	43⅞	— ⅛
51½	51¾	8	1200	Greene Copper	52	52	51⅞	51⅞	+ ¼
90¼	93	8	300	Gulf Steel	92¾	92¾	92	92	+ ¼
100	101	7	100	Gulf Steel 1 pf	100	100	100	100	..
93	98	6	100	Gulf Steel 2 pf	94	94	94	94	..
114½	116	5	200	Harvester N J	115¼	115¼	115¼	115¼	+ ½
79	82	..	500	Harvester Corp	79	80	79	80	+ 2
109	110	7	200	Harvester Corp pf	109	109	109	109	..
103½	103¾	5	2200	Illinois Central	103¼	104½	103¼	103¾	— ¼
69	69⅛	8	93700	Inspiration Con	68	69⅝	67	69	+ 1¾
45	46	..	100	Int Agric Corp pf	44	44	44	44	— 1⅞
53⅝	53¾	6	22900	Int Nickel	53⅝	54¼	53⅝	53⅝	+ ¼
28¾	28½	..	9500	Int Paper	30	30	28	28¾	— 1½
93⅛	94	4	3500	Int Paper pf	93	95⅜	92½	93¼	— 2
17⅛	17½	..	200	Interboro Con	17⅝	17⅞	17⅝	17⅞	+ ⅛
89	90	..	800	Jewel Tea	89	90¼	89	89	+ 1
96	99½	6	100	J Kayser	98	98	98	98	+ ½
115	118	7	100	J Kayser 1 pf s 30	116	116	116	116	..
26¾	27	..	1800	Kansas City Southern	27¼	27¾	26¾	27	+ ¼
60	61¼	4	400	Kansas City Southern pf	61	61	61	61	+ ⅜
82¾	83	4	2300	Kelly Springfield Tire	82¼	83	82¼	83	+ ½
56⅝	56¾	6	48100	Kennecott	55⅞	56⅝	55⅞	56⅝	+ 1⅛
84⅝	84¾	6	4300	Lackawanna Steel	85	85½	84¼	84½	— ⅝
20¼	21	..	800	Lake Erie & Western	20¼	21	20¼	21	+ 1
42½	44	..	100	Lake Erie & Western pf	42⅝	42⅝	42⅝	42⅝	— ⅝
45¾	46	2	1800	Lee Tire	45	46⅞	45	46	— ½
81¾	82	5	5800	Lehigh Valley	81¾	82⅜	81¼	81⅞	+ ⅜
..	..	..	100	Long Island	35	35	35	35	..
200	250	12	100	Lorillard	225	225	225	225	— 7
134½	134⅞	7	1100	Louisville & Nashville	134½	134¾	132½	134⅛	+ 3
85	85½	5	100	Mackay Cos	85½	85½	85½	85½	..
65	67	4	100	Mackay Cos pf	66¼	66¼	66¼	66¼	— ⅝
1½	3	..	100	Manhattan Beach	1¾	1¾	1¾	1¾	+ ¼
129	129⅝	..	200	Manhattan El	129	129½	129	129½	+ 3¼
46⅞	47	..	28600	Marine	46	47⅛	45¾	46⅞	+ 1⅛
122⅞	123	..	54700	Marine pf	120⅛	123	120⅛	123	+ 3¾
94¼	94¾	10	7200	Maxwell Motor	95½	95⅞	94	94½	— ⅞
57⅝	58¼	6	800	Maxwell Motor 2 pf	58⅝	58⅝	57¾	57¾	— ⅞
62	63½	2	200	May Dept Stores	61⅞	62	61⅞	62	+ ⅞
112¼	112½	..	7600	Mex Pet	112¾	113¾	112	112¾	— ¼
39¾	40	6	7700	Miami Copper	40½	40½	39¾	39¾	— ⅞
123	124	7	1500	Minn, St P & S S M	122½	124	122½	124	+ 2½
128	129½	7	300	Minn, St P & S S M pf	128½	131	128½	129½	+ 1
4	4½	..	500	Mo, Kan & Texas	4½	4½	4½	4½	..
12	13	..	200	Mo, Kan & Texas pf	12	12½	12	12½	+ ⅛
5	5	..	500	Missouri Pacific	5	5	5	5	— ⅛
4¾	5	..	2000	Missouri Pacific ctfs	4¾	5	4¾	4¾	..
24⅛	24½	..	1300	Missouri Pacific w i	24⅛	24½	24⅛	24½	+ ⅜
51	52	..	600	Missouri Pacific pf w i	51⅞	52	51⅞	51⅞	+ ⅛
93	94½	4	100	Montana Power	93	93	93	93	— 1
114½	116½	..	200	Montana Power pf	114½	116½	114½	116½	+ 2¼
121	123	..	1600	Nat Biscuit Co	121	123	121	123	+ 1
81⅞	83	..	300	Nat Cloak & Suit	81⅞	83	81⅞	83	+ 2½
110	110	..	100	Nat Cloak & Suit pf	110	110	110	110	— ½
70¼	71¾	7	1400	Nat Lead	70¼	71¾	70¼	70¼	+ ¼
114½	118	7	40	*Nat Lead pf	114½	114½	114½	114½	..
29	29¾	..	500	Nat E & S	29¾	29¾	29	29	— ⅛
23	23	2	5500	Nevada Con	23	23	22½	22⅞	..
146½	146⅞	10	3700	N Y Air Brake	145	147½	145	146¾	+ 2¾
109⅝	110	5	33100	N Y Central	110	110¾	109⅝	109¾	+ ⅛
58	60	..	200	N Y, Chi & St L 2 pf	58½	58½	58⅛	58½	..
60¾	61½	..	2700	N Y, N H & H	61	61½	61	61½	+ 1
60¾	61½	..	88	*N Y, N H & H	61⅛	61⅛	61⅛	61⅛	..
26½	27½	1	300	N Y, O & W	27¾	27¾	27	27	..
137	137¼	7	31500	Norf & West	133	137¼	133	137	+ 4¾
67	69	5	200	No Amer Co	68⅞	68⅞	68	68	..
113¼	113½	7	8900	No Pacific	113½	113¾	113¼	113½	+ ⅜
6⅝	7	..	100	Ont Silver	6⅞	6⅞	6⅞	6⅞	— ⅛
27¾	28¼	..	2100	Pacific Mail	27	28⅛	27	27½	+ 1
34	35½	..	100	Pacific T & T	35	35	35	35	+ 1
58¼	58½	3	13100	Penn R R	58	58½	58	58⅜	+ 1
14	14½	..	900	Peoria & East	13¼	14	13¼	14	+ 1
40	40½	3½	300	Phila Co	40	40¼	40	40¼	+ ¼
31½	31⅝	..	200	Pitts Coal ctfs	31⅝	31⅝	31⅝	31⅝	+ ⅝
103½	..	..	100	Pitts Coal pf ctfs	103½	103½	103½	103½	— 1
60¼	60½	4	1800	Pr Steel Car	60	60½	60	60½	+ ½
136	137	8	300	Public Service	136	137	136	136½	+ ½
168½	169½	8	2600	Pullman Co	167⅛	169¼	167⅛	169¼	+ 2¼
4⅛	4¾	..	100	Quicksilver pf	4¾	4¾	4¾	4¾	— ⅛
26	26¼	2	5800	Ray Cons Copper	26½	26½	26	26	— ½
51½	52	..	1800	Rwy Steel Spg	52	52¾	51½	51⅝	— ⅛
100	101	7	300	Rwy Steel Spg pf	100⅞	101	100⅞	101	..
74	74¼	..	54200	Republic Steel	70¾	74	70⅝	74	+ 4¼
112	112½	7	1000	Republic Steel pf	111⅞	112½	111⅞	112	+ 1¼
113¼	113½	4	67100	Reading	114½	115⅛	113¼	113½	..
45	45½	2	100	Reading 1 pf	45¼	45¼	45¼	45¼	+ ¼
46	46½	2	100	Reading 2 pf	46	46	46	46	— ½
82¼	83	7	100	Saxon Motors	82¾	82¾	82¾	82¾	— ¼
15	15½	..	1200	Seaboard A L	15	15⅛	15	15¼	+ 1
37½	38	..	600	Seaboard A L pf	37	38	37	38	+ 1½
215½	216	7	1000	Sears-Roebuck	215⅛	216	215⅛	215½	+ ½
60	60½	..	6200	Sloss-Sheffield	60	61½	60	60	+ 1
32⅝	32⅝	2	1300	Shattuck	32½	32⅞	32½	32⅝	— ⅜
16¼	17	..	200	St L & S F w i	16¼	16½	16¼	16½	+ ⅜
102⅝	102⅝	6	31500	South Pac	102⅞	103½	102½	102⅝	— ⅜
188	190	50	150	So P R Sug	189	189	189	189	+ 9
25⅞	26	..	31600	South Rail Co	25¼	26⅛	25¼	25⅞	+ ¾
69	69½	..	2400