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FINANCIAL NEWS AND COMMENT

Specialties Continue Advance, but Irregularity of General List Increases.

TRADING QUIET AGAIN

Report That Deal Is Off Causes Sharp Declines in the Marine Shares.

Several of the speculative features which have been active in Wall Street lately carried forward the movement again yesterday, although the irregularity of the market increased. But the trading was very much quieter than the average of recent sessions, and there seemed to be a disposition among the speculative fraternity to bring about a more balanced position in the general list before attempting a resumption of the rising movement which has been underway for the greater part of the past week. Dealings were quiet on the reactions, and no great amount of selling pressure was in evidence, except that which came from the realizing of accounts, which the latest bulge in prices made too profitable to carry any longer. There was no real liquidation, however, and the course of prices seemed to be in the main the result of continued profit taking, although in the last hour the tone improved, and the market at the closing seemed to present satisfactory evidence as to its stability.

The main factor in the day's business obviously was a desire to produce a better balanced position in the list. The sudden rise of call money to 7½ per cent. on the preceding day, together with the deferring of the Interborough dividend, and the weakness in the marine shares, may have had a sentimental effect, but they were hardly important enough to have any wide influence on the day's trading. The first of these was undoubtedly very much overrated in so far as it affected the market. Those who had believed that it meant the application of the brakes failed to take into account the fact that as yet there has been very little expansion in speculative activity, and, secondly, the statement from members of the money committee to the effect that trading would have to increase a great deal more than it has in the past week before the money committee could be induced to take any steps to curb speculation. As a matter of fact, Wall Street found, on second consideration, that there was nothing at all strange in the rise in money rates. This was to be expected with the increase in speculative activity. The thing that made it seem more important than it really was probably was the fact that it was the first time that there has been demand enough for call money since the removal of money restriction to make it necessary to bid up rates.

At any rate there was no indication in yesterday's market that Wall Street was disposed to pay much attention to it. The general list opened slightly lower, as was to be expected after the sharp rise which it has experienced during the last few days. But while the standard list was reacting several of the other specialties which have lagged behind came to the front, making up in part at least for any loss of interest in the standard list. All of the motor shares were strong, particularly Studebaker, which made a sharp gain during the trading. The sugar shares were strong features again. Toward the closing a story which appeared on one of the news tickers to the effect that the marine deal negotiations had been called off brought about a sharp decline in both classes of stock. This tended to weaken somewhat the position of the rest of the market for a moment, but in the last few minutes the tone improved, and the market, with some exceptions, closed the day at about the session's highest.

The money market was easier throughout the day. Call money closed, for instance, at from 5½ to 6 per cent., as compared with 7 to 7½ per cent. at the end of business on the preceding day, and bankers were inclined to believe that unless something unforeseen occurs money rates are likely to be easier for some time to come, at least until the next block of certificates of indebtedness is announced. Monday's transactions above 6 per cent. were made solely by one bank, and it is believed that if the rate reaches that figure again it will result in an influx of money from other parts of the country, which in turn will immediately adjust the situation here. There was a strong tone again yesterday in Spanish pesetas, but the rest of the foreign exchange market was about unchanged from the preceding day's final, although firm for the most part.

MONEY AND EXCHANGE.

CALL MONEY.

Mixed Collateral.		All Industrials.	
High	6	High	6½
Low	5½	Low	6
Last	5½	Last	6
Renewals	6	Renewals	6½
Year's high	7	Year's high	7½
Year's low	5⅝	Year's low	4

CALL LOANS ON ACCEPTANCES.
Prime member bank acceptances..... 4⅛⅝

TIME LOANS.

Mixed Collateral		All Industrials	
Sixty days	5½@5¾	Sixty days	5¾@6
Ninety days	5½@5¾	Ninety days	5¾@6
Four months	5½@6⅝	Four months	5¾
Five months	5½@6⅝	Five months	5¾
Six months	5½@6⅝	Six months	5¾

COMMERCIAL PAPER.

Prime Indorsed Receivable.	Six months	Other Names.	Three to six months
Sixty days	5@5½		5@5½
Ninety days	5@5½		

ACCEPTANCES.

	90 days. Bid.	Ask.	60 days. Bid.	Ask.	30 days. Bid.	Ask.
Eligible member banks	4⅛	4¼	4⅛	4⅛	4⅛	4
Eligible non-member banks	4⅝	4⅞	4⅞	4⅞	4⅞	4⅝
Ineligible bills	5¼	4⅝	5¼	4⅞	5¼	4⅝

CLEARING HOUSE STATEMENT.
Clearing House exchanges, $576,318,907; balances, $55,920,453; Sub-Treasury debit balance, $1,081,336; Federal reserve credit balance, $93,382,681.

DOMESTIC EXCHANGE.
Boston, par; Chicago, par; St. Louis, 25c per $1,000 discount; San Francisco, par; Montreal, $20.62½ per $1,000 premium; Cincinnati, par; Minneapolis, 10c. premium.

SILVER PRICES.
Bar silver in New York, $1.01⅛, unchanged; in London, 47¾d., unchanged; Mexican dollars, 77½c., unchanged.

FOREIGN EXCHANGE.

	High.	Low.	Last.	Prev. close.
Sterling—				
Demand	4.76⅝	4.75⅝	4.75⅝	4.76⅝
Cables	4.76⅞	4.76⅞	4.76⅞	4.76⅞
France—				
Demand	5.45¾	5.45¾	5.45¾	5.45¾
Cables	5.45⅛	5.45⅛	5.45⅛	5.45⅛

Normal rate of exch.		—Yesterday's close— Demand or checks.	Cables.
4.8665	Sterling	4.75⅝	4.75⅞
5.18⅛	Paris	5.45¾	5.45⅛
5.18½	Belgium	5.66½	5.64⅝
	China—		
	Hongkong	75.25	75.40
	Shanghai	116	116½
19.296	Greece	20.04	20.12
42.11	Holland	41	41¼
42.11	India—		
	Calcutta	38.72	38.72
6.1826	Italy	6.86½	6.85
48.34	Japan—		
	Yokohama	81¼	81⅞
38.79	Scandinavia—		
	Stockholm	28.00	28.20
	Christiania	27.15	27.35
	Copenhagen	28.30	28.40
	South America—		
32.40	Rio	35.60	36.75
1.0204	Argentina (gold)	98½	98
	Buenos Ayres	44.80	44.65
19.46	Spain	20.85	21.00
5.1826	Switzerland	4.91	4.87
	Russia—		
	500 rubles	15.40	15.60
	100 rubles	15.40	15.60

TIME BILLS ON LONDON.

	Bankers.		Commercial.	
30 days	4.71⅛	30 days	4.71	
60 days	4.72⅛	60 days	4.72⅛	

NEW YORK STOCK EXCHANGE PRICES.
Tuesday, February 25, 1919.

	1919.	1918.	1917.
Day's sales	665,370	486,469	429,100
Year to date	21,119,913	23,422,054	28,446,634

Closing Bid.	Closing Ask.	Div. in $.	Sales.		Open-ing.	High-est.	Low-est.	Clos-ing	Net Change.
59½	60	6	200	Advance Rumely pf	60	60	60	60	..
72	74½	6	1100	Ajax Rubber	75	75	73½	73½	— 1½
3⅝	3¾	..	300	Alaska Gold Mines	3½	3⅝	3½	3⅝	— ⅛
1¾	1⅞	..	1000	Alaska Juneau G M	1⅞	1⅞	1⅞	1⅞	..
34½	34¾	..	5000	Allis-Chalmers Mfg	34⅛	34¾	34	34½	..
102	102½	8	400	Am Agricul Chemical	102	102⅝	102	102	— ⅝
73	73¼	8	10400	Am Beet Sugar	70⅝	74	70⅝	73⅛	+ 2⅝
160	175	12	150	Am Brake Shoe & Fdy pf	165	165	165	165	+ 5
45½	46	..	2100	Am Can	46⅛	46¼	45⅝	45⅞	— ⅝
90⅝	90½	8	2100	Am Car & Foundry	90¼	90⅝	90	90⅝	— ⅝
116	117	7	100	Am Car & Foundry pf	116	116	116	116	..
44⅝	44⅞	4	700	Am Cotton Oil	44⅛	44½	44¼	44½	— ¼
12⅝	12⅞	80c	11200	Am Druggist Syndicate	12¼	12⅞	12¼	12⅞	+ ⅝
17¼	17½	..	400	Am Hide & Leather	17½	17½	17½	17½	— ¼
92¼	92¾	7	4400	Am Hide & Leather pf	92	92⅞	92	92½	— 1⅝
44½	44⅝	..	6600	Am Ice	42⅝	45¼	42⅝	44⅝	+ 1⅝
63	63¼	6	1100	Am Ice pf	62½	63¼	62½	63	..
54⅝	55½	3.60	1600	Am International Corp	55⅛	55½	54⅞	55⅝	— ⅛
48⅛	48⅛	..	600	Am Linseed Co	48¼	48½	48⅛	48⅛	— ⅝
87½	87¾	7	100	Am Linseed Co pf	87¼	87¼	87¼	87¼	— ½
63⅝	64	5	2300	Am Locomotive	64¼	64⅝	63⅝	63⅝	— 1
1⅝	2	..	100	Am Malting	1⅝	1⅝	1⅝	1⅝	..
46	47	..	200	Am Malt 1st pf cts of dep	46⅞	46⅞	46⅞	46⅞	— ⅛
66⅝	66¾	5	5500	Am Smelt & Ref	67¼	67¼	66½	66⅝	— ⅝
104½	105½	7	100	Am Smelt & Ref pf	105	105	105	105	+ ⅛
81	81½	7	1700	Am Steel Foundries	82	82	81	81½	— ½
120⅞	121	7	3500	Am Sugar Ref	120⅝	122¼	120½	121	+ ¼
115½	117½	7	100	Am Sugar Ref pf	117	117	117	117	— ½
113½	114	10	12200	Am Sumatra Tobacco	114	115¾	113	113¼	— ⅞
105	105¼	8	1300	Am Tel & Tel	105	105⅛	105	105⅛	+ ⅛
195	197	20	100	Am Tobacco	196	196	196	196	— 2½
56½	56¾	5	7400	Am Woolen	55½	57¾	55½	56⅝	+ ⅝
35¼	36	..	900	Am Writing Paper pf	37	37	35½	35½	— 1⅝
59¼	59½	6	4600	Anaconda Copper	59⅝	59⅝	59⅛	59⅝	— ⅛
21⅝	22	..	900	Associated Dry Goods	22⅛	22⅛	21⅝	21⅝	— ⅝
61½	63¾	6	400	Associat Dry Goods 1st pf	63	63	63	63	— ½
91	93	6	1100	Atch, Top & Santa Fe	92	92	91	91¼	— 1¼
86	88	5	100	Atch, Top & Santa Fe pf	87⅝	87⅝	87⅝	87⅝	..
7⅝	8½	..	100	Atlanta, Birm & Atl	8	8	8	8	+ ½
97	98	7	200	Atlantic Coast Line	98	98	98	98	+ ⅛
96½	97	10	1600	Atl, Gulf & W I S S	98	98⅛	96⅝	97	— 1⅛
77⅝	77½	..	38000	Baldwin Locomotive Wks	79	79⅝	77⅝	77½	— 2⅛
48¼	48¾	4	600	Baltimore & Ohio	48⅞	48⅞	48¼	48½	— ½
55⅝	56	4	300	Baltimore & Ohio pf	55½	55½	55½	55½	+ ¼
118½	120	7	900	Barrett Co	119	119	118½	119	— ⅛
1⅝	1⅞	..	400	Batopilas Mining	1⅝	1⅞	1⅝	1⅞	+ ⅛
104½	104⅞	8	200	Bethlehem Steel 8 p c pf	104½	104⅝	104½	104⅝	— ⅛
62½	62¾	5	3100	Bethlehem Steel B	62⅝	62⅝	62⅝	62⅝	— ¼
20⅝	21	2	300	Booth Fisheries	21	21	20⅞	20⅞	..
24⅛	24½	..	1300	Brooklyn Rapid Transit	25	25	24	24½	— 1
8	9¼	..	100	Bruns Term & R R	8⅝	8⅝	8⅝	8⅝	— ½
143½	145	10	100	Burns Bros	144	144	144	144	— ⅛
18¼	20	..	100	Butterick Co	18¼	18¼	18¼	18¼	— ¼
5⅝	6	50c	100	Butte Copper & Zinc	5⅞	5⅞	5⅞	5⅞	+ ⅝
18	18¼	..	200	Butte & Superior Copper	18¼	18¼	18¼	18¼	+ ⅛
53¼	53⅝	4	500	California Packing Co	53	53⅝	52⅝	53¼	+ ¼
26½	27	..	3700	California Petroleum	27⅝	27⅝	26⅝	26⅝	— ⅝
72	72⅝	7	1400	California Petroleum pf	73⅛	73⅝	72	72⅛	— 1⅝
57	59½	8	400	Calumet & Arizona	58	58	57⅝	57⅝	— 2¼
162	163	10	700	Canadian Pacific	163	163	162½	162½	— 1¼
31½	33½	5	100	Central Foundry pf	32	32	32	32	— ½
61½	62	5	1700	Central Leather	62⅝	62⅝	61¼	61⅝	— ⅝
106	107	7	200	Central Leather pf	106¼	106¼	106¼	106¼	— ¼
31	32	4	200	Cerro de Pasco Copper	31⅞	31⅞	31⅝	31⅝	— ⅛
124	125	12	1300	Chandler Motors	125	125½	124	124½	— ½
57	57½	4	800	Chesapeake & Ohio	57½	57½	57	57	— ⅝
7⅝	8½	..	100	Chicago Gt Western	8	8	8	8	..
25⅝	26	1	100	Chicago Gt Western pf	25⅞	25⅞	25⅞	25⅞	— ⅛
35⅞	36¼	4	2000	Chic, Mil & St Paul	36⅝	36⅝	35⅝	35⅞	— 1
69	70	7	500	Chic, Mil & St Paul pf	68⅞	69½	68⅞	69¼	..
95	95½	7	100	Chicago & Northwestern	95½	95½	95½	95½	— ⅝
24⅝	24⅞	..	2200	Chic, Rock Isl & Pac	24⅝	25¼	24⅝	24⅝	— ⅝
77	78	7	100	Chic, R I & Pac 7 p c pf	77½	77½	77½	77½	— ⅝
17⅞	18	..	200	Chile Copper	18	18	18	18	+ ⅛
33¼	33⅝	4	700	Chino Copper	33⅝	33⅝	33¼	33¼	— ½
38½	38¾	3	200	Colorado Fuel & Iron	38⅝	38⅝	38½	38½	..
44½	44¾	4	6800	Columbia Gas & Elec	43	44⅝	43	44⅝	+ 1⅝
47⅝	48	..	4300	Corn Products Ref	47½	48¼	47⅝	47⅝	— ⅛
58⅝	59¼	..	6700	Crucible Steel Co	59	60	58⅝	59	— 1
22¼	23	..	5200	Cuba Cane Sugar	22⅝	23¼	22⅛	22⅝	— ⅝
72⅝	73½	7	2600	Cuba Cane Sugar pf	73¼	73½	72¼	73	..
105½	107½	9	100	Delaware & Hudson	107⅝	107⅝	107⅝	107⅝	+ ⅝
55⅛	55⅝	2	1700	Distillers Securities Corp	55⅝	55⅝	55¼	55¼	— ⅛
12⅝	13	..	600	Dome Mines	12⅝	13	12⅝	13	..
2¾	3¼	..	100	Duluth, Sou Shore & Atl	3	3	3	3	+ ¼
16⅝	17	..	1100	Erie	16⅝	17	16⅝	16⅝	— ⅛
28	28½	..	200	Erie 1st pf	28	28	28	28	— ½
20	20½	..	100	Erie 2d pf	20½	20½	20½	20½	— ½
48	49	..	1100	Fisher Body Corp	47½	49	47½	48	+ 1⅛
92	96	7	200	Fisher Body Corp pf	95½	95½	95½	95½	+ 1⅝
30½	30¾	4	3600	Gaston, Williams & Wig	31¼	31¼	30½	30½	— ½
103½	108	6	400	General Chemical Co pf	103	103½	103	103½	+ ½
51	53	4	400	General Cigar Co	52⅞	52⅞	51	51	— 1⅞
143½	144	12	18300	General Motors Corp	142½	144½	141⅛	143⅞	+ 1⅝
85	85⅞	6	400	General Motors Corp pf	85⅝	85⅝	85	85	— ½
85	85⅞	6	1400	General Motors Corp deb	85⅝	86	85¼	85½	— ⅝
70	70¼	4	10200	Goodrich, B F	69½	70¼	68¼	70⅛	+ ⅞
106	106⅝	7	100	Goodrich, B F, pf	106⅝	106⅝	106⅝	106⅝	— ⅛
67	69	10	100	Granby Consol M & S	68⅞	68⅞	68⅞	68⅞	+ ⅞
39⅛	39½	4	2700	Great Northern Ore ctfs	39½	39⅝	39⅛	39⅛	— ½
42¼	42½	6	300	Greene Cananea Copper	42¼	42¼	42¼	42¼	+ ¼
32	34¼	..	100	Gulf, Mobile & North pf	34	34	34	34	+ 1
54½	56½	10	100	Gulf States Steel	56¼	56¼	56¼	56¼	— ¼
44⅛	44½	8	1600	Inspiration Con Copper	44½	44⅞	44¼	44¼	— ⅝
6¼	6¾	..	3300	Interboro Con Corp	7	7	6¼	6⅜	— ⅝
20¼	20½	..	2100	Interboro Con Corp pf	22½	22½	20¼	20½	— 2⅛
14	15	..	100	Int Agricul Corp	14	14	14	14	..
114	115	6	300	Int Harvester Co new	115½	115½	115	115	— 1
23	23¼	..	4100	Int Mer Marine	24¼	24½	22½	23	— 1
97½	97¾	6	34900	Int Mer Marine pf	100	101	96¼	97½	— 2⅞
25⅝	26	2	7000	International Nickel	26½	26½	25¼	25⅝	— ¾
46	46¼	..	5300	International Paper	46⅝	46¾	45½	46	— ⅝
70	70¾	6	100	Internat Paper pf stpd	70	70	70	70	..
32	32½	..	100	Jewel Tea	32	32	32	32	+ ⅛
87	88	7	100	Jewel Tea pf	88	88	88	88	+ 1
18½	19	..	200	Kansas City Southern	19	19	19	19	..
108	108½	4	10300	Kelly-Springfield Tire	105½	109	102¾	108	+ 1⅞
94	95	7	100	Kelsey Wheel Co pf	95	95	95	95	+ 5
29½	29⅞	4	1700	Kennecott Copper	30	30⅛	29¾	29¾	— ½
66½	66¾	6	900	Lackawanna Steel Co	66¾	66¾	66	66½	— ½
26⅛	26¾	..	2600	Lee Rubber & Tire	27	27⅛	26¼	26¼	— ¾
55⅛	55¾	5	1200	Lehigh Valley	55⅝	55⅝	55⅛	55¼	— ⅝
42⅛	42½	..	200	Loose-Wiles Biscuit	43	43	42½	42½	— ½
93	97½	..	100	Loose-W Biscuit 2d pf	94¼	94¼	94¼	94¼	..
155	171	12	100	Lorillard, P, Tobacco	164¾	164¾	164¾	164¾	— ¾
75	79	6	100	Marlin-Rockwell Corp	78¼	78¼	78¼	78¼	— ¼
35	35½	..	4900	Maxwell Motor	33	35	33	34⅞	+ 1⅝
57	58	..	1400	Maxwell Motor 1st pf	56⅝	57⅞	56⅝	57⅞	+ ⅞
25¼	25½	..	900	Maxwell Motor 2d pf	24½	25¼	24½	25¼	+ ¾
178⅝	179	8	22500	Mexican Petroleum	181	181	178	178¾	— 1¾
22⅝	22⅞	4	300	Miami Copper	22½	22½	22⅛	22⅛	— ⅛
42¾	42½	6	1400	Midvale Steel & Ord	42¾	42¾	42½	42½	— ⅛
11½	11⅝	..	100	Minn & St Louis new	11½	11½	11½	11½	— ⅛
6¼	6⅜	..	2500	Missouri, Kan & Tex	6¼	6⅜	6	6	— ⅛
11½	11¾	..	400	Missouri, Kan & Tex pf	11½	11¾	11½	11¾	+ ½
25	25	..	2000	Missouri Pacific	25	25	24⅝	24⅝	— ½
30	30	..	100	National Acme Co	30	30	30	30	..
120	120	..	100	National Biscuit Co pf	120	120	120	120	+ 1⅛
16	16	..	500	National Conduit & Cable	16	16	15½	15½	— ½
51⅝	52⅝	..	5900	National Enam & Stamp	51⅝	52⅝	51¼	51½	— ⅛
9¾	9¾	..	200	Nat R R of Mexico 2d pf	9¾	9¾	9¾	9¾	..
16⅛	16⅛	..	200	Nevada Con Copper	16⅛	16⅛	16	16	— ⅛
36	36	..	500	New Orleans, Tex & Mex	36	36	36	36	+ 1
105	105	..	100	New York Air Brake	105	105	105	105	— 1
74⅝	74⅝	..	700	New York Central	74⅝	74⅝	74	74	— ½
21	21	..	100	New York Dock	21	21	21	21	— ½
45	45	..	100	New York Dock pf	45	45	45	45	— ⅞
28⅝	28¾	..	500	New York, N H & Hart	28⅝	28¾	28⅛	28⅝	..
106⅝	106⅝	..	100	Norfolk & Western	106⅝	106⅝	106⅝	106⅝	— ¾
93¼	93¼	..	100	Northern Pacific	93¼	93¼	92⅝	92⅝	— ¾
37¼	37⅝	..	4200	Ohio Cities Gas	37¼	37⅝	37	37⅛	— ⅛
2⅞	3	..	500	Ohio Cities Gas rights	2⅞	3	2⅞	3	..
8⅝	8⅞	50c	2500	Oklahoma Prod & Ref	8⅞	8⅞	8¾	8⅞	..
..	..	..	1000	Okla Prod & Ref rights	⅝	⅝	9-16	9-16	..
7⅛	7½	..	400	Ontario Silver Mining	7	7¼	6⅞	7¼	+ ¼
48	49	..	200	Owens Bottle Mach	49	49	49	49	— ⅞
79½	79¾	..	20200	Pan-Amer Petrol & T	80⅝	80⅝	78½	79¼	— 1⅝
126	143	..	100	Pan-Amer Petrol & T pf	139½	139½	139½	139½	— 3
44½	44¾	..	1700	Pennsylvania R R	44⅝	44¾	44½	44½	— ⅛
48½	49½	..	100	Peoples Gas, Chicago	49¼	49¼	49¼	49¼	— ⅝
14	14¼	..	300	Pere Marquette	14¼	14¼	14¼	14¼	..
34½	35	..	2200	Philadelphia Co	35½	35½	34¼	35	— ⅛
42½	42¾	..	6200	Pierce-Arrow Motor	42	42⅝	41⅝	42½	+ ½
104	106	..	100	Pierce-Arrow Motor pf	105	105	105	105	+ 3
17⅛	17¾	..	1200	Pierce Oil Corp	17⅛	17¾	17½	17½	— ¼
46	48	..	100	Pitts, C, C & St Louis	47⅞	47⅞	47⅞	47⅞	— ⅛
45¾	46	..	500	Pittsburg Coal of Pa	46⅝	46⅝	45¾	45¾	— 1¼
37¾	37⅞	..	3500	Pittsburg & West Va	37⅞	38	37¾	38	+ ⅛
81	82	..	200	Pittsburg & West Va pf	82	82	82	82	+ ½
66½	67	..	500	Pressed Steel Car	67	67	66⅞	66⅞	— ⅞
..	..	..	100	Pub Serv Cp N J rts cash	2	2	2	2	..
114	115½	8	2000	Pullman Co	115	115	113¾	115	— 1¼
74⅝	75⅛	8	500	Railway Steel Spring	76	76	75	75	— 1⅝
19¾	20	3	1300	Ray Consol Copper	19⅞	19⅞	19¾	19¾	..
80¾	80⅞	4	5900	Reading	81	81¼	80¾	80½	— ⅝
75½	75⅞	6	1000	Republic Iron & Steel	76⅛	76¼	75¾	75¾	— ¾
95	96	8.16	8100	Royal Dutch Co	95½	96½	94¼	96	+ ½
12¼	12⅝	..	300	St Louis & San Francisco	12¼	12¼	12¼	12¼	— ⅞
11	11¼	..	12200	Saxon Motor	10	11⅞	9¾	11⅛	+ 1⅝
7¾	8	..	100	Seaboard Air Line	8	8	8	8	..
170	171	8	400	Sears-Roebuck Co	171	171	170	170	— 1
10⅝	10¾	1	300	Shattuck Arizona Copper	10½	10½	10½	10½	..
36¼	36½	..	2700	Sinclair Oil & Ref	36	36½	36	36¼	— ⅝
49	50	6	100	Sloss-Sheffield S & I	50	50	50	50	..
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