STEEL PRODUCTION INCREASES SLOWLY

100,000 Tons of Finished Rolled Metal Pouring Into Trade a Day.

BUYERS PRESSING MILLS

Purchases Chiefly for Building, Equipment and Automobile Uses.

Special Dispatch to THE NEW YORK HERALD.

PITTSBURGH, May 27.—Steel production continues to increase slowly as mills make further improvement in the fuel supplies or feel freer to draw on their reserves, which are still large. With steel being poured into the trade at a very heavy rate, at fully 100,000 net tons of finished rolled steel a day, the urgency of buyers for deliveries does not decrease but rather increases. The mills are under very considerable pressure to make deliveries.

Apart from buying steel for fabricated structural work, freight car building and repair and automobile manufacture, the trade at large is not buying heavily. Most buyers placed orders and contracts very freely in April and earlier months of this year and now simply require deliveries. Some buyers, however, were not forehanded, not anticipating present conditions, and their buying, although not large in tonnage in proportion to total output, is sufficient to make a strong steel market when mills already are sold up to a large extent for the next two months.

In all finished steel products, market prices are firm and in several of them premium prices are ruling for early deliveries. The tonnage sold at premium prices is not large but sufficient to show that in several lines the buyer without a regular source of supply must pay a premium to obtain prompt shipment, a shipment that any mill was glad to make a few months ago at the market minimum.

The coal strike, now in its eighth week, shows no signs of coming to an early end, but the steel interests are so well fortified with stocks and contracts in non-union fields that no particular concern is felt for future production. The steel market has now acquired sufficient strength and momentum to carry it through the proverbially dull summer period and next autumn is likely to open with very fair prospects for producers and consumers if recent buying is a criterion of their requirements.

Plates are more easily available than are other forms of steel in this district, but heavy deliveries are delayed and third quarter buyers are having difficulty in placing their tonnages. The 1.60 cent price is being superseded fast by 1.70 cents and 1.75 cents, Pittsburgh, fabricators reporting 1.70 cents as the firm market minimum. In contrast to those figures, Ohio producers are quoting and obtaining 2 and even 2.25 cents, base Pittsburgh, on certain plates. Occasionally tank lettings are reported, the majority of inquiries being for miscellaneous tanks involving up to 200 tons each.

Sheet Orders Heavy in All Grades.

Orders for sheets of all grades are being received in volume by makers in this district. The American Sheet and Tin Plate Company has not announced its third quarter price and possibly may decide to employ with numerous requests to book business for that period and make price adjustments later if it be found necessary to change present levels. Purchases of full finished automobile sheets and tonnages offered for third quarter are particularly heavy and certain producers may have to allot tonnages. Blue annealed sheets are selling in lots of 1,000 to 2,500 tons to consumers and jobbers. Other sheets are moving in larger quantities, black and galvanized being particularly popular. Prices are unchanged, quoting the maximum recently inaugurated, as follows: Blue annealed, 2.75 cents; black, 3.50 cents; galvanized, 4.50 cents. Operations continue practically unchanged, about 75 to 80 per cent, being the average, although the leading interest has been able to operate at slightly more than 90 per cent.

The tinplate market still has a strong tone and mills are not in a position to sell for second half. About 90 per cent. of the independent tinplate mills are operating. The leading interest operated this week 80 per cent. of its tin mills. Some deliveries, scheduled for June, probably will go over till July, but in a general way all mill order books will be clear soon for the second half of the year. The regular $4.75 price for tinplate is well maintained in sales being made, but the market shows strength in that various extras that were being waived more or less are now strictly enforced, and all concessions have disappeared. Independent tinplate makers are strong for advancing the price, but the leading interest manifests little concern, adhering to the $4.75 figure.

Buyers of merchant steel bars still present attractive tonnages to the mills, and the latter are in the unenviable position of having to turn many of them down because of inability to make proper deliveries. Perhaps the major proportion of that proffered business is in lots of 1,000 tons upward for shipment the third quarter. Mills are so much concerned about making prompt deliveries of business on books that they do not care to extend their commitments beyond July 1, not knowing what situation will be introduced by the coal strike subsequent to that time. Many of them are having difficulty in making deliveries of even moderate sized tonnages. While 1.60 cents is being done on certain small lots booked, in some places 1.70 cents and even 1.75 cents, base Pittsburgh, are being obtained.

Sheet Bars Yield to Billets.

Semi-finished products, in order of importance from the standpoint of present inquiries, line up as follows: Rerolling billets, sheet bars, wire rods, skelp, slabs and forging billets. The situation, therefore, is slightly changed, sheet bars giving place to billets. A few small lots of 300 to 500 tons of 4x4-inch rerolling billets have been disposed of for $35, Pittsburgh. A middle interest has been offered an order for 2,500 tons of rerolling billets, but the price that the buyer is willing to pay is too low to interest the middleman or any mill with which he might form a connection. Apparently $35, Pittsburgh or Youngstown, is the lowest being considered by producers of sheet bars, slabs or billets. As high as $40, mill price, has been obtained on lots of 500 tons of wire rods, and if attractive tonnages were available the producer would not be inclined to let them go for less than $43, Pittsburgh, or $5 a ton more than the nominal price of $38, Pittsburgh or Youngstown. Skelp is quoted at 1.60 to 1.70 cents.

The pig iron market is still stagnant, and although there are market prices they are largely nominal, representing the best appraisal of what probably would have to be paid on forced purchases. It is, however, only in the case of a small foundry here and there that a purchase has to be made.

BONDS IN STOCK EXCHANGE

SATURDAY, MAY 27, 1922.

	1922.	1921.	1920.
Day's sales	$5,804,000	Holiday	$9,397,000
Year to date	2,057,173,000	1,240,316,000	2,045,909,000

RANGE OF LIBERTY BONDS.

Closing Bid.	Closing Asked.	Yield.	Sales in $1,000.		Open.	High.	Low.	Last.	Net Chgs.
99.96	100.00	3.51	176	3½s (1932-47)	99.96	100.00	99.94	99.98	+.02
..	..	..	5	3½s reg	99.80	99.80	99.80	99.80	..
99.70	99.96	4.01	..	1st cv. 4s	..	..	..	..	..
99.74	99.84	4.01	1	2d 4s (1927-42)	99.74	99.74	99.74	99.74	+.04
99.90	99.94	4.26	79	1st cv. 4¼s (1932-47)	99.90	99.90	99.90	99.90	+.02
..	..	..	3	1st cv. 4¼s reg	99.60	99.60	99.60	99.60	—.10
99.86	99.88	4.26	282	2d cv. 4¼s (1927-42)	99.86	99.88	99.82	99.86	—.06
..	..	..	1	2d cv. 4¼s reg	99.70	99.70	99.70	99.70	—.06
99.94	99.96	4.26	366	3d 4¼s (1928)	99.94	99.96	99.92	99.94	..
..	..	..	4	3d 4¼s reg	99.78	99.92	99.70	99.92	—.12
100.00	100.20	..	..	1st-2d 4¼s (1927-42)	..	..	..	..	..
99.94	99.98	4.26	302	4th 4¼s (1933-38)	99.98	99.98	99.92	99.94	..
100.60	100.64	3.98	302	Vic. 4¾s (1922-23)	100.60	100.64	100.50	100.60	—.06
..	..	..	223	Vic. 4¾s reg	100.52	100.64	100.50	100.60	+.04
100.00	100.02	3.69	60	Vic. 3¾s (1922-23)	100.00	100.00	100.00	100.00	..

FOREIGN.

Argentine 7s 27	13.....105½	5.....97¾	10.....103⅛	Netherlands 6s 1972	Rio de Janeiro s f g 8s 1946
2.....100⅜	8.....105¾	2.....98	15.....101	receipts	1.....103
5.....100½	1.....105½	Denmark 8s 45	10.....103⅜	31.....97	1.....103¼
3.....100⅜	Canada 5½s 79	6.....110	French 7s 1941	Rio Grande do Sul 8s 1946	
5.....100¾	1.....100⅝	2.....110¾	16.....101¼	2..87..96⅞8	1.....102
Belgium 8s 1941	Canada 5s 1926	2.....111	4.....101½	7.....97	3.....101¾
1.....106⅞8	1.....99⅜	4.....110	2.....101⅜	3.....97⅛	San Paulo City 8s 1952
1.....107	Canada 5s 1931	Denmark 6s 42 certificates	7.....101¼	1..s10..97	1.....103
Belgium 7½s 45	2.....98⅜	2.....99¼	1.....101⅜	19.....97⅛	Seine 7s 1942
5.....108½	3..87..98½	1.....99	1.....95	1.....97¼	5.....93½
1.....108⅜	2.....98⅜	5.....99¼	Japan 1st 4½s 23	3.....97⅛	1.....93½
2.....108½	Canada 5s 1952	1.....99⅛	2.....91⅛	20.....97¼	5.....93½
Belgium 6s 1923	49.....100	3.....98¾	Japan 2d 4½s 25	6..86..97⅛	Sweden 6s 1939
2.....102¼	Chile 8s 1926	Denmark Mun ser A 1946	3.....89¾	1.....97¼	5.....101⅞
5..86..102	21.....103	2..s10..110½	2.....89⅞	3.....97⅛	Swiss 8s 1940
Bergen 8s 1945	Chile 8s 1941	Denmark Mun ser B 1946	Japan 2d 4s 1931	3.....97¼	7.....117¾
8.....111	5.....105	2.....111	16.....77	Porto Alegre 8s 1961	8.....118
Berne 8s 1945	2.....105⅛	Dutch Eastind 25-yr 6s 1947 receipts	Lyons 6s 1934	1.....102⅝	United Kingdm 8½s 1922
2..3..112¾	5.....105	13.....93⅜	1.....86¾	Queensland 6s 1947 certificates	31.....108½
3.....113	Chile 8s 1946	Dutch Eastind 40-yr 6s 1962 receipts	Mexico 5s 1954	1.....101⅞	United Kingdm 6½s 1937
Bordeaux 6s 34	9.....103	3.....66½	3.....66½	3.....101½	16.....108⅝
3.....86¾	2.....104¾	4.....66¾	4.....66¾	5.....101⅝	United Kingdm 5½s 1937
9.....87	3.....105	Mexico 4s 1954	Irri Wks Dev Agri 4½s 1943	7.....101⅞	30.....102½
Brazil 8s 1941	Copenhagen s f 5½s 1944	3.....66½	6.....45⅜	Rio de Janeiro 5½s 1947 certificates	Zurich 8s 1934
9.....105¼	1.....92¼	2.....66¾	1.....46	10.....101½	5.....102⅜
2.s10.104⅞8	Czechoslovak 1951 certificates	Mexico 4s 1954	Norway 8s 1940	7.....103⅛	1.....112¾
2.....105⅜	7.....97½	3.....66¾	1.....111	2.....102⅛	
1.....105¼	2.....97¼	5.....101⅝	6.....110½	8.....103	
2..s7.105⅛	1.....97½	7.....101⅞			
1.....105¼					
3.....105⅜					
11.....105⅜					

DOMESTIC.

New York City 4½s Nov 1957	Chi Gt West 4s 1959	FramericanID 7½s 1943	Long Island deb 4s 1937	No Am Edison 6s 1952 receipts	Seaboard A L adj 5s 1949
4.....103¾	5.....61½	3.....98½	2.....82	1.....92¾	3.....26¼
New York City 4½s 1963	Chi Mil & P 8d 4s 1949	2.....98⅞	Louisv & Nash clt 4s 1931	2.....92¾	2.....26
5.....106	5.....73½	1.....98¾	1.....98½	10.....92¾	7.....26¾
4s 1959	Chi Mil & St P cv 5s 2014	FrancisoSugar 6½s 1942 When issued	Louis & Nash Cin&Lex 4½s 1931	North Ohi Trac & Lgt 6s 1947 when issued	10.....26⅞
6.....99¼	1.....75¾	1.....101½	5.....97¼	15.....97	33.....27⅜
Amer Ag Chem 7½s 1941	2.....76	3.....101¼	Manhat 4s 1990	Northern Pac ref cv R 2047	3.....27¼
1.....102¾	1.....75¾	Genl Elec Co deb 6s 1940	5.....68	10.....107¼	16.....27½
Am S & Rtg 1st A 6s 1947	2.....76	1.....104¾	Market St Ry con 5s 1924	1.....105⅞	17.....28
3.....93	Chi Mil & St P cv 4½s 1932	Gnl Elec Co deb 5s 1952	7.....90	Northern Pac ds 1997	11.....27½
Am Sugar Co 6s 1937	13.....76¼	1.....101½	11.....90	3.....86¾	Sinc Con Oil 7½s 1925
1.....100⅜	10.....71	Genes Riv RR 1st 6s 1957	Market St Ry con 5s 1924	Northern Pac 3s 2047	Sinclair Con Oil 7s 1937 receipts
12.....100½	Chi Mil & St P ref A 4½s 2014	2.....95	5.....90	2.....62	2.....99⅜
10.....100⅜	3.....65⅞	G R Kinney & Co 7½s 1936	Marland Oil 10-yr Ser A 31 withwarrants	No P Gt N Jet cv 6½s 1936	5.....99¼
17.....100⅜	15.....66	5.....98	1.....111½	4.....105⅜	1.....99¼
Am Tel & Tel cv 6s 1925	4.....65½	Gdyr T & R 1st 6s 1937	Marland Oil 7½s 1931 certificates	40.....105⅜	Sinc Crude Pur 5½s 1922
4.....115⅝	5.....70⅞	2.....102⅞	4.....105⅛	1.....105½	25.....99⅜
11.....115½	Chi Mil & St P deb 4s 1934	6.....102¾	43.....105⅝	12.....105⅜	1.....99¼
Am Tel & Tel clt 5s 1946	10.....64½	3.....103	5.....105½	8.....105½	South Pacific cv 6s 1929
1.....97⅜	Chi Mil & St P gold 4s 1925	1.....102⅝	1.....105⅝	5.....105½	10.....91
9.....97½	3.....80¼	31.....103	5.....105½	1.....105⅝	10.....90⅞
9.....97⅜	3.....102¾	3.....102¾	Mex Pet of Del cn 8s 1936	5.....105½	South Pacific ref 4s 1955
Am Tel & Tel cv 4½s 1933	20.....80⅜	2.....102¾	1.....107¼	7.....106½	11.....87⅞
1.....102	Chicago Rys 1st 5s 1927	Gdyr T & R 1st 5s 1941	1.s7..106¾	11.....106¾	5.....88
Am Tel & Tel clt 4s 1929	2..s7..82½	1.....115½	Midv Stl & Cot col 5s 1933	Oregon Short L cons 5s 1946 guaranteed	South Pacific 4s 1949
3.....90¾	5.....82¾	4.....115⅞	1.....91¼	2.....102	1.....83
1.....91	Chi R I & P ref 4s 1934	Granby 8s 1928	1.....91⅛	1.....101¾	4.....82¾
2.....90⅞	2..s7..83½	6.....101	50.....91½	2.....102½	1.....83
1.....91	6.....83¾	2.....100¼	Minn & St L 1st con 5s 1934	Oregon Short L ref 4s 1929	South Pacific S F T 4s 1950
Am Writg Pap 1st 7-6s 1939	4..s7..83½	2.....100	5.....81½	15.....91¼	1.....87⅜
1.....89	Chi R I & P ref 4s 1934	Grnd Trunk Ry 7s 1940	5.....82½	13.....91⅛	Southern Rwy 4½s 1956
1.....88	2.....81	1.....112¾	Minn & St L 4s 1949	Ore-Wsh & N 4s 1961	1..s6..99¼
Atch T & S Fe gen 4s 1995	Chi SP M & O deb 5s 1930	1.....112¾	1.....47⅞	1.....81¾	7.....99⅜
1.....89	15.....93¾	Grnd Trunk Ry 6s 1936	4.....47¾	10.....81⅜	7.....99⅝
5.....88¾	10.....94	1.....103½	M St P&SS M 8s 1938	1.....81¼	1.....99½
Atch T & S Fe cv 4s 1955	Chic & W Ind 15-yr 5½s 1935	1.....103⅝	14.....99¾	6.....81½	5.....99¾
2.....82	5.....102¾	Great North Ry 7s A 1936	3.....100	Pacific Coast 5s 1946	2.....99⅞
Atl Coast Line 1st 4s 1952	Chi & W Ind con 4s 1952	11.....109⅜	10.....99¾	7.....102¾	Southern Ry 1st con 5s 1994
1.....88⅜	12.....74	33.....109½	Mo Kan & Tex 5s ser A 1962 when issued	Pacific Coast 5s 46 guaranteed	9.....95½
Atlantic Fruit 7s 1934	7.....74¼	5.....109⅝	1.....83⅞	2.....96	Southern Ry gen 4s 1956
4.....44½	1.....74	Gt North 5½s 57	Mo Kan & Tex 5s ser C 1933 when issued	Pacific Tel & T 5s 1937	1.....67
8.....44	Chile Copper cv 7s 1923	2.....100¼	5.....96	1.....97½	1.....66½
1.....43¼	12.....106⅞8	6.....100⅜	Mo Kan & Tex adj 5s 1967 when issued	2.....97¼	1.....67
Atlantic Refng 6½s 1931	1.....106¾	10.....100¼	10.....57⅜	Pacific T & T 5s Ser A 1952 receipts	1.....66¾
4.....105⅜	Chile Copper 5s 1933	Hoffman Mach 10-yr 8s 1932	10.....57¼	6.....94	1.....66⅝
Atlas Powder cv 7½s 1936	6.....91¾	3.....100⅛	5.....57¼	2..s7..94	Southern Ry S L 5s 1931
2.....107½	1.....91½	Holland Amer s f 5s 1947 receipts	Mo Pac 5s 1949	5.....94	5.....85
Baltimore & O 5s 1929	10.....91¾	2.....92¼	10.....99⅜	Packard Motor 8s 1931	So Ry Mob&O coll 4s 38
1.....100	C C C & St L ref 6s Ser A 29	Hudson & Man 1st 5&rf A6s 57	Mo Pac 6s 1949	1.....107¼	4.....75
1.....99⅞	1.....99¾	2.....82¾	4.....99¾	Paris-Lyons-Med 6s 1951 certificates	Stand Oil of Cal 7s 1931
1.....99⅜	1.....100	3.....83½	Mo Pacific 5s 23	36.....81⅝	1.....104¾
Baltimore & O cv 4½s 1933	Cleve Short L 4½s 1961	Hudson & Man adj inc 5s 57	2.....100	27.....82	5.....105
2.....82	1.....91½	2.....63¾	5.....99¾	13.....82¼	Steel & Tube 7s 1951
28.....82¼	2.....92¾	10.....63½	Mo Pacific 5s 65	10.....82⅝	1.....101½
Baltimore & O 1st 4s 1948	Colorado & So 1st 4s 1929	6.....64	32.....88	5.....82½	1.....101
1.....80¾	2.....93	3.....63½	Missouri Pacific gen 5s 1975	1.....82¾	Third Av Ry adj inc 5s 1960
Baltimore & O p l 3½s 1925	Col Gas & Elc 1st 5s 1927	Ill Cent 4½s 29	1.....64½	14.....81¾	87.....61
1.....93½	5.....95	10.....110¾	2.....63¾	16.....82¼	2.....61⅛
Baltimore & O p l 3½s 1925	Col & 9th Ave 1st 93	Ill Cent 5½s 34	4.....64	1.....82½	6.....61¼
1.....93½	4.....21	1.....101	Mobile & Ohio gen 4s 1938	6.....82¼	1.....61½
Baltimore & O P L E & W V ref 4s 1941	Comp-Tab-Rec 6s 1941	Ill Cent 4s 1953	5.....74	Pennsylvania 5s 1939	Third Av Ry 1st 4s 1960
3.....79⅞	5.....96¾	2.....81¼	Montana Pwr 1st 5s 1943	4.....100	4.....64⅞
Baltimore & O 1st 4s 1948	Consolidation Coal 5s 1950	Interb Rap Tr 1st & rf 5s 66	5.....96⅞8	Pennsylvania 6½s 1936	Tide Water O 6½s 1931 certificates
1.....68	1.....87¾	7.....76½	New Eng Tel & Tel 5s 1952 when issued	7.....109	1.....102¼
Barnsdall Corp 8s ser B 1932	1.....87½	1..s6..76½	18.....97¾	Pennsylvania gen 5s 1968	Tobacco Prod 7s 1931
1.....105	Con Gas N Y 5-yr cv g 7s 23	3.....70½	3.....97⅝	5.....99⅜	1.....102½
Bell Tel of Pa 7s 1945	1.....117	26.....70¼	10.....97¾	2.....99¼	Tol St L & W 4s 1931
1.....107¾	Interboro Met 4½s 1956	1.....70⅛	18.....97¾	Pennsylvania gen 4½s 1965	6.....69¼
1.....107½	18.....16¼	3.....70	3.....97⅝	3cv.....91	Tri-City R & L 1st 5s 1923
Bett Stl 6s 1948	11.....16	Interboro Met 4½s 1956	N O Tex & Mex 5s 1935	15.....91½	5.....100
1.....98¾	10.....16	5.....70¾	5.....70¾	1.....90⅞	Union Pac 4s 47
Bradstr Corp M coll 6s 1931	2.....16	3.....70½	3.....70½	N Y Central cv deb 6s 1935	3.....91¾
1.....98½	certificates	2.....70½	N Y Central deb 6s 1934	5.....103	4.....91¾
Bway & 7th Av con 5s 1943	21.....16	Interborough 7s 1921	1.....102⅞	1.....102¾	1.....91⅛
3.....65½	3.....15¾	3.....15¾	1.....102¾	15.....103	Union Pacific fd 4s 2008
Bkln Edison Co 7s D 1940	36.....16	International Ag 1st&cl 5s 32	N Y Central fd 5s 2013	4.....95⅝	1.....86⅜
1.....107⅞	International Ag 1st&cl 6s 32	2.....79	4.....95⅝	6.....95½	4.....86⅝
Bkln Rap Tr 7s 1921 certificates	Interna M M 1st&cl 6s 1941	1.....70½	1.....95⅝	2.....95½	Union Pacific cv 4s 1927
99.....84	1.....97⅞	14.....97¼	2.....95½	N Y Central deb 4s 1934	10.....94⅛
certificates stamped	4.....97¼	4.....97½	3.....89½	2.....89½	Union Tk Car cv 7s A 1933
2.....81	1.....97½	Interna Paper 5s Ser B 1947	2.....89	Port RwyLt & Pwr 7½s 1946	5.....103
3.....81½	Interna Paper 5s Ser A 1947	5.....86¼	N Y Dock 1st 4s 1951	1.....105	1.....103¼
10.....80¾	1.....86½	1.....86½	5.....77⅝	Prod & Refiners 7s 1931	United Drug 8s 1941
2.....80¼	1.....87	1.....87	3.....109⅞	withwarrants	4.....112
Buf Roch & P con 4½s 1957	7.....97½	Interna Paper 5s Ser B 1947	3.....109⅞	7.....111	1.....111½
5.....90½	2.....97¼	5.....86¼	3.....109⅞	10..s6..110⅝	1.....112
Bush Term Bldg 1st 5s 1960	Del & Hudson 4s 1943	15.....86½	3.....109⅞	Pub Ser C N J 5s 1959	U S Rubber 7½s 1930
4.....90½	5.....82¾	15.....86¼	3.....109⅞	6.....83½	10.....93
Canada North 4½s 1948	Detroit Edison 5s 1940	15.....86⅞	NYGELH & P 1st 5s 1948	Repub Ir & St 1st 5s 1940	7.....92½
4.....112	1.....109½	2.....83½	NYGELH & P 4s 1949	1.....95½	U S Rubber 7s 1933
1.....111⅞	Dom United Rys con 4½s 37	Invincible Oil 5s 1931	1.....82¼	Rio Grande W 4s 1939	1.....102¼
5.....111¾	6.....83⅝	1.....98	N Y N H & H deb 6s 1948	2.....79	U S Rubber 5s 1947
Can Pacific 4s perpetual	Diamd Match cf 7½s 1936	Iowa Central 5s 1951	1.....82	R I Ark & La 4½s 1934	1.....89½
5.....78¾	2.....108	1.....46¼	1.....81¾	2.s7..81	1.....89⅞
2.....79	1.....107½	KC FtSc&M 4s 1936	N Y N H & H deb 4s 1955	St L I M & So gen 5s 1931	2.....60
Central Pacific ref 4s 1949	2.....107½	1.....78⅝	1.....59	1.....93¾	4.....90
1.....87	1.....108	K C Southern ref 5s 1950	N Y N H & H 3½s 1954	St L & S F Ry 4s ser A 1950	US Sm R & M 5s 1931
CRR of New J 5s 1987	Dul So S&Atl 1st 5s 1937	1.....87½	1.....53	1.....73⅝	1.....101¾
2.....107¾	Kan C Southn 5s 1960	N Y O & West ref 4s 1992	N Y Railways adj inc 5s 1942	2.....72½	US Steel 5s 1951
Cer de Pas Cr cv sf 8s 1931	1.....68⅝	5.....75½	4.....13	4.....72¼	3.....101¾
6.....123	Kan C Term 4s 1960	N Y Railways adj inc 5s 1942 certificates	5.....11	2.....72⅝	1.....101¾
1.....123½	1.....82½	N Y Railways 1st 4s 1942 certificates	St L & S F Ry 7s ser B 1950	18.....72¼	1.....101⅛
7.....124	Kayser & Co 7s 1943 receipts	5.....114	15.....87	2.....72½	1.....101¾
2.....123½	1.....100½	6.....41	St L & S F Ry 1st ser A 1960	36.....98½	3.....101½
3.....123⅛	Kelly Spr Tire s f 6s 1931	N Y Susq & W gen 6s 1940	St L & S F Ry 4½s ser D 1942	4.....95	Utah Pow & Lt 5s 1944
Ches & Ohio cv 4½s 1930	7.....108	1.....59	3.....99	St L & S F RR adj 6s 1955	3.....91½
9.....88	Lackawanna St 1st 5s A 1931	N Y Telephone 6s ser A 1941	12.....99⅛	12.....99⅛	Virginian Ry 1st 5s 1962
1.....87½	1.....91	5.....105	1.....104⅞	5.....99	3.....99⅛
Ches & Ohio gen 4½s 1992	1.....90⅛	1.....104	5.....105	St L & S F RR adj 6s 1960	Virginian Ry 5s 1962
8.....87¼	1.....90¾	N Y Telephone 6s 1949	9.....105⅛	1.....99⅝	1.....85
Chi & Alton 3½s 1950	L S & M So deb 4s 1928	1.....64½	N Y Telephone 1st 4½s 1939	1.....69¼	Virginian 5s 62
6.....50½	2.....93	2.....64	2.....64	1.....69⅜	1.....95¾
1.....50⅜	L S & M So deb 4s 1931	N Y W & Bos 4½s 1946	7.....69	2.....69	2.....95¾
12.....50¼	5.....92	12.....57¾	St L Southwest con 4s 1932	Warner Sug Ref 7s 1941	Wabash 1st 5s 1939
1.....55	10.....92½	1.....57½	1.....75½	1.....99⅞	4.....67⅞
1.....50⅜	Lehigh Valley cons 6s 1928	Niag Fls Power 1st 5s 1932	Seaboard A L 4s 1945	4.....99¾	Tide Water O 6½s 1931 certificates
10.....50½	1.....102½	1.....90½	1.....79	4.....99⅞	1.....102¼
1.....50⅜	Lex Av & P F 5s 93	Nor Southern ref 5s 1961	1.....59⅝	2.....100	Tobacco Prod 7s 1931
2.....49½	3.....48½	1.....67¾	24.....59½	Wash Term 3½s 45	1.....102½
Chi & East Ill 5s 1951	Liggett & MT 7s 1944	Nor & Westn cv 6s 1929	5.....59½	2.....85	Tol St L & W 4s 1931
1.....80¾	1.....115⅞	2.....108⅝	Seaboard A L ref 4s 1959	West Maryland 4s 1952	6.....66½
1.....80½	Liggett & M T 5s 1951	Nor & Westn cv 5s 1997	8.....42½	2.....64½	Tri-City R & L 1st 5s 1923
2.....80¾	1.....97½	1.....87⅞	Shar & Hoop ref 5s II 941	West Shore 1st 4s 2361	5.....100
7.....80½	Long Island ref 4s 1949	2.....90¼	2.....90¼	1.....87⅞	Union Pac 4s 47
	6.....78¼				3.....91¾
	3.....78½				4.....91¾
					1.....91⅛
					Union Pacific fd 4s 2008
					1.....86⅜
					4.....86½
					Union Pacific cv 4s 1927
					10.....94⅛
					Union Tk Car cv 6s 1929
					5.....103
					1.....103¼
					United Drug 8s 1941
					4.....112
					1.....111½
					1.....112
					U S Rubber 7½s 1930
					8.....108
					3.....108½
					1.....108¼
					U S Rubber 7s 1933
					1.....102¼
					U S Rubber 5s 1947
					1.....89½
					1.....89⅞
					2.....60
					1.....86⅞
					4.....90
					US Sm R & M 5s 1931
					1.....101¾
					US Steel 5s 1951
					3.....101¾
					1.....101¾
					1.....101⅛
					1.....101¾
					3.....101⅛
					Utah Pow & Lt 5s 1944
					3.....91½
					Virg CC Ches 5s 1926
					5.....105⅛
					36.....105¼
					Virginia C C Co sf 7s 1947 when issued
					1.....99⅞
					3.....99
					12.....99⅛
					5.....99
					3.....99⅛
					Virg C C Co 1st 5s 1926
					20.....100
					Virg R & P 5s 34
					1.....85
					Virginian 5s 62
					1.....95¾
					2.....95¾
					Wabash 1st 5s 1939
					4.....67⅞
					Tide Water O 6½s 1931 certificates
					1.....102¼
					Tobacco Prod 7s 1931
					1.....102½
					Tol St L & W 4s 1931
					6.....66½
					Tri-City R & L 1st 5s 1923
					5.....100
					Union Pac 4s 47
					3.....91¾
					4.....91¾
					1.....91⅛
					Union Pacific fd 4s 2008
					1.....86⅜
					4.....86½
					Union Pacific cv 4s 1927
					10.....94⅛
					Union Tk Car cv 6s 1929
					5.....103
					1.....103¼
					United Drug 8s 1941
					4.....112
					1.....111½
					1.....112
					U S Rubber 7½s 1930
					8.....108
					3.....108½
					1.....108¼
					U S Rubber 7s 1933
					1.....102¼
					U S Rubber 5s 1947
					1.....89½
					1.....89⅞
					2.....60
					1.....86⅞
					4.....90
					US Sm R & M 5s 1931
					1.....101¾
					US Steel 5s 1951
					3.....101¾
					1.....101¾
					1.....101⅛
					1.....101¾
					3.....101⅛
					Utah Pow & Lt 5s 1944
					3.....91½
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					20.....100
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					1.....85
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