Legal for Savings Banks in New York State

Municipal Issues
Yielding 3.75% to 4.25%

Railroad Issues
Yielding 4.41% to 4.55%

Particulars on Request
For List AD-74

The National City Company
National City Bank Building
New York

Acme Tea
423 successful retail Stores. Sales last three months show 27% increase over previous period, and business growing.

MERRILL, LYNCH & CO.
7 Wall St. New York

Send for Letter A-3.

Established 1873
TOBEY & KIRK
25 Broad St., New York.
MEMBERS N.Y. STOCK EXCHANGE

WE HAVE ORDERS IN
Carbon Steel 2nd
A. B. Kirschbaum Pfd.
Singer Mfg. Co.
Santa Cecilia Sugar Pfd.
Barnhart Bros. & Spind. 2nd
Hopkins Allen Arms
Trenton Potteries, Com.
Am. Seeding Mach. Com. & Pf.
Salmon River Power 5s
Lehigh Valley Coal Sales
Old Dominion S. S.
Babcock & Wilcox
Nat'l Silk Dyeing Pf.
Am. Typefounders Pfd.&Com.

HenryClews&Co.
11, 13, 15, 17 and 19 BROAD ST.
MEMBERS N. Y. STOCK EXCHANGE
Stocks, Bonds and Investment Securities bought and sold on commission. Also carried on conservative terms. Deposit Accounts received subject to check at sight. Interest paid on daily balances.
BRANCH OFFICES
500 Fifth Ave. 953 Third Ave.
1123 Broadway 36 W. Green St.
36 Union Square 16 Court St., Bklyn.

AMERICAN TELEPHONE & TELEGRAPH RIGHTS
BOUGHT SOLD QUOTED
Tefft & Co. 5 Nassau St. Tel. 5400 Rector
Members New York Stock Exchange.

Wanted Offerings
Freeport (Texas) Sulphur Co.
Freeport & Tampico Fuel Com. & Pfd.
General Development Company
International Rys. Cent. Am. Com. & Pfd.
Int. Rys. (Cent. Div.) P. M. 6% Bonds
C. W. POPE & COMPANY
15 Broad St., New York City
Tel. Hanover 6050.

Taylor Wharton Iron & Steel
Empire Steel & Iron
J.K.Rice,Jr.&Co.
Phones 4001 to 4010 John. 36 Wall St., N. Y.

Williams,Troth&Coleman
60 WALL ST., NEW YORK
Tel. Hanover 5980
Investment Securities
Public Utility Specialties
Direct Wire to Columbus Market.

Associated Dry Goods
St. Croix Paper
N. Y. Shipbuilding
FREDERIC H. HATCH & CO.
Phone Broad 5140. 30 Broad St., New York.
Private telephone to Boston and Philadelphia.

American Brass
Yale & Towne
Ingersoll Rand Stocks
Gude, Winmill & Co.
Members New York Stock Exchange
20 Broad St., N. Y. Tel. Rector 8880

PARIS MARKET.

PARIS, Nov. 23.—Trading quiet on the Bourse today. Three per cent. rentes, 61 francs 10 centimes for cash. Exchange on London, 27 francs 81½ centimes. Five per cent. loan, 87 francs 20 centimes.

FINANCIAL NEWS AND COMMENT

Stocks Decline Again, Gulf State Steel Second Down 15 Points on Day.

LEAST LOSSES IN RAILS

Anomaly Presented of Roads' Shares Selling Higher When Not So Valuable.

Stocks lost ground again yesterday. In the industrials 40 points of caution were administered by Gulf State Steel second preferred, which declined 15 points, closing at 150, which is 40 points below the price at which this same stock sold last week. At the same time the common stock sold down to 150, which is 43 points below its high price of only a few days ago.

When inflated industrials such as these can decline 40 and 43 points in a week the idea naturally spreads that it is wise to take profits while profits are obtainable. Undoubtedly hundreds of the speculators who had handsome paper profits in Gulf State Steels at the top of the market last week have found those profits wiped out in the last two or three days.

The movements on the Gulf States Steel shares suggest that speculation alone was responsible for them, although they were accompanied by glowing reports of earnings. These also bear reminder that the gambler in stocks must make two guesses—he must guess when to get out, as well as when to get in.

In the other industrials declines were not excessive. Steel common lost 1⅝ points on the day, but the closing price of 124⅛ represented a decline of but 4⅛ points from the high record of 129, established after a fairly consistent and long period of bullish activity. At no time was there any wide break in this stock or in many others of the recently active and buoyant industrials.

In the railroad shares the declines were fractional, but the mere circumstance that standard investment stocks lost ground directed attention anew to the most curious phase of the stock market of recent weeks and months; that is, that the dividend paying rails sold higher when worth much less.

Southern Pacific yesterday reported an operating income for October of $5,915,000, as compared with $5,283,000 in the same month of 1915 and $4,082,000 in 1914. In the same month net earnings of Union Pacific increased $1,128,000, or 24 per cent. over the corresponding month last year. These figures are merely typical of a trend in railroad earnings that has been fairly constant in the last year.

The railroads are much in the public eye because of the labor disputes, and speculative sentiment may be averse to them on that account, as well as because the income returns, though seemingly assured, cannot be so great as those derived from a 20 per cent. advance in an industrial stock in a few days. Most of the railroad managers, talking pessimistically on railroad problems, may also incidentally be discouraging investment. The fact remains and it is glaring that the railroads are doing business.

According to the *Railway Age-Gazette* they spent $75,000,000 for equipment in the first three weeks of November, which indicates that the directors of the roads expect that they will keep on doing business. Some money made from the fortunate speculation in industrial shares and from fortunate development of business has been invested in the seasoned rails, but the amount has not yet been sufficient to overcome the selling begot by the prejudice against them.

The high rate for call money was 4½ per cent. compared with 5 per cent. on Wednesday. The ruling rate, 3½ per cent., was ¼ of 1 per cent. higher. Some funds came from the interior in response to the higher rates in this city, but Minneapolis, St. Louis and other large interior centres reported themselves loaned up temporarily because of the large amounts required to finance crop movements. It was, however, again predicted that large shipments of gold would soon be received in this city from Canada, and few brokers had difficulty in arranging their accounts with the banks.

MISCELLANEOUS SECURITIES.

	Bid.	Asked.
American Chicle	67	70
American Chicle pf.	81	84
American Graphe	184	..
American Graphe pf.	184	..
American Dist Tel of N J	68	70
American Typefounders	41	43
American Typefounders pf.	93	96
Atlas Portland Cement	55	..
Auto Sales	2½	4
Barnhart Bros & S 1st pf.	92	98
Barnhart Bros & S 2d pf.	72	78
Bush Terminal pf.	90	100
Borden's Condensed Milk	109	111
Borden's Condensed Milk pf.	105	107
Celluloid	192	197
Childs Restaurant	66	69
Childs Restaurant pf	95	97½
Crocker Wheeler	92	96
Crocker Wheeler pf.	102	105
*Del Lack & West Coal	170	185
Empire Steel & Iron	20	..
General Baking Co.	3	5
General Baking Co pf.	35	43
Gray Nat Telautograph	8	9
Hocking Valley Products	3	4
International Salt	54	56
International Silver pf.	107	109
Michigan Limestone	28	32
Michigan Limestone pf.	23	25
New Jersey Zinc new stock	364	367
Otis Elevator	65	68
Otis Elevator pf	92	96
Phelps Dodge & Co.	295	305
Pratt & Whitney pf.	104	107
Remington Typewriter	15	18
Remington Typewriter 1st pf.	85½	86½
Remington Typewriter 2d pf.	48½	49½
Royal Baking Powder pf.	102	105
Safety Car Heating Lighting	105	106
Singer Manufacturing	275	280
Tide Water Oil	182	185
Wappler Elec.	40	..
Wappler Elec pf.	95	99

*Dollars a share.

RAILWAY EQUIPMENT BONDS.

The following are quoted on a percentage basis:

	Maturity.	Rate.	Bid.	Asked.
Baltimore & Ohio	1916-26	4½%	4.35	4.25
Buff, Roch & Pitts	1916-26	4½%	4.45	4.30
Canadian Pacific	1916-23	4½	4.50	4.35
Chesapeake & Ohio	1916-26	4½	4.50	4.30
Chi & Northwestern	1916-23	4½	4.35	4.10
Chi, R I & Pacific	1916-27	4½-6	5.00	4.65
Chi, St L & N O	1916-24	5	4.40	4.30
Cleve, C, C & St L	1916-29	5	4.60	4.40
Delaware & Hudson	1922	4½	4.35	4.15
Erie Railroad	1916-26	4½-6	4.55	4.35
Grand Trunk	1916-24	4½	4.95	4.55
Illinois Central	1916-26	4½-6	4.30	4.15
Louisville & Nashville	1916-23	5	4.30	4.10
Michigan Central	1916-30	5	4.45	4.35
Mo, Kan & Texas	1916-23	5	5.30	4.90
Missouri Pacific	1916-22	5	5.30	4.90
Mobile & Ohio	1916-24	4½-6	4.60	4.40
N Y Central Lines	1916-28	4½-6	4.45	4.25
Norfolk & Western	1916-21	4½	4.30	4.10
N Y, N H & Hart	1916-28	4½-6	4.50	4.30
Penn General Freight	1916-23	4-4½	4.25	4.00
St L, I Mt & South	1916-24	5	5.12	4.75
Seaboard Air Line	1916-26	5	4.55	4.40
Southern Pacific	1916-26	4½	4.55	4.30
Southern Railway	1916-24	4½-6	4.45	4.35

LONDON MARKET.

LONDON, Nov. 23.—Money in fair supply and discount rates firm. Dealers and investors are not inclined to make fresh commitments, and to-day's stock market was dull and sagging. There were a few bright spots, such as industrials, rubber and Rio Tintos, but most of the metal stocks were affected by profit taking, especially Otis Steel. The decline in British and foreign funds represented simply marking down from lack of support. American securities quiet. Consols for money closed at 55⅝; new 4½% war loan at 95⅛. Money 4½%. Discount rates—Short and three month bills 5½@5⅝%. Gold premiums at Lisbon 70.00.

NEW YORK STOCK EXCHANGE PRICES.

THURSDAY, NOVEMBER 23, 1916.

Annual dividend rates are quoted in dollars.

Closing Bid.	Closing Ask.	Div. Rt.	Sales.		Open-ing.	High-est.	Low-est.	Clos-ing.	Net Change.
67⅛	67⅝	..	300	Acme Tea	67⅛	67⅛	67	67	..
15½	16¼	..	100	Advance R	16	16	16	16	+ ¼
12⅛	12½	..	900	Alaska G M	12¼	12½	12⅛	12½	..
8	8⅛	..	600	Alaska J	8	8⅛	8	8⅛	+ ⅛
33	33¼	..	3700	Allis-Chalmers	33½	34⅝	33	33	..
89⅞	90	6	900	Allis-Chalmers pf	89½	90	89½	90	— ⅝
103½	103⅞	6	3100	Am Beet Sugar	105⅝	106¼	103½	103⅝	— 1⅝
88½	89¼	5	4600	Am Ag Chem	88	89	88	89	+ 1
106	109½	7	100	Am Brake Shoe	107	107	107	107	— 2½
190	205	8	100	Am Brake Shoe pf	205	205	205	205	+ 1
62⅝	63	..	11000	Am Can	63⅝	63⅞	62⅝	62⅝	— 1
72⅝	73¼	2	12900	Am Car & F	72	74½	72⅝	73	— ⅛
51⅝	51⅞	4	500	Am Cot Oil	51½	51½	51½	51½	— ½
16¼	16⅝	..	2700	Am Hide & Leath	16⅝	17¼	16⅝	16⅝	— 1⅛
75	75½	..	9000	Am Hide & Leath pf	77	78¼	75	75¼	— 1¼
27⅝	27⅞	..	500	Am Ice	28	28	27⅞	28	..
22½	22½	..	500	Am Linseed Co	22½	22½	22⅛	22¼	..
52⅞	53	..	600	Am Linseed Co pf	53	53	53	53	..
89¼	89½	5	18700	Am Loco	90½	91½	89¼	89⅝	— 1⅝
108	108⅝	7	400	Am Loco pf	108½	108½	108¼	108¼	— ¼
117⅞	118⅛	6	63600	Am Smelt	118½	119⅝	117⅛	117⅞	— ⅛
116⅞	117⅛	7	400	Am Smelt pf	115¼	117	115¼	117	+ 1
68	69	..	3400	Am Steel Fdy	67⅞	69¼	67¼	67⅝	— ⅝
117	117⅛	7	900	Am Sugar	118½	118½	117	117	— ⅞
127⅝	128	8	7600	Am Tel & Tel	128	128	126⅞	127⅝	— ⅛
219⅛	222	20	200	Am Tobacco	219⅞	220	219⅞	220	..
109	110	6	100	Am Tobacco pf	109¼	109¼	109¼	109¼	+ 1
52½	52⅝	5	700	Am Woolen	52⅝	53	52⅝	53	+ ¼
98¼	98½	7	100	Am Woolen pf	98½	98½	98½	98½	..
65	65⅛	..	19600	Am Writ P pf	67	67⅝	64½	65	— 3⅛
59¼	59⅝	..	6700	Am Zinc	59½	61	59¼	59⅝	— 1⅝
..	..	..	100	Am Zinc pf	82	82	82	82	+ 1½
98⅝	98½	8	78200	Anaconda	99⅝	100½	98⅛	98⅝	— 1
69⅞	70⅝	4	300	Asso Oil Co	69⅞	69⅞	69⅞	69⅞	— ⅛
104¼	104⅞	6	1800	A, T & S Fe	104¼	104⅝	104¼	104½	..
100½	100½	5	500	A, T & S Fe pf	100½	100½	100⅝	100½	+ ⅛
100⅛	100½	5	50	*A, T & S Fe pf	100⅛	100⅛	100⅛	100⅛	..
15⅛	16⅛	..	2400	At, B & A	14½	16	14½	15½	+ ½
124	125½	..	9900	At, G & W I	121¼	127	121¼	124	+ 2½
71	72⅝	5	300	At, G & W I pf	72	72¼	72	72	+ 1
122	125	7	100	At Coast L	124⅛	124⅛	124⅛	124⅛	— ⅞
82⅝	82⅞	..	13100	Baldwin Loco	83	84¼	82½	82⅞	— 1¼
86	86¼	5	800	Balt & Ohio	86⅛	86½	86⅛	86¼	— ¼
74	75	4	500	Balt & Ohio pf	74⅝	74⅝	74⅝	74⅝	— ⅝
650	670	30	100	Beth Steel	669	669	669	669	+ 9
152	160	7	100	Beth Steel pf	155	155	155	155	— 1
158	162	7	100	Barrett Co	162	162	162	162	— ½
83⅝	84	6	800	B R T	83⅝	83½	83⅝	83⅝	— ⅛
18	20	..	100	Butterick Co	18	18	18	18	— 2
67	67¼	5	3500	Butte & S	68	68⅝	67¼	67¼	— 1
23⅝	24½	..	400	Cal Pet	24¼	24¼	23⅞	24	— ¼
52½	53½	4	100	Cal Pet pf	53	53	53	53	— ½
170½	171½	10	500	Can Pacific	171½	171⅝	171¼	171¼	— ¼
86¼	89	7	300	Case, J I, pf	89	89	89	89	+ 2½
112⅝	113	†7	46000	Cen Leather	113⅝	115½	112⅝	112⅝	— 1⅛
114½	..	7	100	Cen Leather pf	116	116	116	116	— ¼
112	113	8	4400	Chandler Motor	112⅝	114⅞	112	112	— 1
66⅝	67¼	..	4000	Ches & Ohio	67½	67½	66⅝	66⅝	— ⅝
126½	128	7	100	Chi & N W	126½	126½	126½	126½	— 1¼
43½	44	4	100	Chi Gt West pf	44	44	44	44	— ⅛
92⅝	93	5	800	C, M & St P	93	93	92½	92½	— ⅝
125	125¼	7	200	C, M & St P pf	125¼	125¼	125¼	125¼	..
32⅛	32¼	..	9500	Chi, R I & P	32⅛	32⅝	32	32¼	— ⅝
32⅛	32¼	..	51800	Chile Copper	30⅞	32⅝	30½	32	+ 1
67	67⅛	5	14300	Chino Copper	67½	68⅝	66⅝	67⅛	— ⅛
56½	59	..	200	C, C, C & St L	57	57	57	57	— 1
83⅛	84	5	100	C, C, C & St L pf	83⅞	83⅞	83⅞	83⅞	+ ⅝
71½	72⅞	5	100	Cluett, P & Co	72⅞	72⅞	72⅞	72⅞	— ⅛
55½	55⅞	..	7100	Col Fuel & I	56	56½	55½	55⅞	— ⅝
46½	46⅝	..	6600	Col G & E	48	48	46½	46½	— 1½
49	49⅛	4	300	Comp T R	49½	49½	49	49	..
62½	65	1¼	700	Cont. Ins	65½	65½	63	63	— 2½
126¼	127	7	900	Con G, E L & P	127¼	127¼	126½	126½	— 1
100⅝	102	5	700	Cont Can	100¼	101	100⅛	100⅛	— ½
23⅝	24⅝	..	200	Con Callahan	24	24	24	24	..
135⅝	137	7	800	Con Gas	136	136	135⅝	135⅝	— ⅝
27⅝	27⅝	..	97600	Corn Products	26	28⅛	25⅞	27⅝	+ 2⅛
107	108½	5	4000	Corn Products pf	106	108⅝	106	107	+ ¼
86⅛	86⅝	..	26700	Crucible Steel	86⅝	87½	86¼	86¼	— 1
121	123	7	200	Crucible Steel pf	122½	122½	122½	122½	— ⅝
70	70¼	..	11100	Cuba Cane	70⅝	71½	70¼	70½	— 1⅛
98⅞	99	7	1500	Cuba Cane pf	98⅞	99¼	98⅝	99	+ ¼
152	154	9	200	D & H	152	152	152	152	— ⅝
44½	45	..	800	Denv & Rio Gr pf	45¼	46	45	45	— ⅛
41	41¼	6	3800	Dist Secur	42¼	42⅞	41¼	41¼	— ⅞
22⅝	22⅝	2	2900	Dome Mines	23½	23½	22½	22½	— 1
75	78	..	200	Driggs-Seabury	78	78	75	75	— 3½
36½	36⅝	..	3500	Erie	36⅝	37	36⅝	36⅝	— ½
51⅝	52	..	600	Erie 1 pf	52⅛	52⅛	52	52	— ½
41½	47	4	190	Federal M & S pf	46⅞	46⅞	46⅞	46⅞	— ⅛
42	43	4	100	Gaston W & W	42	42	42	42	..
178⅝	179	8	1300	Gen Elec Co	179⅝	180⅛	179	179	— ½
70	70½	4	2400	Goodrich	70⅝	71	70	70¼	— ⅝
107½	108	8	2500	Granby Con	106½	109⅝	106½	107⅞	— ⅝
117½	117⅝	7	400	Gt Nor pf	117⅞	117⅞	117½	117½	— ⅝
44⅝	44⅝	1¼	6500	Gt Nor Ore ctfs	44⅛	45⅛	44⅛	44⅝	— ⅛
51¼	51½	8	1400	Greene Copper	51	52⅛	51	51½	+ ½
155	158	8	2100	Gulf Steel	150	160	150	155	+ 2
154	..	6	300	Gulf Steel 2 pf	150	150	150	150	—15
79	83	..	600	Harvester Corp	80	81⅛	80	81⅛	+ 1⅞
104¼	105	6	100	Illinois Central	105	105	105	105	..
69⅞	69½	8	26900	Inspiration Con	70¼	70⅝	69	69⅝	— ⅝
22	22	..	800	Int Agr Corp	23⅛	23½	20⅝	23½	+ ½
50	54	..	1100	Int Agr Corp pf	53	53	50	50	— 3
45⅝	46	6	13200	Int Nickel	46½	46⅞	45	46	— 1
106½	108	6	100	Int Nickel pf	106⅞	106⅞	106⅞	106⅞	+ ⅝
62¼	62½	..	16000	Int Paper	63	65	62¼	62½	— 1⅝
101⅝	102	4	2500	Int Paper pf	103⅝	104⅝	102	102	— 1⅝
17⅞	18¼	..	400	Interboro Con	17⅞	18	17⅞	18	— ¼
74	74½	6	100	Interboro Con pf	74	74	74	74	— ¾
85½	87	..	400	Jewel Tea	86	86½	85½	85½	— ½
26	26¼	..	600	Kan City So	26	26	26	26	+ ⅛
76	77	4	500	Kelly S T	77	77	76	76	— 1
56⅝	56⅝	6	70700	Kennecott	57⅝	58⅛	56½	56⅝	— 1⅝
103	103½	6	35800	Lack Steel	101⅝	104⅝	100⅝	103	+ 2¼
111	112	7	300	Laclede Gas	112	112	112	112	+ ⅛
49	51	..	200	L Erie & West pf	51	51	49¼	49¼	— 1¾
38½	39	2	600	Lee Tire	39	39	38½	38⅝	— ½
81½	82	5	*800	Lehigh Valley	82	82	81¼	81½	— ½
20	24	..	100	Loose-Wiles Bis	20½	20½	20½	20½	+ 1½
82	83	5	300	Mackay Cos	85	85	85	85	— ½
63	65½	4	200	Mackay Cos pf	65	65	65	65	— ½
62	70	4	300	Manhattan Shirt (ex div)	68	68	67	67	..
45½	45⅝	..	14100	Marine	45⅛	47¼	45⅛	45½	— ⅝
116½	116⅝	..	21600	Marine pf	117½	117⅝	116¼	116½	— 1½
74½	74⅝	10	5500	Maxwell Motor	75⅝	76½	74⅝	74⅝	— ½
81½	82	7	200	Maxwell Motor 1st pf	82	82	81⅝	81⅝	+ ¼
48½	49⅝	6	900	Maxwell Motor 2d pf	50*	50	49	49	— ⅞
65	66	5	100	Mays Deptment Stores	65½	65½	65½	65½	— ⅝
107½	108	..	10200	Mexican Petroleum	108⅛	109¼	107⅛	107⅝	— ⅝
44½	44⅝	6	15200	Miami Copper	45	45½	44¼	44⅝	— ⅝
31⅛	31½	..	100	Minn & St Louis (new)	31½	31½	31½	31½	..
120½	120½	7	500	Minn St P & S S M	120⅛	120¼	118	118	— 2⅞
7¼	7¼	..	400	Mo, Kansas & Texas	7¼	7¼	7⅛	7⅛	— ⅛
17⅝	17⅝	..	500	Mo, Kansas & Texas pf	17⅝	17⅝	16½	16½	— 1⅛
10⅝	10⅝	..	300	Missouri Pacific	10⅝	10⅝	10¼	10⅝	+ ⅛
10¼	10⅝	10¼	1800	Missouri Pacific certs	10¼	10⅝	10¼	10⅝	..
26⅝	27½	..	1100	Missouri Pacific w i	26⅝	27½	26½	27	..
57⅝	57⅝	..	300	Missouri Pacific w i	57⅝	57⅝	57¼	57¼	+ ¼
99⅝	100	..	1500	Montana Power	99⅝	100	99½	99½	+ ½
120½	120½	7	100	National Biscuit Co	120½	120½	120½	120½	— 1½
68	68	..	700	National Lead	68	68	67½	67½	— ⅞
113	113	..	200	National Lead pf	113	113	113	113	— 1¼
33⅝	34	..	1500	National E & S	33⅝	34	33¼	33⅝	— ⅛
5	5	7	200	Nat R R of Mex 2d pf	5	5	5	5	— 2
28⅝	29⅝	..	12500	Nevada Consolidated	28⅝	29⅝	28⅛	28⅞	— ⅝
179	180	..	175	New York Air Brake	179	180	175	175	— 2
107¼	107½	..	2400	N Y Central	107¼	107½	106⅝	106⅝	— ¼
17¼	21	..	3100	New York Dock	17¼	21	17¼	20	+ 3
45	49	..	500	New York Dock pf	45	49	45	49	+ 4
58	58	..	1200	N Y, N H & Hartford	58	58	57¼	57¼	— 1¼
30	30	..	500	New York, Ont & West	30	30	29½	29½	— ½
139¼	139⅝	..	1700	Norfolk & Western	139¼	139⅝	138⅞	138⅞	— ⅝
85⅝	85⅝	..	100	Norfolk & Western pf	85⅝	85⅝	85⅝	85⅝	— ¾
69⅝	69⅝	..	100	North American Co	69⅝	69⅝	69⅝	69⅝	— ⅝
146	147⅝	..	800	Nova Scotia Steel	146	147⅝	145	147⅝	— ⅞
111	111	..	200	Northern Pacific	111	111	111	111	..
90	91⅝	..	2700	Ohio City Gas	90	91⅝	90	90½	+ 1½
6⅛	6⅝	..	1400	Ontario Silver	6⅛	6⅝	6⅛	6⅝	+ ½
95½	95⅝	..	700	Owens B Co	95½	95⅝	95	95	— ½
25⅛	26	..	1300	Pacific Mail	25⅛	26	25⅛	25⅝	+ ¼
99	99	..	300	Pan Pet pf	99	99	98⅝	98⅝	— 1¼
57	57	..	1800	Pennsylvania Railroad	57	57	56⅝	56⅝	— ⅛
110	110	..	100	Peoples Gas	110	110	110	110	— ⅛
43⅝	43⅝	..	900	Philadelphia Co	43⅝	43⅝	43½	43½	— ⅝
81½	83	..	5300	Pressed Steel Car	81½	83	81½	81½	— 1⅝
133⅝	134	..	300	Public Service	133⅝	134	133⅝	134	+ ½
42½	43⅝	..	9200	Pittsburg Coal ctfs	41½	43⅝	41½	42⅝	+ 1¼
75	75	..	10	*R R Sec (Ill Cen ctfs)	75	75	75	75	..
32	32⅝	..	21200	Ray Cons Copper	32	32⅝	31⅛	31⅝	— ⅞
57⅝	58½	..	3800	Rwy Steel Spring	57⅝	58½	56⅝	56⅝	— 1
102	102	..	100	Rwy Steel Spring pf	102	102	102	102	..
86½	88	..	36800	Republic Steel	86½	88	86	86⅝	— 1½
107⅝	107⅞	..	12000	Reading	107⅝	107⅞	106⅝	106⅞	— ⅞
44½	44½	..	100	Reading 1 pf	44½	44½	44½	44½	+ ½
16	16	..	400	Seaboard A L	16	16	16	16	— 1
37½	38	..	200	Seaboard A L pf	37½	38	37½	38	..
84	85½	..	6100	Sloss-Sheffield	84	85½	83	83⅝	— 2½
33	34	..	4100	Shattuck	33	34	32⅝	32⅝	— ⅝
23¼	23¼	..	300	St L & S F w i	23¼	23¼	23	23	— ½
99⅝	99⅞	..	2200	South Pac	99⅝	99⅞	99⅝	99⅝	— ¼
27	27⅝	..	300	South Rail Co	27	27⅝	26¾	26¾	— ¼
67¾	67¾	..	400	South Rail Co pf	67¾	67¾	67¾	67¾	+ ¼
124⅝	127¼	..	8300	Studebaker	124⅝	127¼	124⅝	125	— ¼
65	65	..	200	Stutz	65	65	65	65	— ½
24½	24⅞	..	3900	Tenn Copper	24½	24⅞	24⅛	24⅛	+ ¼
231	234½	..	5100	Texas Co	231	234½	230	230	— 3
17¼	17¼	..	300	Tex Pacific	17¼	17¼	17⅛	17⅛	+ ⅛
49⅛	49⅝	..	300	Third Ave	49⅛	49⅝	49⅛	49⅛	+ ⅛
53	53	..	500	Tob Prod	53	53	52⅞	52⅞	— ⅛
102	102	..	100	Tob Prod pf	102	102	102	102	..
118	119	..	600	United Bag & Paper new	118	119	118	119	+ ¼
14⅝	14⅞	..	2800	United Bag & Paper	14⅝	14⅞	14⅛	14⅞	+ ⅛
86	86	..	200	United Bag & Paper pf	86	86	85	85	— 1
147⅛	147⅞	..	8500	Union Pacific	147½	147⅞	147	147⅛	— ⅝
82½	82½	..	400	Union Pacific pf	82½	82½	82½	82½	— ¼
98⅛	99	..	200	United Cigar Stores	98⅛	99	98⅛	99	+ ¾