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STEEL AND ORDNANCE STOCKS.

	Bid.	Ask.		Bid.	Ask.
Am Brass	..	270	Eastern Steel 55		100
Atlas Pow	155	160	Emp S & L	48	53
Atlas P pf	97	99	Emp S & I pf	65	..
Bab & Wil	109	117	Here Pow	..	264
Bliss, E W	400	450	Here Pow pf	171	174
Bliss, E W pf	75	83	Niles-B-P	..	129
Can F & F	150	170	Penn S S Corp	48	52
Carb Stl 1 pf	84	92	Scovill Mfg	320	340
Carb Stl 2 pf	55	65	Thomas Iron	35	45
Colts Arms	70	78	Winch, I & A	..	190
Du P P new	250	285	Woodward Ir	..	62

U. S. Custom House Receipts.

Receipts for duties at the Custom House yesterday were $236,235.67, of which $113,957.12 was for merchandise withdrawn from bonded warehouses and $214,548.90 for recent importations.

Manchester Cloths Steady.

MANCHESTER, Oct. 30.—Clothes steady, with considerable inquiry; yarns strong.

FINANCIAL NEWS AND COMMENT

Pessimism Over Italy's Reverses and Montreal's Closing Causes Selling.

MANY STOCKS DROP HARD

Steel Trade's Strength Is Shown in Corporation's Quarterly Report.

To many keen observers the progress of German arms into Italian territory is apt to be checked by the transportation problem, which must grow increasingly difficult. And to the same observers the wave of pessimism which developed yesterday in parts of the financial district because of the success of the German arms was just as unwarranted as was the pessimism which recently was based upon the wild cry that the Kaiser soon would be dining in the palace of the former Czar of Russia. A prominent international banker said in the course of yesterday's decline in stock market values that too much pessimism had been injected into the situation by the Italian reverses, while other bankers were unwilling to believe that in spite of the Italian crisis the so-called war lord of Europe would be able through his Italian campaign to make his prospects the brighter for ultimate victory.

No, the real interests in financial circles are not rushing into a panic because Germany has made a great drive against Italy nor are they pessimistic over the position of affairs in this country in their relation to the underlying value of American investment securities.

A certain amount of investment liquidation and active professional pressure against prices at a time when the buying power was limited carried many stocks to materially lower levels, although there were striking exceptions, notably American Hide and Leather preferred, which moved under the influence of strong pool backing. Bearish operators not only found in the Italian situation reason for selling, but also in the sudden closing of the Montreal Exchange, the latter suggesting that something of the sort might be done here despite the fact no real reason existed for such a theory.

Montreal's stock market and New York's stock market are two different propositions. There is no reason why our market should be closed. The London market is open. Its closing would be against the best interests of the London financial situation, while the closing of the New York Stock Exchange likewise would serve no useful purpose.

We need a free market for operations in securities and the mere fact market prices are being readjusted to lower levels does not warrant the call of a few men for a suspension of business. Montreal closed for an hour and then resumed on the basis of minimum prices, the reports from the Canadian city intimating that the brief suspension and establishment of minimum prices were wholly due to the fact there is not enough money in Canada to finance an active market.

There is not enough available money to finance a long drawn out bull speculation in our market, but there ought to be enough money for many investors to take advantage of declining prices to accumulate attractive and well established dividend paying securities.

Perhaps the strength of the country's great steel business as presented in the quarterly report of the United States Steel Corporation (published after the close of business yesterday) may be reflected in a more confident sentiment in the stock market to-day. It ought to, for, notwithstanding the deduction of $63,733,013 for income and profit tax, net earnings were $68,245,377, with a balance after dividends of $21,824,554, making total surplus for nine months of almost $81,000,000. The net earnings of $68,245,377 for the quarter compare with $85,817,067 in the same time last year, when no deductions were made for war taxes, showing that the earning power of the corporation is enormous, while the comparison with the June quarter shows a falling off only about $12,000,000 in spite of the irregularity in the trade caused by expectation of price fixing and later actual price fixing on various steel products.

Stocks closed above the lowest, but with substantial losses in most of the prominent issues.

SHORT TERM NOTES.

Security.	Rate.	Due.	Bid.	Asked.
AmTel&TelCo	4½	Feb. 1918	99½	99¾
AmThreadCo	4	Jan. 1919	96½	97½
Balt&OhioRR	5	July 1918	99½	99¾
Balt&OhioRR	5	July 1919	97½	97¾
BethlehemSteel	5	Feb. 15, '19	97¼	98
BklynRTCo	5	July 1918	99	99½
ChiNorthwestRy	6	Sept. 1918	99¼	99½
CanPacificRy	6	Mar. 2, '24	99¼	100
ChiBur&QRR	4	July 1921	93½	94
Chi&WindRR	6	Sept. 1918	98½	99
Cub-AmSugarCo	6	April 1918	100	100½
CurtisAeroSpecial	6	Jan. 15-22	94	98
EriaRailroad	5	April 1919	94	96
Del&HudRR	5	Aug. 1920	97½	98
FedSugRefCo	5	Jan. 1920	95	98
GenElectricCo	6	July 1920	100½	101½
GenRubberCo	5	Dec. 1918	96½	97½
GrandTrkRyofCan	5	Aug. 1918	97	99
GreatNorthernR	5	Sept. 1920	98	98½
HockingValRy	6	Nov. 1918	98½	99½
IndianapolisGas	5	April 15, '18	99½	100½
KansasCityRy	5½	July 1918	96	98
KanCityTermRy	4½	Nov. 15, '18	97½	98¾
KanCityTermRy	4½	July 1921	95	98
MontrealRy	5	May 15, '18	99	99½
MonTram&PCo	6	April 1919	90	93
Morgan&Wright	5	Dec. 1918	100	101½
NYCentralRR	4½	May 1918	96½	97½
NYN&HRR	6	April 15, '18	97	99
PennsylvaniaRR	4½	June 15, '21	96½	97½
PubServCorpNJ	5	Mar. 1919	97½	98
RemAmunMIC	5	Feb. 1919	85	88
SouthernRy	5	Mar. 2, '19	97½	97¾
UnitedFruitCo	5	May 1918	99½	99¾
UtahSecCorp	6	Sept. 15, '22	89	90½
WabashRR	4	May 1920	90	93
WineRepAmusCo	5	Mar. 1918	96½	97¾
Government and Municipal.				
Security.	Rate.	Due.	Bid.	Asked.
ArgentineGovt	6	Dec. 15, '17	99¾	100¼
ArgentineGovt	6	May 15, '20	92	94
CityBordeaux,Fr	6	Nov. 1, '19	89½	90½
CityLyons,Fr	6	Nov. 1, '19	89½	90½
City of Montreal	5	Dec. 1, '17	99	100
City of Montreal	5	May 1, '18	98½	99½
CityofParis,Fr	6	Oct. 15, '21	89½	90
City of Quebec	5	April 1920	94	96
Dominion of Can	5	Aug. 1, '19	94	94½
FrenchGovtConv	5½	April 1919	95¾	96¼
FrenchGovt	5	Issue of 1916	*138	*145
NewfoundlandGt	5	July 1919	98	97
NorwayGovt	6	Feb. 1, '23	104	106
Prov of Quebec	5	April 1920	94	97
RussianGovt	5½	Dec. 1921	57	59
RussianGovt	6½	Feb. 14, '26	†136	†139
RussianGovt	6½	June 15, '19	87	89
SwitzerlandGovt	5	Mar. 1, '18	99½	99¾
SwitzerlandGovt	5	Mar. 1, '20	99¾	100¼

*Dollars per 1,000 francs.
†Dollars per 1,000 rubles.

RAILWAY EQUIPMENT BONDS.

(Quoted on a percentage basis.)

Name.	Maturity.	Rate.	Bid.	Asked.
Baltimore & Ohio	1918-27	4-4½	5.80	5.60
Buff. Roch & Pitts	1918-20	4½-5	5.75	5.60
Canadian Northern	1917-26	4½-5	7.00	6.00
Canadian Pacific	1918-28	4½	6.50	5.50
Chesapeake & Ohio	1917-27	4½	6.00	5.50
Chgo & Northwestern	1917-27	4½	5.40	4.90
Chgo, R I & Pacific	1917-27	4½-5	6.50	5.50
Chgo, St L & N O	1917-24	5	5.50	5.00
Cleve, C, C & St L	1918-29	5	6.25	5.25
Cuba Railroad	1917-26	5	6.75	6.75
Delaware & Hudson	1922	4½	5.70	5.40
Erie Railroad	1917-27	4½-5	6.20	5.60
Grand Trunk	1917-24	4½	6.75	5.75
Illinois Central	1917-26	4½-6	5.30	5.00
Louisville & Nashville	1917-31	5	5.50	5.00
Mo., Kansas & Texas	1917-22	5	6.00	5.50
Missouri Pacific	1917-22	5	6.50	5.50
Mobile & Ohio	1917-26	4½-5	6.25	5.25
N Y Central Lines	1917-30	4½-5	6.00	5.50
Norfolk & Western	1917-24	4½	5.50	4.90
N Y, N H & Hart	1917-28	4½-6	6.25	5.75
Penn General Freight	1917-23	4-4½	5.35	4.75
St L Southwestern	1917-26	4½-5	6.25	5.25
Seaboard Air Line	1917-26	5	6.10	5.40
Southern Pacific	1917-28	4½	5.40	4.95
Southern Railway	1917-24	4½-5	6.00	5.50
Union Pacific	1918-20	5	6.25	5.75

NEW YORK STOCK EXCHANGE PRICES.

Tuesday, October 30, 1917.

	1917.	1916.	1915.
Day's sales	948,187	947,423	Holiday.
Year to date	186,871,115	168,810,262	148,909,061

Annual dividend rates are quoted in dollars.

Closing Bid.	Closing Ask.	Div. Rt.	Sales.		Opening.	Highest.	Lowest.	Closing.	Net Change.
30½	31¼	..	200	Advance Rumely pf	30½	30½	30½	30½	+ ⅝
3½	3¾	..	100	Alaska G M	3¾	3¾	3¾	3¾	+ ⅛
3⅜	3½	..	100	Alaska Juneau	3½	3½	3½	3½	+ ⅛
19½	20	..	1300	Allis-Chalmers	20½	20½	19½	20	— 1
73	74	7	300	Allis-Chalmers pf	74½	74½	73½	73½	— 1½
70	74	8	200	Am Beet Sugar	74½	74½	73½	73½	— 1½
39½	39¾	..	9120	Am Can	40½	40½	39	39½	— 1⅝
63½	64½	4	3200	Am Car & Foundry	64	65	62¾	64	— 1
14	14¼	..	7900	Am Hide & Leather	12¾	14⅝	12½	14	+ ½
61¼	61½	3	8400	Am Hide & Leather pf	56½	62¾	56¾	61	+ 3⅝
56½	57½	3	1300	Am International	56¼	57¼	56¼	57¼	— 1¼
22¾	23	..	500	Am Linseed Co	22¾	22¾	22½	22¾	— ¼
58½	60½	3	400	Am Linseed Co pf	59	59	58½	58½	— 1½
56	57	5	1500	Am Locomotive	56	56	55½	56	— ⅝
13¼	13½	..	200	Am Malt	13	13½	13	13½	— 2
61	61½	6	100	Am Malt 1 pf	61	61	61	61	+ ½
81½	81¾	6	8300	Am Smelt	83½	83¼	81	81¾	— 2¼
58¼	60	5	500	Am Steel Foundry	59¾	59¾	58	58	— 2
56½	57½	6	2000	Am Sumatra Tobacco	57½	57½	56	57	— ¼
102¾	103	7	400	Am Sugar	103	103	102	102¾	— ¼
109	111	7	100	Am Sugar pf	109⅞	109⅞	109⅞	109⅞	— ⅛
112½	113½	8	900	Am Tel & Tel	112⅝	113¼	112½	113	+ ¼
173	180	20	700	Am Tobacco	183¼	183¼	178	180	— 4
95	98	6	100	Am Tobacco pf	98	98	98	98	— 1¼
42½	43	5	400	Am Woolen	43	43	42	42⅞	— 1
13¾	15	..	800	Am Zinc	14½	14¼	14½	14¼	+ ¼
61	61¼	8	14000	Anaconda	61⅞	62	61	61½	— 1⅛
91½	92½	6	2200	A, T & S Fe	91⅝	92¼	91	92½	— ⅝
87	90	5	300	A, T & S Fe pf	89⅝	89⅞	89½	89½	— ½
98	98¼	10	6700	At, Gulf & W I	99⅝	100	97½	98	— 2½
60	60½	5	100	At, Gulf & W I pf	60	60	60	60	..
57½	58	..	18100	Baldwin Locomotive	58⅝	59½	56⅝	57½	— 2½
90	96	7	200	Baldwin Locomotive pf	95⅝	95⅝	95½	95½	— ⅝
92½	94	7	100	Barrett Co	94	94	94	94	— 1
100	101½	7	100	Barrett Co pf	100	100	100	100	..
55½	56	5	1100	Baltimore & Ohio	56¼	56¼	56	56	— ⅝
60⅞	61½	4	100	Baltimore & Ohio pf	61	61	61	61	— ⅞
1⅛	1¼	..	100	Batopilas	1⅛	1⅛	1⅛	1⅛	..
81½	83	10	700	Bethlehem Steel	80	80	79¼	79¼	— 5¼
86	96	7	100	Bethlehem Steel pf	91	91	91	91	— 2
80	80¼	10	88200	Bethlehem Steel B	81	81⅝	78⅝	80	— 2½
50½	51½	6	1100	Brooklyn R T	50½	51⅝	50	51⅝	+ 1⅜
97⅞	98	8	5600	Bethlehem Steel pf ctfs	98⅝	98⅝	97	98	— ⅞
103	104	6	500	Burns Bros	104½	104½	103	103	— 2¼
19½	20	5	400	Butte & Superior	20	20	19¼	19½	— ½
12½	13	..	200	California Petroleum	12⅞	13	12⅞	13	..
35	35¾	4	800	California Petroleum pf	36½	36½	35¼	35¼	— 2¼
134¼	134⅝	10	40500	Canadian Pacific	137½	138	132⅝	134¼	— 4⅝
40	45	5	100	Central Foundry pf	41	41	41	41	— 8
69½	70	5	18000	Central Leather	69	70⅝	68¼	70	..
236	300	8	100	Central R R of N J	236	236	236	236	— 2
31½	37¾	4	100	Cerro de Pasco	31½	31½	31½	31½	..
69½	71	8	1600	Chandler Motor	70	70	69½	70	— 2
49	49¼	4	2100	Chesapeake & Ohio	50	50	48⅝	49¼	— ¾
98½	99½	7	600	Chi & Northwest	99½	99½	99	99	— ½
22	22½	1	100	Chi Great West pf	22½	22½	22½	22½	— ½
45¾	46½	4	3600	Chi, Mil & St Paul	44⅞	46¼	44½	46	+ ⅝
87¾	88½	7	700	Chi, Mil & St Paul pf	88⅞	88⅞	88	88	..
20½	20¾	..	8400	Chi, R I & P ctfs	20	20¼	19⅞	19⅞	— ½
46	47¼	6	700	Chi, R I & P 6 p c pf ctfs	47	47	46½	46½	— ½
54	54¾	7	3100	Chi, R I & P 7 p c pf ctfs	54⅞	55	54	54⅝	— 1⅛
15½	15¾	..	800	Chile Copper	15⅝	15⅝	15¼	15¼	— ⅜
42¼	42½	6	1500	Chino Copper	42⅝	42⅞	42	42¼	— ¾
36	36½	3	1000	Col Fuel & Iron	37	37	36⅝	36½	— ½
22½	23¼	..	200	Col & South	23	23	23	23	— ½
32⅞	33¾	4	1700	Columbia G & E	33	33¼	32½	33	— ½
90	92	5	200	Cont Can	93½	93½	92⅝	92⅝	— 2⅛
86¼	87¼	7	1500	Con Gas	87	87	86¼	87	— 1
28¼	28½	..	7600	Corn Products	28½	29½	27⅞	28¼	— ¾
90	90⅝	7	200	Corn Products pf	90½	90½	90½	90½	— ⅜
62½	62¾	..	19500	Crucible Steel	63⅝	64	61½	62½	— 1⅜
28½	29½	..	2800	Cuba Cane	29½	29½	28	29	— ½
79⅞	80½	7	300	Cuba Cane pf	80½	80½	80½	80½	— ¼
98½	102	9	200	Del & Hudson	99½	99½	98½	98½	..
6	7	..	100	Denv & Rio Grande	6½	6½	6½	6½	— 1½
99¼	100½	7	100	Deere Co pf	99¾	99¾	99¾	99¾	+ ⅜
36¾	36½	2	9700	Distillers Securities	35	36⅞	35	36¾	— ⅝
7⅝	7⅞	..	100	Dome Mines	7⅝	7⅝	7⅝	7⅝	..
15⅞	16¼	..	18200	Erie	16	16½	15¼	16¼	..
25	25½	..	2200	Erie 1 pf	24⅞	25	24	25	..
18¼	19½	..	300	Erie 2 pf	18½	20	18½	20	+ 1½
12	20	..	100	Federal M & S	15	15	15	15	..
34	36½	7	100	Federal M & S pf	36	36	36	36	— 2
33¼	34	4	400	Gaston W & W	33½	33½	33¼	33¼	— ⅜
130	130½	8	4100	Gen Electric Co	130	131	128	130½	— ¼
84¼	84½	12	33300	General Motor	87	87	83¼	84	— 3½
74	75	6	700	General Motor pf	74½	74½	74	74	— 1⅜
39	40	4	1600	Goodrich, B F	39½	39¾	39	39½	— ½
99½	103	7	300	Goodrich, B F, pf	99¾	100½	99¾	100	+ ¼
98¾	99¼	7	1500	Great Northern pf	98⅝	99½	98¼	99¼	+ ⅛
27	27½	1½	4200	Great Northern Ore	27	27½	26½	27	— ¼
39	39½	8	200	Greene Copper	39⅝	39⅝	39⅝	39⅝	— ⅛
90	93	8	100	Gulf Steel	93¼	93¼	93¼	93¼	— 1⅝
101½	103	5	1000	Harvester N J	103⅝	103⅝	102	102	— 1⅝
57½	58½	..	200	Harvester Corp	58	58	58	58	— ¼
98½	99½	6	1100	Illinois Central	100¼	100¼	98½	99	— 1⅝
42¾	43¼	8	3900	Inspiration Con	44	44¼	43	43	— 1⅛
9⅝	10	..	800	Int Agr Corp	10¼	10¼	9⅞	9⅞	— ⅝
35	35½	..	500	Int Agr Corp pf	38	38	35	35	— 2
26	26½	6	7800	Int Nickel	27½	27½	26	26⅝	— ⅝
52	55	6	100	Int Paper pf stamped	55	55	55	55	— 1
7⅛	7¼	..	500	Interboro Con	7⅛	7⅛	7⅛	7⅛	— ⅛
46	47	6	1000	Interboro Con pf	45⅝	45⅝	45⅝	45⅝	— 1⅛
35	40	..	100	Jewel Tea	38½	38½	38½	38½	— 1½
44	46	4	500	Kelly Springfield Tire	44½	44½	44½	44½	— ⅞
32½	33	6	2800	Kennecott	32¾	32¾	32¾	32¾	— ⅛
102	104	7	100	Kress, S H, pf	102	102	102	102	— 2
77½	78½	6	2100	Lackawanna Steel	78½	78¾	77	77⅝	— 2⅛
10	12	..	100	Lake Erie & West	10	10	10	10	..
15½	16½	..	100	Lee Tire	15⅝	15⅝	15⅝	15⅝	+ ⅝
179	199	12	200	Liggett & Myers	185½	185½	185	185	+ 5½
57	57½	5	1000	Lehigh Valley	57	57½	57	57½	..
116½	119	7	1300	Louisville & Nashville	117⅛	117⅛	115½	116½	— 1
73½	77	6	200	Mackay Cos	74	74	74	74	— 1
100	103	7	100	Manhattan El	102	102	102	102	— 1½
28½	28½	..	25500	Marine	29⅝	30¼	28¼	28¼	— 1⅝
99¼	99¼	3	79200	Marine pf	101⅝	103⅝	99¼	99½	— 2¼
31	31½	..	500	Maxwell Motor	30⅞	31½	30⅝	31¼	— ¼
18	20	..	100	Maxwell Motor 2 pf	18⅞	18⅞	18⅞	18⅞	— ⅝
82½	83	6	7700	Mexican Petroleum	83¼	83½	81¼	82⅝	— ⅞
31	31⅝	6	300	Miami Copper	31	31	30⅝	30⅝	— ¼
43⅝	44⅝	6	5600	Midvale Steel	44½	44½	43¼	44½	— ⅞
10¼	11	..	100	Minn & St Louis new	10⅝	10⅝	10⅝	10⅝	— ¼
88	90	7	100	Minn, St P & S S M	90	90	90	90	— 3
26	26½	..	3500	Missouri Pacific	26¼	26½	26	26¼	— ⅜
46	47	..	200	Missouri Pacific pf	47	47	47	47	..
70	72	5	100	Montana Power	72	72	72	72	— 2
26	30	3	400	Nat Acme	30¼	30¼	29⅞	29⅞	..
20	23½	4	1100	Nat Conduit	22⅝	23	22½	23	— ½
38	38½	4	1900	Nat Enamel & Stamp	38⅝	38½	37	38½	— ½
44	47	4	500	Nat Lead	45½	45½	44⅞	44⅞	— 1⅛
17⅞	18½	2	600	Nevada Con	18	18	18	18	..
21½	22¾	..	300	N O, Tex & Mex	20½	22	20½	22	..
111	112	10	500	N Y Air Brake	114	114	107	111	— 8
71¼	71¾	5	2500	N Y Central	71¼	71¾	71	71½	— ½
26½	26¾	..	900	N Y, N H & H	26⅝	26⅝	26¼	26¼	— ¼
106	106	7	1400	Norfolk & Western	106	106	104⅞	105½	— 1¼
93½	94½	7	1100	Northern Pacific	93	94	93	94	+ ⅝
76	79	..	600	Nova Scotia Steel & Coal	78	79	75⅝	78	..
36½	36¾	5	11700	Ohio Cities Gas	36⅝	37¼	35¾	36¾	— ⅝
4¼	5	..	100	Ontario Silver	4¼	4¼	4¼	4¼	..
4½	5	..	25	*Ontario Silver	4½	4½	4½	4½	..
83	84	3	100	Owens Bottle	83	83	83	83	..
24⅝	25¼	1½	100	Pacific Mail	24⅝	24⅝	24⅝	24⅝	— 1⅝
50½	50½	3	3400	Pennsylvania R R	50	50⅝	50	50½	..
41	42	..	700	Peoples Gas	41	41	40⅝	41	+ ½
6	8	..	600	Peoria & Eastern	6	6	6	6	— 1⅞
29⅝	31	3	200	Philadelphia Co	30	30	30	30	..
33	39	5	100	Pierce-Arrow	33	33	33	33	+ 1
24	25	..	600	Pitts & W Va	24	24	23¾	24	— ½
45⅝	46	..	200	Pittsburg Coal	45⅝	46	45⅞	46	— ½
81¼	81¼	6	200	Pittsburg Coal pf	81¼	81¼	81¼	81¼	— 1½
55½	56	7	600	Pressed Steel Car	56	56	54⅝	55	— 3
101	113	8	100	Public Service	112	112	112	112	— 1¼
133¾	134⅝	8	300	Pullman Co	135	135	132½	132½	— 1
22⅝	22⅝	3	1200	Ray Con Copper	22¼	22⅝	22¼	22⅝	+ ⅛
40¼	41	5	100	Railway Steel Spring	40	40	40	40	— 2
90	98	7	100	Railway Steel Spring pf	96	96	96	96	+ ⅝
75½	75⅝	6	9500	Republic Steel	76	76⅝	74⅝	75⅝	— 2¼
97½	98½	7	100	Republic Steel pf	98⅝	98⅝	98⅝	98⅝	— ⅛
71½	71⅝	4	14100	Reading	71½	71⅝	70⅝	71½	— ½
36	37	2	200	Reading 2 pf	36½	36½	36½	36½	— ½
65¼	65½	3.15	400	Royal Dutch	65½	65½	65½	65½	..
60	65	6	200	Savage Arms	61	61	60	60	— 1½
6⅝	7½	..	100	Saxon Motor	7½	7½	7½	7½	+ ½
10	10¼	..	200	Seaboard Air Line	10	10	10	10	..
19⅝	20	..	200	Seaboard Air Line pf	20	20	19⅞	19⅞	— ⅛
148⅝	150	8	1600	Sears-Roebuck	151½	151½	148¼	149	— 3¼
115	121	7	100	Sears-Roebuck pf	118	118	118	118	..
33	33⅝	5	1200	Sinclair Oil	33⅝	33⅝	32⅞	32⅞	— 1½
39	40	..	300	Sloss-Sheffield	39⅝	39⅝	39¼	39½	— ½
20¼	20½	2	500	Shattuck	21	21	20	20	— 1½
16	16½	..	400	St Louis & San Francisco	16½	16½	16	16	— ½
86½	86⅝	6	1950	Southern Pacific	86⅝	86⅝	85⅝	86½	— ⅝
150	160	20