STEEL PRICE DROP DRAWS RAILROADS

Lines Resume Buying Freight Cars—Market Dull—Recessions Smaller.

INGOT OUTPUT IS BETTER

Seasonal Increase in Demand Is Expected in February—Coke Softens.

For about four months, until a few days ago, the range was $4.25 to $4.75.

The Pittsburgh district coal market continues absolutely stagnant as to steam grades, with but little activity in domestic and only very moderate buying of high grade gas coal. Production is very light, probably under a third of capacity, the production being largely of gas coal under contract for municipal gas making. The steel industry seems to be getting little of its gas coal from the Pittsburgh district, evidently finding that it can obtain good enough coal from non-union fields and at much lower prices, as the Pittsburgh district is hung up by the United Mine Workers' wage scale that runs till next March. Mine run coal is quoted at $2.10 to $2.20, and three-quarter inch at $2.60 to $2.70. Slack can be had at anywhere from $1.25 to $1.50.

FORD ROAD IN CLASS BY ITSELF, SAYS HINES

Carrier Becomes Adjunct of Plants.

The outstanding feature of Henry Ford's experiment with the Detroit, Toledo and Ironton Railroad is that that carrier has been made an adjunct of his great motor plants and that in point of operation and earnings this move has put the road in a class entirely apart from other transportation systems in the country, according to Walker D. Hines, formerly Director General of Railroads, writing in the *Nation's Business* for November.

In addition to a large inbound movement Mr. Hines says that the Ford plants give the carrier monthly more than 5,000 cars of high class outbound traffic in solid trainload lots, which minimize handling charges and terminal delays and give maximum train efficiency. Mr. Hines believes that the experiment will be productive of useful economics which may be applied to other railroads.

With respect to ideas recently put forward by Mr. Ford for the improvement of transportation Mr. Hines says in part: "The country will certainly be the gainer if Mr. Ford can design lighter locomotives which will do the same work as the existing heavy locomotives, and if he can design lighter freight cars which will do the same work as the existing freight cars and which will be strong enough to be hauled and switched (as they would have to be) in the same trains and cuts of cars with the existing heavy equipment throughout the country on all sorts of grades and curves and under all sorts of conditions."

PRODUCE.

BEANS AND PEAS—Beans, marrow, 1921, choice, 100 lbs., $6; 1920, choice, $5.75; pea, 1921, choice, $5.25@5.30; medium, choice, $5.35; Kotenashi, Japanese or Corean, $4.50@4.75; red kidney, State, 1921, $8@8.25; imperial, $8.50; Cantalina, Italian, $8@8.50; yellow eye, $7.50; lima, California, $7.15@7.25; peas, Scotch, 1920, $5.75@5.90; green, choice domestic, $5.50; black eye, California, 1921, $5@5.25; splits, yellow, choice, $7.75; green, choice, $7.25.

BUTTER—Creamery, higher than extras, lb., 45½@46c.; extras, 92 score, 44½@45c.; firsts, 37½@43½c.; seconds, 33½@37c.; lower grades, 32@33c.; unsalted, higher than extras, 47½@48c.; extras, 46@47c.; firsts, 37½@44½c.; seconds, 34@37c.; State, dairy, tubs, finest, 43@44c.; good to prime, 39@42c.; common to fair, 31@38c.; ladles, current make, extras, 34c.; firsts, 31@32c. seconds, 29½@30c.; lower grades, 28@29c.; packing stock, current make, No. 1, 30c.; No. 2, 28½@29c.; lower grades, 26@28c.

CHEESE—New York State flats, held specials, 22½@23½c.; fresh specials, 21@22c.; average prime, fresh, 20@20½c.; State, twins, held specials, 22½@23c.; fresh specials, 21@22c.; average run, 20@20½c.; Wisconsin double daisies, fancy, 20½@22c.; single daisies, fancy, 21@23c.; young Americas, 21@22c.; State skims, 4@16½c.

EGGS—Fresh gathered, extras, doz., 69@72c.; extra firsts, 65@68c.; firsts, 56@62c.; seconds, 46@55c.; dirties, regular packed, No. 1, 36@37c.; No. 2 and poorer, 30@35c.; checks, fair to choice, dry, 31@37c.; sterilized held whites, 45c.; refrigerator eggs, charges paid to exploring dates, special marks, fancy, 41c.; firsts, 38@40c.; seconds, 34@37c.; white eggs, refrigerator, 38@46c.; white eggs, sterilized, fancy, 52@55c.; average prime, 48@50c.; brown and mixed colors, 38@43c.; fresh New Jersey hennery whites, extra fancy, candled selections, 85c.; nearby and nearby Western hennery whites, extra, 87@90c.; extra firsts, 82@86c.; firsts, 75@80c.; gathered whites, firsts to extra firsts, 75@80c.; under grades, 55@73c.; pullets' eggs, 50@63c.; Pacific coast, white, extras, 88@90c.; extra firsts, 82@86c.; firsts, 75@80c.; under grades, 65@73c.; other Western and Southern gathered whites, 60@75c.; nearby and nearby Western hennery browns, extra, 73@75c.; brown and mixed colors, gathered extras, 69@72c.; firsts to extra firsts, 59@68c.

FRUITS, FRESH—Apples, green or red, basket, 75c.@$2.50; King, bbl., $5@7; Wealthy, $5@7.50; snow, $6@7.50; greening, $5@9; Baldwin, $5.50@7; Stark, $5@6; Ben Davis, $3.50@5.50; ordinary, ungraded, $3.75@5; Newtown pippin, Western, box, $2@3; Western Rome Beauty, $2@2.40; winter banana, $2@3.25; McIntosh, $2@2.75; Jonathan, $1.50@2.40; Spitzenberg, $2@3.25; Rome beauty, $1.75@2.40; delicious, $2.40@2.60; pears, Beurre Bosc, bbl., $6@10; d'Anjou, $5.50@6.50; Clairgean, $5@7; Kieffer, $4.50@6.50; Seckel, basket, $2; cranberries, late varieties, bbl., $16@21; ½ bbl. box, $9@10.50; casaba melons, California, crate, $1@1.50; oranges, California, box, $3@9; Florida, $2.50@7; grapefruit, Florida, box, $2@4.25; tangerines, Florida, ½ box, $2.25@4.50; Satsumas, Alabama, ½ box, $3@3.70; Florida, $1@3.50; kumquats, Florida, quart, 12@15c.; lemons, California, box, $2@4.25; pineapples, Porto Rico, crate, $3@7.13; Cuban, $5@7.13.

POTATOES—Maine, 180 lbs., $3.40@3.90, 165 lbs., $2.50@3.25; State, 180 lbs., $3.40@3.90; 165 lbs., $2.50@3.25; 150 lbs., $2.50@2.75; Long Island, bbl., $4.25@5.25; Jersey, long, 150 lbs., $2@2.25; No. 2, $1.25@1.75; Virginia, second crop, $2.25@3; sweets, Virginia, bbl., $4.25; Jersey, basket, $1@2; Delaware and Maryland, $1.25@1.65.

POULTRY, DRESSED—FRESH KILLED—Chickens, Western, small broilers, boxes, 33@43c.; large, 27@36c.; fryers, 26@32c.; small roasters, 26@33c.; 4 lbs., 27@34c.; large, 28@35c.; Western, bbls., dry picked, 5 lbs., 26@34c.; 4 lbs., 24@31c.; 3½ lbs., 22@27c.; 3 lbs., 20@26c.; mixed weights, 22@27c.; bbls., iced, 20@32c.; Virginia, 25@34c.; nearby, 20@43c.; fowls, boxes, 17@34c.; bbls., dry, 17@33c.; iced, 17@30c.; old cocks, 17@22c.; turkeys, dry picked, State and nearby, fancy, 34@38c.; Maryland fancy, 37@40c.; Virginia, 34@38c.; Western, 33@36c.; Southwestern, 31@34c.; Southern, 31@34c.; poor to good, 30@50c.; iced, all sections, 2 to 3c. under above figures; old toms, 40@44c.; old hens, 42@32c.; ducks, Maryland, 20@30c.; Western, 25@35c.; Western, 25@35c.; geese, Maryland, 20@30c.; Wisconsin, 23@28c.; Western, 25@27c.; squabs, white, doz., $4.50@11; guineas, pair, $1@1.75; rabbits, cottontails, pair, 25@35c.; jacks, pair, 75@85c.

POULTRY, LIVE—Fowls, 19@27c.; chickens, 23@24c.; broilers, 28@35c.; turkeys, 30c.; ducks, 28c.; Muscovy, 15c.; geese, 24@25c.; rabbits, lb., 18@20c.; pigeons, pair, 30c.; guineas, pair, 85c.; suckling pigs, $4@6.

LIVE STOCK AND MEAT PRICES.

Common to prime steers, 100 lbs., $3.75@8.25
Common to choice bulls, 100 lbs.. 5.00@5.50
Common to choice cows, 100 lbs., 1.25@4.50
Common to prime veals, 100 lbs.. 8.50@13.00
Common to prime sheep (ewes), 100 lbs. 2.00@4.00
Common to prime lambs, 100 lbs. 8.00@10.85
Live hogs, 100 lbs., 7.50@8.00
Dressed beef, steer sides, lb..... 9@18c
City dressed veals, lb..... 12@22c
Country dressed veals, lb..... 7@18c
Dressed wethers, lb..... 10@12c
Dressed lambs, city, lb..... 16@22c

FINANCIAL NOTES.

Jerome B. Sullivan & Co. have prepared for distribution a statistical circular entitled "Securities Behind Mexican Government Bonds" and showing actual values behind all Mexican Government issues.

Reynolds, Fish & Co., members of the New York Stock Exchange, have issued a descriptive analysis of the reorganization plan of the Missouri, Kansas and Texas Railway Company, comparing its proposed new funded debt with that of the St. Louis and San Francisco Railway Company.

Joseph Barasch is with the unlisted stock department of Louis Levenson, 27 William street.

Miller & Co., members of the New York Stock Exchange, are offering a block of Baltimore and Ohio Railroad, Toledo-Cincinnati division, first and refunding mortgage 4 per cent. gold bonds, due on July 1, 1959, at a price to yield 6.50 per cent.

ROAD PLANS BOND ISSUE.

WASHINGTON, Nov. 26.—The St. Louis, San Francisco and Texas Railroad asked the Interstate Commerce Commission today to allow it to issue $284,937 in bonds to reimburse the St. Louis-San Francisco Railroad, its parent corporation, for advances.

NEW YORK CURB MARKET

SATURDAY, NOVEMBER 26, 1921.

INDUSTRIALS.

Sales.		High.	Low.	Last.	Net Chge.
1000	Acme Coal...	1⅞	1⅞	1⅞	−⅛
1300	Acme Pack..	† 81	80	80	−1
100	Amal Leather	10	10	10	−¼
100	Am Leath pf.	39	39	39	..
200	Am Writ Pa.	3¼	3	3¼	+⅛
200	Am Prod....	2⅝	2⅝	2⅝	..
300	Brad F P pf.	1⅜	1⅜	1⅜	..
100	Br-Am T coup	11¼	11¼	11¼	+⅛
100	Burns Bros	A16¼	16¼	16¼	+¼
500	Burns Bros B.	20	20	20	+⅝
500	Beaford A P.	† 80	80	80	+5
1700	Cal Cr Fruit.	6⅝	6⅝	6⅝	..
300	Car L & P..	† 90	90	90	−7
5100	Chi & E Il..	17	16½	16⅝	..
1600	Chi & E I pf.	35	34½	30	+⅝
100	Cleve Auto..	22½	22½	22½	..
100	Conley Tin F.	15½	15½	15½	..
500	Cont Motors..	6¼	6	6¼	+¼
400	Curtiss Aero..	3	2½	3	+1
400	Farrell Coal..	18	17⅞	18	+⅛
600	Gibson Howell	15⅝	15½	15½	+¼
35	Gillette Saf R	177⅞	177½	177½	−½
400	Glen Alden C.	44½	44	44	−½
100	Goldwyn Pic..	4⅞	4⅞	4⅞	+¼
1800	Goodyear Tire	13¼	12⅞	13⅛	+1
100	Grant Motors.	1⅜	1⅜	1⅜	−⅛
100	Havana Tob.†	59	59	59	..
4000	Heyden Ch..†	125	50	112	−13
100	Imperial Tob.	8½	8½	8½	..
4500	Int Prop w i.	15½	14¼	15½	+1
100	Int Products..	3	3	3	..
200	Lib McN & L.	6⅝	6⅝	6⅝	+⅛
1500	Lincoln Mot A	4	2⅞	3⅛	−⅞
100	Locomobile.†	75	75	75	+9
100	M, K & T w i	9	9	9	+½
2000	M,K & T s w i	8⅞	8¼	8⅞	+⅝
2000	M,K& T pf w i	23¼	23	23¼	+⅛
300	Nat Leather..	3	2⅞	2⅞	−¼
800	Perfection T.†	42	42	42	−1
400	Philip Morris.	4⅝	4½	4⅝	..
200	Radio Corp...	2⅛	2⅛	2⅛	−⅛
300	Radio pf.....	2	2	2	..
700	So Coal & I..	2¼	2⅛	2¼	+⅛
200	Standard Mot..	5	4¾	4¾	−⅝
400	Swedish Co Am.	3	3	3	..
1000	Un Profit Shar	1⅜	1⅜	1⅜	−⅛
300	Un Ret Candy.	5⅝	5⅝	5⅝	..
1500	U S L & Heat.	1⅜	1¼	1¼	−⅛
100	U S L & H pf.	1⅝	1⅝	1⅝	..
11000	U S Steam...	† 18	16	17	−1
4600	U S Ship Cor.†	11	10	10	−1
400	Wayne Coal...	1⅛	1⅛	1⅛	−⅛
800	West E Chem.	1⅛	1⅛	1⅛	..
1000	Willys Corpn.†	15	15	15	..
300	Willys 1st pf.	10½	10	10½	−⅛

STANDARD OILS.

Sales.		High.	Low.	Last.	Net Chge.
1400	Anglo-Am Oil..	19½	19	19½	+⅛
500	Atlantic Lobos	10⅞	10⅛	10⅛	−⅞
10	Buckeye P L..	85	85	85	+1
10	Indiana P L...	82⅝	82⅝	82⅝	..
20	Illinois P L...	173	173	173	+1
3190	Imp Oil (Can).	104	98½	103⅝	+6¼

MINING.

Sales.		High.	Low.	Bid.	Net Ask.
37800	Bost & Mont.†	85	81	83	−2
4000	Cash Boy.....†	5	5	5	+1
5000	Cons Ariz...†	9	9	9	..
500	Cons Cop M....	1⅛	1⅛	1⅛	..
1400	Cop Canyon...	1⅛	1⅛	1⅛	+⅛
1500	Cortez Silver.†	85	82	85	..
800	Cresson Gold..	2¼	2⅛	2⅛	+⅛
100	Davis Daly....	6	6	6	..
4000	Divide Ext...†	21	21	21	−1
5000	El Salvador.†	10	10	10	−1
68000	Eureka Croe.†	27	26	26	−1
5500	Gold States...†	55	55	55	..
2000	Gold Flor....†	39	35	35	−3
2800	Gold Zone...†	18	17	18	..
4000	Hard Shell M.†	36	35	36	+3
2000	Harmill Div.†	12	12	12	−1
1800	Hecla Mining..	4½	4⅜	4½	+⅛
100	Hollinger Gold	7¼	7¼	7¼	..
1000	Howe Sound..	2⅝	2½	2⅝	..
1000	Independ L..†	5	5	5	..
5000	Jerome Verde.†	32	28	32	..
5300	McNamara....†	12	12	12	+1
300	Mason Valley..	1⅝	1⅝	1⅝	..
100	Motherlode clt.	5⅝	5⅝	5⅝	..
10600	National Tun.†	66	62	65	−1
1500	New Dom Cop.	2¼	2¼	2¼	..
1200	Nipissing M...	6¼	6¼	6¼	+⅛
100	Ohio Copper..†	10	10	10	..
3800	Pitts-Idaho....	1⅞	1⅞	1⅞	..
1000	Pitts & Mt Sh.†	24	24	24	..
1000	Red Hill Flo.†	1	1	1	..
1500	Rex Cons.....	9	8	9	..
1000	Roch Mines...†	18	18	18	−1
700	S A Pl & Gold.	6⅛	6	6	−⅛
1200	Ton Belmont...	1⅞	1⅞	1⅞	+⅛
300	Ton Divide....†	66	66	66	..
200	Ton Mining....	1⅜	1⅜	1⅜	..
1000	Ton No Star..†	3	3	3	..
100	Trinity Cop...	3¾	3¾	3¾	..
2800	U S Cont.....†	48	45	48	+2
4800	United East...	2⅛	2⅛	2⅛	−⅛
200	Unit Verde Ex.	85	85	85	−2

BONDS.

Sales.		High.	Low.	Last.	Net Chge.
$14000	Allied Pack 6s.	52	50	52	+1⅞
2000	All Pack ctfs..	45	45	45	..
2000	Alum 7s, '33.	102¼	102¼	102¼	−⅛
2000	Am Tel 6s, '22.	100	100	100	..
2000	Am Tel 6s, '24.	100	100	100	..
6000	Anacon Cop 8s.	96¼	96	96¼	+⅛
13000	Am Cop 7s, '29.	101	100⅞	100⅞	−⅛
5000	Am-Am O 7½s.	104	103¾	104	..
20000	Arm & Co 7s.	102¾	102¼	102½	+¼
17000	Beaver Bd 8s..	80	76	79	+3½
10000	Beth St 7s, '32.	100¼	100¼	100¼	+¼
15000	Beth St 7s, '35.	100¼	100	100¼	+¼
2000	Can Pac 6s....	100	99⅞	99⅞	−⅛
9000	Cent St 8s, '41.	99½	99	99½	+⅜
112000	Chi & E Ill 5s.	71⅝	70⅞	71	+¼
63000	Col Gr 8s, '25..	56⅝	55½	56⅝	+⅜
1000	Cons Gas 8s...	90⅞	90⅞	90⅞	..
7000	CGEL&P 7s,'31.	102½	102	102½	+½
3000	Cons Text 7s..	98	98	98	..
5000	Cop Exp 8s '22.	100⅝	100⅝	100⅝	..
19000	Cop Exp 8s '23.	102⅜	102¼	102⅜	+⅜
3000	Cop Exp 8s '24.	103⅞	103⅞	103⅞	−⅜
23000	Cop Exp 8s '25.	104¼	104¼	104¼	−⅜
12000	Cub T 7½s '41.	99	98⅞	99	+½
9000	Deere & Co 8s	97⅞	97½	97⅞	..
1000	Gal Stg O 7s..	101	101	101	..
123000	Goodrich T 7s	98	97⅞	98	+⅛
1000	Grand Tr 6½s.	104½	104½	104½	+1¼
3000	Humble O 7s..	100¼	100⅛	100¼	+⅛
1000	Int R T 7s....	76	76	76	−½
9000	Int R T 8s '22.	76	75	75	+1
11000	Kenne Cop 7s.	100¼	100	100	−⅛
44000	Laclede G 7s..	97⅞	97¼	97½	−½
1000	L McN & L 7s.	100	100	100	..
125000	M K & T adj 5s w i.....	40¼	40	40	+⅝
172000	M K & T A 5s '62 w i.....	76⅝	75½	76½	+⅝
29000	M K & T C 6s '32 w i.....	94½	94	94½	+⅝
53000	M K & T B 4s '62.....	65½	64	65½	+2
1000	Mor & Co 7½s.	102¾	102¾	102¾	..
2000	Nat Cl & S 8s	99	99	99	−⅛
2000	Nat Leath 8s	98	98	98	+½
2000	NY,NH & H 4s	61	61	61	..
66000	Phila Co 6s '44	95¾	95½	95¾	+⅛
3000	Sears R 7s '23.	100⅜	100⅜	100⅜	+⅛
34000	Sh S M 7s '31.	101½	101¼	101⅜	+⅛
3000	Solvet et Cie8s.	103½	103½	103½	−1
29000	South Ry 5s '94	90½	90	90½	..
90000	Swest Bell 7s.	101⅛	100⅞	101	..
2000	U N E 6½s.	105¼	105	105	−⅛
1000	SO NY 7s '25.	105	105	105	+¼
1000	SO NY 7s '26.	105¼	105¼	105¼	−⅛
1000	SO NY 7s '27.	105½	105½	105½	−⅛
3000	SO NY 7s '29.	106½	106½	106½	−⅛
4000	SO NY 7s '30.	106⅝	106⅝	106⅝	..
2000	SO NY 7s '31.	107⅞	107⅞	107⅞	−⅛
10000	Sun Oil 7s....	99⅝	99½	99⅝	−⅜
2000	Swift 7s '25...	100⅜	100⅜	100⅜	−¼
1000	Swift 7s '31...	102¼	102¼	102¼	..
14000	Texas Co 7s..	101⅝	101⅝	101⅝	..
8000	Tol E D 7s '41.	104¼	104	104	..
1000	Tidal Osage 8s.	100¼	100	100¼	..
6000	Un Oil Pr 8s.	100¼	100	100¼	..
16000	Vacuum Oil 7s.	106⅛	105⅞	106⅛	−⅛
3000	W Elec 7s....	104⅞	104⅞	104⅞	..
61000	Winchester 7s.	100	98½	100	+1⅝

FOREIGN BONDS.

Sales.		High.	Low.	Last.	Net Chge.
31000	P I 5½s '41.	101½	101¼	101½	+⅛
43000	R of Arg 7s '23	99⅞	99⅞	99⅞	..
11000	St Rio Grande (do Sul) 8s..	100	99⅞	100	+¼
18000	Swiss Gv 5½s.	95¾	95½	95¾	..

*Odd lots. †Sells cents a share.
Total sales stocks, 397,400 shares.
Total sales bonds, $1,348,000 par value.

CONSOLIDATED STOCK EXCHANGE

	High.	Low.	Last.	Net Chge.
70 Adams Ex....	48½	48½	48½	−⅛
650 Ajax Rubber..	17⅛	17⅛	16⅞	17
715 A C & Dye...	54½	55¼	54½	55
75 Allis-Chalm ..	36⅝	36⅝	35⅞	35⅞
50 Am Ag Chem..	33⅝	33⅝	33	33⅝
170 Am Beet Sug..	29⅝	29⅝	28⅝	29⅝
850 American Can	31½	32¼	31⅛	31⅝
170 Am Car & F..	139	141⅝	139	141⅝
50 Amer Chicle..	7⅝	7⅝	7⅝	7⅝
10 Am Drug Syn	5⅝	5⅝	5⅝	5⅝
110 American Ex..	128⅝	129¼	128⅝	129¼
150 Am H & L pf.	56½	56½	56⅝	56½
290 American Ice.	75⅝	75⅝	74⅝	75
1270 Am Internatl..	38¼	38¼	38¼	38¼
190 Am Linseed..	33⅝	34	33⅝	33⅝
300 Am Locomo...	95	95¼	94⅝	95
190 Am Radiator..	90¼	90¼	90¼	90¼
700 Am Saf Raz..	4⅝	4⅝	4⅝	4⅝
150 Am Ship & C.	6⅝	6⅝	6⅝	6⅝
170 Am S & Ref..	41½	41½	41½	41½
275 Am St Found.	32	32	31½	31⅝
90 Am Sug Ref...	56¼	56¼	55⅞	56¼
10 Am S Ref pf..	86¼	86¼	86¼	86¼
1235 Am Sum Tob.	32⅝	33	31⅝	33
675 Am Tel & Tel.	117	117¼	116⅝	117
460 Am Tobacco..	126⅝	126⅝	126⅝	126⅝
215 Am Woolen....	79¼	80¼	79¼	80¼
370 Ana Copper...	45½	45½	45⅛	45⅝
90 Asso Dry G...	43⅞	45	43⅞	45
380 A, T & S Fe..	88½	89¼	88	89
1560 Atl G & W I.	31⅝	32½	31⅝	32½
110 Atl Petrol.....	22	22	22	22
2975 Baldwin Loco.	96½	97⅝	96½	97⅝
990 Balt & Ohio...	37½	37⅞	37½	37⅞
510 Beth Stl C B.	53⅝	55⅝	53⅝	55⅝
350 Bklyn R T....	9	9¼	8	8½
150 Butte C & Z..	5⅝	5⅝	5⅝	5⅝
7150 Butte & Super	17¼	17½	17¼	17¼
430 Burns Bros..	116¼	118¼	116¼	118
790 Canson H'G B.	15½	15½	15½	15½
90 Cad C O & R	13¼	13¼	13¼	13¼
175 Calif Packing.	73¼	73¼	72⅝	72⅝
90 Calif Petrol...	44⅝	44⅝	43⅝	44
2500 Cal Zinc Lead	6⅞	6⅞	6⅝	6⅞
470 Canadian Pac.	119¼	120¼	118⅝	119⅝
160 C de Pasco....	34¼	34¼	33¼	34
375 Chandler Mot	46⅞	46⅞	46¼	46⅝
300 Ches & Ohio..	59½	60	59½	59½
190 Chi Gt W P R	18⅝	18⅝	18⅝	18⅝
370 C M & St P.	23½	24	23½	23½
1670 C M & St P pf	37⅝	38½	37⅝	38½
410 Chi & N'west.	69½	70¼	69¼	70
620 C R I & P....	33½	34	33½	33⅝
490 Chile Copper..	12⅝	13	12⅝	13
50 C C C & St L	50½	50½	50½	50½
50 Cluet Peabody	47⅝	48⅝	47⅝	48⅝
490 Colo South....	47½	47½	46½	47½
260 Col Gas & E.	64¼	64	64¼	64¼
1770 Col Graph.....	4	3⅞	3⅞	3⅞
240 Consol Gas....	94⅞	95⅝	94⅞	95
490 Consol Textile	15⅛	15½	15⅛	15⅛
40 Cont Can.....	48⅞	48⅞	48⅞	48⅞
250 Corn Prod R.	88⅝	88⅝	88⅝	88⅝
240 Cosden Co....	34¼	34¼	34	34
1290 Crucible Steel	65⅝	65⅝	64⅞	65¼
80 Cuban Am S.	14⅞	15¼	14⅞	15¼
110 Cuba Cane S..	8⅛	8⅛	8⅛	8⅛
175 Cuba C Sug pf	17⅞	17⅞	17⅞	17⅞
3645 Davison Ch...	56⅝	56⅝	54	54
50 Inter Paper...	106⅝	106⅝	105⅝	105⅝
370 D L & W.....	113	113	112⅝	113
610 Endi-John	77⅝	78⅝	77⅝	77⅝
36 Erie	12	12¼	12	12
380 Erie 1st pf...	18⅝	18⅝	18⅝	18½
1245 F Players L..	70¼	70¼	69	70
50 Fisk Rubber...	9⅞	10	9⅞	10
160 Freeport-Tex..	15⅛	15⅛	15⅛	15⅛
3170 Gen Cigar...	64⅝	67¼	64⅝	64⅝
10 Gen A Tk Car	49½	50¼	49½	50¼
1460 Gen Electric..	136⅝	137⅝	136¼	137¼
1220 Gen Motors...	11¼	11¼	11	11¼
1475 Gt North pf...	75	76	74⅝	75⅝
500 Gt W of for o p	35⅝	35⅝	34⅝	35¼
470 Gulf States St	49⅝	50¼	48½	50¼
460 Hendee Mfg...	15⅝	17	15⅝	17
400 Houston Oil...	78½	79	78	78
70 Hupp Mot Car	10⅝	10⅞	10⅝	10⅞
50 Illinois Cent..	97⅝	97⅝	97⅝	97⅝
110 Ind Motor C..	38	37⅝	37⅝	38
160 Interboro Cons.	2	2	2	2
290 Inter Harv....	77⅝	78¼	77⅝	78¼
90 Int Mer M pf.	56⅝	56⅝	55¼	56⅝
400 Inter Nickel...	12¼	12⅝	12	12⅝
570 Inter Paper...	56⅝	57	56	56¼
593 Invincible Oil.	11⅞	12	11⅛	11⅝
1190 Island O & T.	3¼	3¼	3	3¼
310 Kansas & Gulf	8⅛	8⅞	8⅛	8⅝
670 Kan City Sou.	25¼	25¼	25	25⅛
501 Kelly Spr Tire.	40⅝	41½	40⅝	41½
190 Kennecott Cop	24⅝	25	24½	25
350 Keystone T & R	10	9⅞	9⅞	9⅞
180 Lac Steel ...	42⅝	42⅝	42⅛	42⅛
80 Lee R & Tire..	27⅝	27⅝	27⅝	27⅝
70 Lehigh Valley.	57¼	57¼	56⅝	56⅝
170 Lowes, Inc....	14⅝	14⅝	14¼	14⅝
150 Loft, Inc.....	9½	9½	9½	9½
170 Marl'd O & R.	28½	28½	28½	28½
10165 Mexican Pet...	116¼	116⅞	115⅝	116¼
580 Miami Copper.	25⅝	25⅝	24⅝	25⅝
2085 Mid States Oil.	15⅝	15⅝	15¼	15⅝
525 Midvale Steel..	25	25⅝	25	25⅛
50 Mo, Kan & T...	1⅜	1⅜	1⅜	1⅜
875 Missouri Pac..	19⅝	19⅞	19½	19½
720 Mo Pacific pf.	48⅝	49	48⅝	48½
170 Mont-Ward....	15⅝	15⅝	15	15
150 Nat Biscuit...	124¼	124¼	124¼	124¼
140 Nat Enam & S	41½	41½	41½	41½
50 No Amer Pr...	40⅝	40⅝	40⅝	40⅝
475 N Y Air Brake	58⅝	59⅝	58	59
595 New York Cent	74⅝	74⅝	73⅝	74⅛
80 N Y Dock.....	34⅝	34⅝	34⅝	34⅝
450 N Y, N H & H	13⅝	13⅝	13⅛	13⅝
190 Norfolk & W..	69⅝	69⅝	69⅝	69⅝
90 North Amer....	42⅝	42½	42⅝	42½
1425 North Pacific.	80	80½	79⅝	80⅝
240 Nova Scotia St	26¼	26¼	26¼	26¼
190 Orpheum Cir..	14⅞	15¼	14⅝	15¼