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Bank of England Statement.

LONDON, Oct. 26.—Weekly statement of Bank of England shows: Total reserve increased £1,000,000; circulation inc. £1,000,000; bullion inc. £1,000,000; other securities inc. £1,000,000; other deposits inc. £3,000,000; public deposits inc. £400,000; notes in reserve inc. £1,000,000; government securities inc. £1,000,000. Proportion of bank's reserve to liability this week 52.87 per cent.; last week 52.30 per cent. Discount rate 5 per cent.

FINANCIAL NEWS AND COMMENT

Profit Taking Declines Attract Good Class of Buying in Late Trading.

POOLS IN CHEAP RAILS

Bears Make Little Impression by Attempting an Election Scare.

Favorable developments affecting money and business in this country multiply so rapidly that little encouragement is offered the traders in stocks who are anxious to bring about materially lower market values. Prices come back easily after reactions and weakness serves more to increase public interest in speculation than to bring out stock, a reflection of which was found in the movement of quotations in yesterday's operations.

Modest declines were reported in many issues in the early dealings, but the movement presented chiefly the earmarks of realizing, while it attracted a good class of buying, particularly in the late afternoon, when the whole list was strong. Especial strength was shown in the sugar shares, the copper issues which had been advancing earlier, American Can, the low priced rails and United States Steel.

Efforts were made to induce selling on the basis of election uncertainties. That was the only bear argument traders could find. And it made but a poor showing as a market influence, the selling in the day to a great extent representing profit taking liquidation rather than the closing out of accounts incident to the Hearst suggestion that President Wilson would be reelected.

The financial district will be much surprised if success comes to the present Washington Administration, but it maintains that even in the event of such an unhappy development war prosperity will run on for the length of the hostilities and ample time will be afforded for further profitable operations in finance and for the movement of securities prices to higher levels under the influence of active public buying. But it maintains also that business expansion will get a hard knock if the war comes to an end with present Democratic economic theories in force.

Accumulation of the steel and copper shares was reported and pools apparently were operating in some of the cheap railroad stocks, as, for instance, Missouri Pacific, Chicago Great Western and Missouri, Kansas and Texas.

Utah Copper moved into new high ground and the whole copper group was in demand on the basis of the steady increase in the demand for copper metal, both for home and foreign account. Advices received from copper trade circles asserted that the position of the market was stronger than at any other time since the great expansion in the industry started soon after the outbreak of the European war, and that although the margin of profit for producers was wider than ever before all indications pointed to still better selling figures. Copper for nearby delivery is about the scarcest product on the list.

Call money renewals were made under 2½ per cent., and all departments of the loan market were easy and not affected in the least by the activity in stocks, by the growing movement of funds into mortgage issues or by the new British loan announcement. It is the expectation of bankers that the $500,000,000 note issue by Great Britain will serve to check shipments of gold to this country, but if is not their belief, however, that the movement will not be resumed at a later period, assuming the war does not come to a sudden end.

Receipts of the precious metal since May have been in excess of the amount of the new British financing, and net imports of gold since the start of the war have been about one-half of the total of all loans made by this country to foreign nations in that time. And the greater part of the money advanced to foreign nations has not left the United States. We have simply been financing merchandise exports for the Allies.

Weekly statements of the Bank of England and the Bank of France showed relatively unimportant changes, that of the British institution being a trifle less favorable than a week ago, while that of the French bank was somewhat better than the return of last Thursday. Notwithstanding all the gold Great Britain has been sending to this country in the last twelve months its holdings are approximately unchanged from those of a year ago.

SHORT TERM NOTES.

Security.	Rate.	Due.	Bid.	Asked.
Am Cotton Oil	5	Nov. 1917	100⅝	101⅛
Am Locomotive Co	5	July 1917	100⅛	101
Am Tel & Tel	4½	Feb. 1918	100⅛	100⅝
Am Thread Co	5	Jan. 1918	99	99½
Anaconda Cop Co	5	Mar. 1917	100⅛	100⅜
Bklyn Rapid T Co	7	July 1918	100⅛	100
Canadian Nor Ry	5	Sept. 1917	99⅞	100
Canadian Nor Ry	6	July 16,17	100	100⅛
Canadian Nor Ry	6	July 15,18	100	100⅛
Canadian Pac R	6	Mar. 2, '24	103	103½
Chi & Wint R R	5	Sept. 1917	100	100⅛
Chi Bur & Q R R	4	July 1921	98⅛	98⅞
Cuban Am Sugar	6	April 1918	102⅛	102½
Erie Railroad	5	April 1917	100⅛	100⅞
General Rubber Co	5	Dec. 1918	100⅛	101⅛
G Trunk Ry of Can	5	Nov. 1917	99⅞	100⅛
G Trunk Ry of Can	5	Aug. 1918	99	99½
Hocking Valley	5	Nov. 1917	100⅛	100⅜
Int Harvester Co	5	Feb. 15, 18	101⅛	101⅛
Lake Erie & West	5	July 1921	99⅛	100⅛
Missouri Pac Ry	6	June 1917	100	100⅛
New Orleans R R	5	Apr. 1917	99	99½
New York H R R	4½	May 1917	100	100⅛
Nor Pacific Nav Co	6	May 1917	100⅛	100⅜
Nor States Pow Co	6	Apr 1926	99½	100
Nor States Pow Co	5	April 1920	98	100⅛
Pennsylvania Co	4½	June 15, 21	100⅞	101⅛
Rem Arms U M C	5	Feb. 1919	98	98½
Southern Railway	5	Mar. 1917	100⅛	100⅜
Tish Securities Cor	6	Sept. 15,22	96	98½
United Fruit Co	5	May 1918	101⅛	101⅝
Wisth E & Mig Co	5	Oct. 1917	100⅛	101⅛
Winc Rep Arms Co	5	Mar. 1918	98⅛	98⅝

FOREIGN GOVERNMENT AND MUNICIPAL.

	Rate.	Due	Bid.	Asked.
Argentine Govt	5	Dec. 15, '17	99	101
Argent Govt disc	—	Feb. 21, 17	98⅛	98½
Argentine Gov	4	May 15, 20	91	91½
Argentine Gt sterl	6	May 15, 27	100⅝	—
City of Montreal	5	Dec. 1, 17	100⅛	101
City of Montreal	5	May 1, 18	99	100⅛
City of Quebec	5	April 1, 20	95⅛	100⅛
Dominion of Can	5	Aug. 1, 17	100⅛	100⅜
Dominion of Can	5	April 1, 21	100⅛	100⅜
Dominion of Can	5	Dec. 1, 23	98⅛	98½
Italian Govt	6	Oct. 15, 17	99½	100⅛
Japanese Govt £	5	July 1, 18	97	99
Norway Govt	6	Oct. 15, 17	101	102
Norway Govt	6	Feb. 1, 23	105	107
Prov of Quebec	5	April 1, 20	99½	100⅛
Russian Govt	5½	Aug. 14, 26	*93	*94
Russian Govt	6½	July 15, 19	100⅛	100⅝
Swedish Govt	6	Dec. 1, 16	100	100⅛
Switzerland Govt	5	Mar. 1, 18	99⅞	100⅛
Switzerland Govt	5½	Mar. 1, 20	99½	100

*Dollars per 1,000 rubles.

RAILWAY EQUIPMENT BONDS.

The following are quoted on a percentage basis:

	Maturity.	Rate.	Bid.	Asked
Baltimore & Ohio	1916-23	4-4½	4.25	4.20
Bos, Revere Beach & Lynn	1916-19	4½	4.50	4.25
Chicago Great Western	1916-26	4	4.50	4.35
Chicago Milw & St Paul	1916-26	4½	4.50	4.30
Chicago & Northwestern	1916-23	4½	4.25	4.12
Cinn, Hamilton & Dayton	1916-17	5½	5.00	4.85
Colorado & Southern	1916-24	5	5.20	5.00
Delaware, Lack & West	1916-29	5	4.55	4.40
Delaware & Hudson	1922	4½	4.25	4.10
Erie Railroad	1916-26	4½-5	4.50	4.25
Grand Trunk	1916-21	4½	4.90	4.50
Illinois Central	1916-26	4½-5	4.50	4.15
Louisville & Nashv	1916-23	5	4.50	4.40
Michigan Central	1916-26	5	4.75	4.55
Missouri, Kan & Tex	1916-23	5	5.30	4.85
Missouri Pacific	1916-22	5	5.50	4.85
Mobile & Ohio	1916-24	4½-5	4.60	4.45
N Y Central Lines	1916-26	4½-5	4.45	4.25
Norfolk & Western	1916-24	4½	4.30	4.10
New York, N H & H	1916-26	4½-5	4.50	4.15
Pere Marq Freight	1916-23	4-4½	4.25	4.10
St L, Iron Mt & S	1916-24	5	5.20	4.70
Seaboard Air Line	1916-26	5	4.65	4.35
Southern Pacific	1916-26	4½	4.35	4.20
Southern Railway	1916-26	4½-5	4.60	4.35

NEW YORK STOCK EXCHANGE PRICES.

THURSDAY, OCTOBER 26, 1916.

Annual dividend rates are quoted in dollars.

Closing Bid.	Closing Ask.	Div. Rt.	Sales.		Opening.	Highest.	Lowest.	Closing.	Net Change.
60	60½	..	100	Acme Tea	60⅜	60⅜	60⅜	60⅜	+ ⅜
97	98	7	100	Acme Tea 1 pf	97¼	97¼	97¼	97¼	..
143	149	6	100	Adams Express	145	145	145	145	+ 2
16	16½	..	2500	Advance Rumely	15½	17	15	16½	+ 1½
33½	35	..	600	Advance Rumely pf	35	35	34	34	— 1
12⅛	13	..	100	Alaska Gold Mines	12½	12½	12½	12½	+ ½
25¼	25½	..	300	Allis-Chalmers	25	25½	25	25½	+ ½
82	82½	6	2300	Allis-Chalmers pf	82⅛	82½	82	82½	..
102⅞	103	6	8100	Am Beet Sugar	103	103⅝	102	102⅝	— ½
81	82	5	1800	Am Ag Chemical	81	81⅝	80⅝	81	+ ⅛
64¼	64½	..	28800	Am Can	61	64⅝	60½	64¼	+ 2¼
113	113⅝	7	100	Am Can pf	113¼	113¼	113¼	113¼	— ⅝
67¾	68	2	4000	Am Car & Foundry	68	68	67	67¾	..
55½	56	1	300	Am Cotton Oil	55½	55⅝	55½	55⅝	+ ⅛
133	135	6	200	Am Express	133	133½	133	133½	+ ½
16	16¼	..	9700	Am Hide & Leather	16	16⅜	15½	16¼	— ⅝
69½	70	..	3300	Am Hide & Leather pf	68½	70	68½	69½	+ ½
28	28⅛	..	700	Am Ice	28⅛	28⅛	28	28	— ⅛
24½	25¼	..	2300	Am Linseed	25	25½	24⅞	24⅞	+ ⅛
57½	58	..	400	Am Linseed pf	58¼	58¼	57⅞	57⅞	+ ⅛
79¾	80	5	9700	Am Locomotive	79⅝	80⅝	79	79¾	— ½
10	11	..	400	Am Malt	10½	10½	10½	10½	— ⅛
47	48	..	300	Am Malt pf	47⅛	47⅛	47⅛	47⅛	— 1⅞
110¼	110½	4	8100	Am Smelt	109¼	110½	109	110⅛	+ ⅛
116⅛	117½	7	300	Am Smelt pf	116½	116½	116½	116½	— 1
97	98	6	600	Am Smelt Sec A	96⅝	97⅞	96⅝	97⅞	+ 1⅛
88½	91	5	400	Am Smelt Sec B	91	91	91	91	+ 1
138	145	12	100	Am Snuff	141½	141½	141½	141½	+ 3¼
61½	62	..	600	Am Steel Foundry	62½	62⅝	61½	61⅞	— ⅝
122¼	122¾	7	7600	Am Sugar	122½	123½	120½	122½	— ¼
62	65	5	10	Am Tel & Cable	62	62	62	62	..
133	133¼	8	100	Am Tel & Tel	133	133	133	133	..
225	226	20	100	Am Tobacco	225¼	225¼	225¼	225¼	— ¼
108	109	6	100	Am Tobacco pf	108	108	108	108	..
51½	51¾	5	2100	Am Woolen	51⅜	52	50⅞	51⅞	— ¼
97⅞	98½	7	200	Am Woolen pf	98	98	97⅞	97⅞	— ⅛
45	45⅝	..	3800	Am Writing Paper pf	46½	46½	45⅛	45¼	..
47½	47⅞	..	1400	Am Zinc	46⅝	48¼	46⅝	48	+ 1½
77¼	77⅞	6	800	Am Zinc pf	77⅞	77⅞	77⅞	77⅞	— ⅛
94	94⅛	8	26500	Anaconda	93⅞	94⅝	93¼	94	+ ¼
107½	107¾	6	2800	Atch, Top & Santa Fe	107½	107⅞	107½	107⅝	— ⅛
100⅜	100⅞	5	1700	Atch, Top & Santa Fe pf	100⅜	101	100⅜	100⅞	+ ⅝
120½	121	5	100	Atlantic Coast Line	120½	120½	120½	120½	— ½
94⅝	95½	..	1600	Atl, Gulf & W I	95⅝	95⅝	94¼	95	— ½
66⅞	67½	5	300	Atl, Gulf & W I pf	67	67	67	67	— ½
83	83⅝	..	7300	Baldwin Locomotive	83	83⅝	82	83¼	— 1
107	108	7	100	Baldwin Locomotive pf	107½	107½	107½	107½	— ½
88	88¼	5	400	Baltimore & Ohio	88⅛	88⅛	88	88⅛	..
75½	76	4	100	Baltimore & Ohio pf	75⅝	75⅝	75⅝	75⅝	— ⅝
630	640	30	900	Bethlehem Steel	610	642	603	642	+27
158	160	7	1600	Barrett Co	159⅞	161½	159½	160	+ 1¼
84	85	6	100	Brooklyn Rapid Transit	83⅞	83⅞	83⅞	83⅞	..
80	81	5	100	Burns Bros	80	80	80	80	..
107	113	5	100	Bush Terminal	111	111	111	111	..
27¼	28	3	100	Butterick Co	28	28	28	28	— 1
64¼	65¼	5	2300	Butte & Superior	64½	65¾	64¼	64¾	— ⅛
174⅞	175½	10	1800	Canadian Pacific	175	175½	174⅞	174½	— 1¾
91¾	92	4	13000	Central Leather	92	92⅝	90½	91⅞	— 1½
115	117	7	100	Central Leather pf	115½	115½	115½	115½	— ½
104½	106	8	500	Chandler	105	105	104½	105	— 1
68⅛	68¾	..	3400	Chesapeake & Ohio	68	68½	67⅞	68⅛	— ⅛
13	13½	..	200	Chicago & Alton	14	14	13½	13½	+ ½
15⅛	15¼	..	17600	Chicago Gt Western	14	15¼	14	15¼	+ 1⅛
44⅞	45	4	32100	Chicago Gt Western pf	42½	45¼	42½	44⅞	+ 3⅞
94½	95	5	400	Chic, Mil & St Paul	94½	94⅝	94½	94⅝	— ⅛
126¼	126¾	7	300	Chic, Mil & St Paul pf	126¼	126¾	126¾	126¾	— ⅛
133	140	7	100	Chic, St P & O pf	133	133	133	133	..
31¾	32	..	126000	Chic, Rock Isl & Pac	32½	33¼	30½	31⅝	— 3⅛
22⅞	23	..	5300	Chile Copper	23	23¼	22⅞	23	..
58⅞	59	5	6500	Chino Copper	57⅞	59	57½	59	+ ⅝
62	62½	..	200	C, C, C & St L	62	62	61½	61½	+ 1½
84½	86	5	200	C, C, C & St L pf	84⅞	84⅞	84½	84½	..
53	53⅛	..	7900	Col Fuel & Iron	53¼	53½	51⅞	53	— ⅛
36¾	37	..	5100	Col Gas & E	36¾	37⅛	36	37	— ⅛
35½	36	..	2900	Col & Southern	35	36⅞	35	36	+ 2
49	54	..	300	Col & Southern 2 pf	50	50	50	50	+ ⅝
47	48	4	200	Comp, Tab & Rec	47½	47½	47¼	47¼	..
124	124¼	7	4100	Con Gas, E L & P	123	124¼	122¾	124¼	+ 1⅛
..	..	..	3100	Con Gas, E L & P rts	1⅞	2⅛	1⅞	2⅛	+ ⅜
101¾	103½	5	1800	Continental Can	102	103¼	101⅛	103¼	+ 1⅛
139¼	139¾	7	300	Consolidated Gas	140	140	139¼	139½	— ½
17¼	17½	..	2000	Corn Products	17⅛	17⅛	17	17⅛	— ⅛
91¼	92	..	200	Corn Products pf	92	92	92	92	+ ½
86¼	86¾	..	17300	Crucible	86¾	87	85	86⅝	— ⅛
121½	123	7	300	Crucible pf	121½	121½	121	121	— ½
220	230	10	200	Cuban-American	225	226	225	226	+ 4
72½	72¾	..	4700	Cuba Cane	72	73½	70½	72⅝	+ 1½
97¾	98	7	2000	Cuba Cane pf	97⅝	98½	97⅝	98	+ ½
22	22¼	..	2800	Denver & Rio Grande	23	23¼	21½	22	— 1
49	49½	..	10700	Denver & Rio Grande pf	50	50	48½	49	— 2⅛
146	148	8	100	Detroit-Edison	147½	147½	147½	147½	+ 3½
146	148	..	10	*Detroit-Edison	147⅞	147⅞	147⅞	147⅞	..
46	46½	6	4800	Distillers Securities	46⅜	46⅜	46	46	— ⅝
5	6⅝	..	100	Dul, South Shore & Atl	6	6	6	6	..
12¼	13	..	800	Dul, South Shore & A pf	12½	13¼	12½	12⅞	+ ⅞
24¼	25	2	100	Dome Mines	24⅞	24⅞	24⅞	24⅞	+ ⅞
38½	38⅝	..	2000	Erie	38⅝	38⅝	38¼	38⅝	— ⅛
53	53½	..	600	Erie 1 pf	53	53¼	53	53⅛	— ⅛
45	46	..	100	Erie 2 pf	46	46	46	46	+ 1
69	72	4	100	Electric Storage Battery	68¼	68¼	68¼	68¼	+ 1¼
39¼	42	4	100	Federal M & S pf	41	41	41	41	+ ¼
47¼	47¾	4	100	Gaston W & W	47¼	47¼	47¼	47¼	— ⅛
183½	184	8	1300	General Electric	184¼	184¼	183½	183½	+ ¼
820	875	20	200	General Motors	835	835	835	835	..
126	126½	7	1300	General Motors pf	126	126	126	126	..
73½	73¾	..	2200	Goodrich	73⅞	73⅞	73¼	73½	— ¼
118½	118¾	7	1000	Great Northern pf	118½	118½	118½	118½	..
43⅛	43¼	½	2600	Great Northern Ore ctfs	43⅛	43¼	42⅞	43¼	..
51	52	8	1800	Greene Copper	51	51¼	50	51¼	— ⅛
95½	96	3	100	Gulf Steel	95	95	95	95	— 1
116¾	117½	3	200	Harvester N J	117	117	117	117	+ ¾
108¼	108¾	6	300	Illinois Central	108¼	108¼	108¼	108¼	— ¼
65⅝	65⅝	8	11300	Inspiration Con	65	66	64⅝	65½	+ ⅞
48	49	..	200	Int Agr Corp pf	49	49	49	49	..
50⅝	50½	6	10300	Int Nickel	50½	50⅞	49⅝	50⅝	+ ¼
106	..	6	400	Int Nickel pf	106¼	106¼	106¼	106¼	..
49⅝	49¾	..	10700	Int Paper	49⅝	50⅛	48½	49⅝	— 1
101⅝	102	4	1000	Int Paper pf	100⅛	102	100⅛	101⅝	..
17⅛	17⅛	..	1300	Interboro Con	17⅛	17¼	17⅛	17¼	+ ⅛
73	74	6	200	Interboro Con pf	73⅝	73⅝	73⅝	73⅝	— ⅛
28	28½	..	1600	Kansas City Southern	27½	28½	27⅝	28½	+ ¾
60⅞	61	4	300	Kansas City Southern pf	60¼	60⅞	60¼	60⅝	+ 1⅛
4	6	..	100	Keokuk & Des Moines	4½	4½	4½	4½	— ⅛
76⅝	77	4	200	Kelly Springfield Tire	76⅛	76⅝	76⅛	76⅝	— ⅞
52⅞	53	6	7900	Kennecott	53⅛	53¼	52⅞	53	— ⅛
129	130	8	100	Kings Co L & P	129½	129½	129½	129½	..
129	130	8	30	*Kings Co L & P	129⅝	129⅝	129⅝	129⅝	..
88⅝	88⅞	6	32900	Lackawanna Steel	87	88⅝	87	88⅝	+ 1⅝
25⅛	25½	..	2800	Lake Erie & Western	25	26¼	25	25⅝	+ ¾
51	52½	..	1300	Lake Erie & Western pf	50¼	52½	50¼	52	— 3
40⅝	41	2	2700	Lee Tire	39⅝	40⅞	39½	40⅞	+ ⅞
83⅝	84	5	1300	Lehigh Valley	83½	83⅝	83¼	83½	— ⅛
24	26	..	300	Loose-Wiles Biscuit	24⅛	24⅛	24⅛	24⅛	— ⅛
118	..	7	100	Lorillard pf	120	120	120	120	— 1
136	136½	7	200	Louisville & Nashville	136	136	136	136	..
39⅝	40½	..	7300	Marine	39⅝	40⅝	39⅝	40	..
114⅝	114⅞	..	15800	Marine pf	114⅝	115	113½	114⅞	..
88½	89	10	1000	Maxwell Motor	89	89	88⅝	88⅝	+ ⅝
86⅝	87	7	200	Maxwell Motor 1 pf	87	87	87	87	..
109½	110	..	7300	Mex Pet	110⅝	110⅝	109¼	110¼	— ⅞
39	39¼	6	1100	Miami Copper	39	39¼	39	39	— ⅛
34⅝	35	..	11500	Minn & St Louis new	34⅛	35	34⅛	34⅝	+ ⅞
125	126	7	200	Minn, St P & S S M	126⅝	126⅝	126⅝	126⅝	..
7½	8⅝	..	26700	Mo, Kan & Texas	7½	8⅝	7½	8¼	+ 1⅛
20¼	21	..	5300	Mo, Kan & Texas pf	20¼	24	20¼	21	+ 2
8⅞	9	..	4800	Missouri Pacific	8⅛	9⅞	8⅛	8⅞	— ⅞
8⅝	9¼	..	14800	Missouri Pacific ctfs	8⅝	9⅝	8¼	8⅞	— ⅞
25⅝	26	..	36800	Missouri Pacific pf w i	25⅛	26⅞	25⅛	25⅝	+ ⅞
57¼	57¾	..	1800	Missouri Pacific pf w i	57¼	58¼	57½	57½	+ ½
96¼	98	..	200	Montana Power	98	98	97½	97½	— ½
126	127	7	100	Nat Biscuit	127	127	127	127	..
84½	84½	..	50	*Nat Cloak & Suit	84½	84½	84½	84½	..
112½	112½	12	100	Nat Cloak & Suit pf	112½	112½	112½	112½	— 2½
68⅝	68⅝	4	100	Nat Lead	68⅝	68⅝	68⅝	68⅝	— ⅛
113	113	12	100	Nat Lead pf	113	113	113	113	..
22½	22¾	2	2730	Nevada Con	22½	22¾	22½	22½	— ⅛
158½	158¾	10	300	N Y Air Brake	158	158½	158	158½	+ ½
108	108⅛	5	5000	N Y Central	108	108⅛	107⅝	107⅞	— ⅛
60½	60¾	..	1000	N Y, N H & H	60½	60½	60⅛	60¼	— ⅛
28	28½	1	600	N Y O & W	28	28¼	28	28	+ ½
141	141½	7	11900	Norf & West	141	142¼	140¼	141½	..
69	69¼	..	200	No Amer Co	69	69¼	69	69¼	..
112	112	7	500	No Pacific	112	112	111⅞	111⅞	— ⅛
84¼	84¼	..	1200	Ohio City Gas	84¼	84¼	83¾	83¾	— ¼
6⅝	6¾	..	200	Ont Silver	6⅝	6¾	6¼	6¼	— ¼
116	..	..	400	Owens B Co pf	116	116	116	116	— ¼
25	25¾	..	400	Pacific Mail	25	25¾	25	25¾	— ⅛
96⅝	96⅞	..	100	Pacific T & T pf	96⅝	96⅞	96⅝	96⅞	— 1⅞
58	58¼	5	8800	Penn R R	58	58¼	57⅞	57⅞	— ⅛
15	15⅛	..	300	Peoria & East	15	15⅛	15	15⅛	— ⅛
40⅝	40⅞	..	200	Phila Co	40⅝	40⅞	40⅛	40⅛	— ⅝
41	41	..	200	Pitts Coal	41	41	41	41	— 2
39⅞	43	..	28800	Pitts Coal ctfs	39⅞	43	39⅞	43	+ 3⅛
109	110	..	1400	Pitts Coal pf ctfs	109	110	109	110	+ ⅞
71½	72⅞	..	4800	Pr Steel Car	71½	72⅞	71½	72⅛	+ ⅝
105	105	..	100	Pr Steel Car pf	105	105	105	105	..
131½	132	..	200	Public Service	131½	132	131½	132	+ ¼
5¾	5¾	..	300	Public Service rights	5¾	5¾	5¾	5¾	+ ⅛
25⅝	25⅞	..	3700	Ray C