**Utah Light and Traction Co.**

*1st and Refunding Mortgage 5% Gold Bonds*

Series A, due Oct. 1, 1944

UNCONDITIONALLY GUARANTEED as to principal and interest, by endorsement, by the UTAH POWER & LIGHT COMPANY

*Price to yield about 5.70%*

*Complete circular on request*

**The National City Company**

Main Office: National City Bank Bldg. Uptown Office: 42d St. & Madison Ave.


# FINANCIAL NEWS AND COMMENT

## Sterling at Highest in Three Years—Marks Up—Stocks Advance—Money Rises.

The decision of the Reparations Commission to allow Germany a moratorium for the remainder of 1922 in her reparations' payment, coupled with fairly confident predictions in Paris dispatches of a large loan to Germany in the near future, drew financial attention to the foreign exchanges yesterday and laid emphasis on the advance of sterling to 4.45 15-16, the highest quotation since the summer of 1919. As sterling and marks were practically alone in recording speculative efforts for the rise, it was to be asumed that a collateral factor behind the former was the British Premier's speech in the House of Commons on Wednesday, voicing a belief that the German Government was sincere in accepting the Allied program for funding a part of the huge total which Germany owes. The foreign exchanges surpassed the other markets in point of interest. In stocks there was the same brisk upbidding of specialties as on Wednesday and Monday, reflecting the efforts of traders and, presumably, the ever active pools in searching for issues which would move easily. The standard shares, both rails and industrials, were practically indifferent to those fluctuations and, outside of railroad equipments and several of the oil group, price changes were of not much consequence. Nevertheless, the casual advances of special issues were sufficient to trace the drift of speculation and examination of business facts indicated that expansion was slowly but steadily going on in many directions. The rise of call money to 6½ per cent. for late borrowings made no impression on securities. It will be seen next week whether or not the firm tone over the month end represented anything beside a temporary demand of larger proportions than usual.

Features of the bond market were vested in the sturdy action of Liberty issues, all active ones holding at or slightly above par, and in a further retreat of the Southern Pacific collateral 4s. The way in which the latter retreated in the last two days gave a complete demonstration of the dangers of snap judgment on legal proceedings dealing with the railroads. At 86½ the 4s were eight points under the maximum point touched in the first flush of the Supreme Court's decision on the Central Pacific matter, a movement suggesting fairly heavy speculative losses. Cool examination of the court's ruling make it possible that the law may be obeyed without such disruption of corporate entities as followed earlier Sherman law decisions. Without a full divorcement of Southern Pacific-Central Pacific relations, the collateral behind the bonds is not likely to be disturbed or the bonds retired. A rearrangement of the situation respecting the two roads promises to be highly illuminative of the Sherman law's connection with regional groups provided for by the Transportation act of 1920. Southern Pacific shares recovered as the bonds declined.

The weekly Reserve statements disclosed no sign of monetary tension. On the contrary, the salient figures showed more relaxation than they did last week. Rediscounts of the system were $15,750,000 less—in the week before they rose $18,500,000—and deposits declined $47,000,000. Those changes offset a $13,000,000 increase of circulation and the ratio of cash to note and deposit liabilities, 78 per cent., was exceeded in only three other weeks of this year.

## FOREIGN EXCHANGE.

THURSDAY, JUNE 1, 1922.

**GREAT BRITAIN.**

| Parity. | | Thursday. | Wednesday. | May 25. |
|---|---|---|---|---|
| $4.8665 | Sterling: | | | |
| | Demand | $4.45 15/16 | $4.44 15/16 | $4.44 15/16 |
| | Cables | 4.46 1/16 | 4.45 1/16 | 4.45 1/16 |
| | Bankers, 60 ds. | 4.43 1/16 | 4.42 1/16 | 4.42 1/16 |
| | Bankers, 90 ds. | 4.42 1/16 | 4.41 1/16 | 4.41 |
| | **THE CONTINENT.** | | | |
| 19.30 | France, cents a franc: | | | |
| | Demand | 9.14½ | 9.11½ | 9.12¼ |
| | Cables | 9.15 | 9.12 | 9.14 |
| 19.30 | Belgium, cents a franc: | | | |
| | Demand | 8.42½ | 8.44½ | 8.43 |
| | Cables | 8.43 | 8.45 | 8.43½ |
| 19.30 | Switzerland, cents a franc: | | | |
| | Demand | 19.09 | 19.12 | 19.06 |
| | Cables | 19.11 | 19.14 | 19.08 |
| 19.30 | Italy, cents a lira: | | | |
| | Demand | 5.23 | 5.23½ | 5.23 |
| | Cables | 5.23½ | 5.24 | 5.23½ |
| 23.80 | Germany, cents a mark: | | | |
| | Demand | .38 | .36⅝ | .34⅞ |
| | Cables | .38 | .36⅝ | .34⅞ |
| 26.80 | Sweden, cents a krone: | | | |
| | Demand | 25.81 | 25.90 | 25.83 |
| | Cables | 25.86 | 25.95 | 25.83 |
| 26.80 | Norway, cents a krone: | | | |
| | Demand | 17.71 | 18.00 | 18.30 |
| | Cables | 17.76 | 18.05 | 18.35 |
| 26.80 | Denmark, cents a krone: | | | |
| | Demand | 21.67 | 21.80 | 21.75 |
| | Cables | 21.72 | 21.85 | 21.80 |
| 19.30 | Greece, cents a drachma: | | | |
| | Demand | 4.23 | 4.23 | 4.20 |
| | Cables | 4.25 | 4.25 | 4.22 |
| 19.30 | Spain, cents a peseta: | | | |
| | Demand | 15.80 | 15.79 | 15.78 |
| | Cables | 15.82 | 15.81 | 15.80 |
| 40.20 | Holland, cents a florin: | | | |
| | Demand | 38.75 | 38.80 | 38.80 |
| | Cables | 38.80 | 38.85 | 38.85 |
| 51.46 | Russia, cents a ruble: | | | |
| | 100 rubles | .07 | .07 | .07 |
| | 500 rubles | .07½ | .07½ | .07½ |
| 20.26 | Austria, cents a crown: | | | |
| | Demand | .00⅞ | .01 | .01 |
| | Cables | .01 | .01¼ | .01¼ |
| 23.80 | Poland, cents a mark: | | | |
| | Demand | .02½ | .02⅝ | .02⅝ |
| | Cables | .02⅝ | .02⅝ | .02⅝ |
| 20.30 | Hungary, cents a crown: | | | |
| | Demand | .12½ | .12½ | .12¼ |
| | Cables | .13½ | .13½ | .13 |
| 20.30 | Jugo-Slavia, cents a crown: | | | |
| | Demand | .35½ | .36 | .36 |
| | Cables | .37 | .37 | .37 |
| 19.30 | Finland, cents a mark: | | | |
| | Demand | 2.12½ | 2.11 | 2.09 |
| | Cables | 2.13 | 2.12 | 2.10 |
| 20.26 | Czecho-Slovakia, cents a crown: | | | |
| | Demand | 1.93½ | 1.94 | 1.92 |
| | Cables | 1.94½ | 1.95 | 1.93 |
| 19.30 | Rumania, cents a leu: | | | |
| | Demand | .68½ | .69 | .69 |
| | Cables | .70 | .70 | .70 |
| $4.40 | Turkey, cents a pound: | | | |
| | Demand | 66.00 | 66.00 | 67.00 |
| | Cables | 69.00 | 69.00 | 70.00 |
| | **FAR EAST.** | | | |
| 108.32 | Shanghai, cents a tael: | | | |
| | Demand | 80.00 | 80.00 | 80.00 |
| | Cables | 80.50 | 80.50 | 80.50 |
| 78.00 | Hongkong, cents a dollar: | | | |
| | Demand | 58.25 | 58.75 | 58.62½ |
| | Cables | 59.00 | 59.00 | 59.00 |
| 48.66 | Bombay, cents a rupee: | | | |
| | Demand | 29.25 | 29.25 | 29.50 |
| | Cables | 29.50 | 29.50 | 29.75 |
| 49.84 | Yokohama, cents a yen: | | | |
| | Demand | 47.62½ | 47.62½ | 47.50 |
| | Cables | 47.87½ | 47.87½ | 47.75 |
| | **SOUTH AMERICA.** | | | |
| 32.44 | Rio de Janeiro, cents a milreis: | | | |
| | Demand | 13.87½ | 13.87½ | 13.90 |
| | Cables | 13.94 | 13.94 | 13.95 |
| 42.45 | Buenos Aires, cents a peso: | | | |
| | Demand | 36.31 | 36.31 | 36.40 |
| | Cables | 36.37½ | 36.37½ | 36.45 |
| 103.42 | Uruguay, cents a dollar: | | | |
| | Demand | 79.87½ | 79.75 | 79.85 |
| | Cables | 80.00 | 79.87½ | 79.95 |
| 36.50 | Chile, cents a peso: | | | |
| | Demand | 11.87½ | 11.87½ | 12.25 |
| | Cables | 11.94 | 11.94 | 12.30 |

**CANADA.**

New York funds in Montreal, $0.49 premium a $1,000; Montreal funds in New York, $0.29 discount a $1,000.


**Paulista Ry. Co.**

**First & Ref. Mortgage 7% Gold Bonds**

Due March 15, 1942

This Company owns and operates a railroad system of 772 miles in the State of Sao Paulo, Brazil. Average net earnings for 11 years ended December 31, 1921, were more than three times interest requirements of these bonds.

**Price to Yield 7.10%**

*Descriptive circular on request.*

**Estabrook & Co.**

24 Broad St. New York — 15 State St. Boston

*We extend our facilities to those desiring to purchase or sell bonds listed on the New York Stock Exchange.*

**$100,000 Detroit, Mich. 5% Coupon Bonds**

Due Jan. 15, 1942

*Exempt from all Federal Income Taxes.*

*Legal Investment for Saving Banks and Trust Funds in New York State.*

**Prices to Yield 4.35%**

**Remick, Hodges & Co.**

*Members New York Stock Exchange*

14 Wall St. New York

Correspondents R.L.Day Co., Boston

**IMPERIAL OIL, Ltd.**

**ANGLO-AMER. OIL CO., Ltd.**

**BRITISH-AMER. OIL CO., Ltd.**

**INTERNATIONAL PETROLEUM, Ltd.**

**CARL H. PFORZHEIMER & CO**

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**J.K.Rice, Jr. & Co.**

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**Title Guarantee & Trust Co. Stock**

**CLINTON GILBERT**

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National Sugar
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**FREDERIC H. HATCH & CO.**

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WIRE CONNECTIONS BOSTON-CHICAGO-PHILA-MONTREAL-PITTSBURGH

**BANK STOCKS**

**McCLURE, JONES & REED**

*Members New York Stock Exchange*

115 Broadway. Phone 7662 Rector.


# NEW YORK STOCK EXCHANGE QUOTATIONS.

THURSDAY, JUNE 1, 1922.

Day's sales: 1922, 1,255,510; 1921, 562,165; 1920, 406,289.

| 1922 High. | 1922 Low. | Closing Bid. | Closing Ask. | Div. in $. | Sales. | | Opening. | Highest. | Lowest. | Closing. | Net Ch'nge. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 69 | 48 | 63 | 65 | .. | 400 | Adams Exp... | 65 | 65 | 64 | 64 | — 1⅜ |
| 19¾ | 10⅞ | 17½ | 18¼ | .. | 2200 | Adv Rumely . | 17⅞ | 18⅝ | 17⅞ | 18 | + ⅜ |
| 50 | 31⅜ | 47½ | 48¼ | 3 | 100 | Ad Rumely pf | 48½ | 48½ | 48½ | 48½ | + 1⅜ |
| 57¼ | 45¼ | 55½ | 57 | 4 | 1100 | Air Reduction. | 55 | 56⅞ | 54 | 56½ | + 2½ |
| 18¾ | 13⅜ | 17⅞ | 18 | .. | 1900 | Ajax Rubber.. | 18 | 18⅛ | 17¾ | 18 | .. |
| 2 | ⅝ | 1⅛ | 1⅜ | .. | 3400 | Alaska Juneau | 1⅜ | 1⅜ | 1¼ | 1⅜ | — ⅛ |
| 72¾ | 55⅛ | 69¾ | 70 | 4 | 4900 | Allied C & D.. | 70½ | 70½ | 69¾ | 69⅞ | — ⅝ |
| 52 | 37¾ | 49¼ | 49⅜ | 4 | 1200 | Allis Chalmers | 49 | 49⅜ | 49 | 49¼ | — ¼ |
| 42⅛ | 29¾ | 41⅝ | 42 | .. | 7000 | Am Ag Chem. | 39⅞ | 42⅞ | 39⅞ | 41⅝ | + 2⅛ |
| 70⅛ | 55⅜ | 67 | 67¾ | .. | 400 | Am Ag Ch pf. | 68 | 68 | 67¾ | 67⅞ | + 1⅞ |
| 77½ | 57 | 69 | 70 | 4 | 100 | Am Bank N.. | 70 | 70 | 70 | 70 | .. |
| 54 | 51½ | 51½ | 53½ | 3 | 200 | Am Bank N pf | 52 | 52 | 52 | 52 | .. |
| 47¾ | 31¾ | 47 | 47½ | .. | 1700 | Am Beet Sug. | 46¾ | 47⅝ | 46¾ | 47 | + ⅛ |
| 49 | 31¼ | 46¼ | 46½ | .. | 400 | Am Bosch M.. | 46⅜ | 46⅝ | 46⅜ | 46½ | — ⅛ |
| 50¼ | 32¼ | 48¼ | 48½ | .. | 1600 | Am Can ..... | 48½ | 48⅞ | 48¼ | 48½ | — ½ |
| 106 | 93¼ | 104⅛ | 105½ | 7 | 100 | Am Can pf... | 105¾ | 105¾ | 105¾ | 105¾ | + ⅛ |
| 166 | 141 | 165½ | 166 | 12 | 1000 | Am Car & F.. | 165 | 166 | 165 | 165¼ | + ¾ |
| 120½ | 115½ | 120⅛ | .. | 7 | 100 | Am C & F pf. | 120⅛ | 120⅛ | 120⅛ | 120⅛ | + ⅛ |
| 14 | 7 | 11⅝ | 11⅞ | .. | 100 | Am Chicle ... | 11⅝ | 11⅝ | 11⅝ | 11⅝ | — ⅛ |
| 30½ | 19¼ | 29 | 30¼ | .. | 1600 | Am Cotton Oil | 30 | 30½ | 30 | 30 | — ¼ |
| 61 | 41 | 59 | 61 | .. | 200 | Am Cot Oil pf | 60½ | 60½ | 60 | 60 | — 1 |
| 6½ | 4½ | 5⅞ | 6 | .. | 200 | Am Drug Syn | 5⅞ | 6 | 5⅞ | 6 | + ⅛ |
| 17⅝ | 12 | 15¾ | 15⅞ | .. | 300 | Am Hide & L. | 15¾ | 15⅞ | 15¾ | 15⅞ | + ¾ |
| 73 | 58 | 72 | 72¾ | .. | 800 | Am H & L pf. | 72⅝ | 72⅝ | 72 | 72 | .. |
| 114½ | 78 | 109½ | 110 | 7 | 900 | Am Ice ...... | 109 | 110 | 109 | 109 | — ½ |
| 50½ | 38⅛ | 50 | 50¼ | .. | 14900 | Am Int Corp.. | 49¼ | 50½ | 49 | 50⅛ | + ¾ |
| 13½ | 9¼ | 13¼ | 13½ | 1 | 200 | Am La F F E. | 13⅜ | 13½ | 13⅜ | 13½ | + ⅛ |
| 40¾ | 29¾ | 39¼ | 39¾ | .. | 4000 | Am Linseed .. | 39½ | 40¾ | 39⅛ | 39⅛ | — ¼ |
| 60⅞ | 53⅞ | 59½ | 60 | .. | 5100 | Am Linseed pf | 59¾ | 60⅞ | 59½ | 59⅞ | + ⅞ |
| 117⅝ | 102 | 115 | 115½ | 6 | 3400 | Am Loco ..... | 115 | 116¾ | 115 | 116 | + 1⅜ |
| 118 | 112 | 115½ | 116 | 7 | 200 | Am Loco pf... | 115⅞ | 115⅞ | 115⅞ | 115⅞ | — ⅛ |
| 103¼ | 82 | 99 | 100 | 4 | 100 | Am Radiator . | 99 | 99 | 99 | 99 | — 1 |
| 8⅝ | 3⅝ | 6⅞ | 7 | .. | 400 | Am Saf Razor | 7 | 7 | 6¾ | 6⅞ | — ⅛ |
| 25⅛ | 5½ | 23⅝ | 23¾ | .. | 13600 | Am Ship & C. | 24 | 24¼ | 23½ | 23¾ | — ⅜ |
| 67½ | 43⅜ | 65⅞ | 66 | .. | 1800 | Am Sm & Ref. | 65⅝ | 66⅛ | 65½ | 65⅞ | — ⅛ |
| 99 | 86⅛ | 97⅞ | 98⅛ | 7 | 200 | Am S & R pf.. | 98 | 98 | 98 | 98 | .. |
| 138 | 109⅛ | 134 | 136 | 12 | 100 | Am Snuff .... | 136⅜ | 136⅜ | 136⅜ | 136⅜ | — ⅜ |
| 40⅛ | 30¾ | 38 | 38⅜ | 3 | 2600 | Am Steel F... | 38 | 38¼ | 37¾ | 38 | .. |
| 100 | 91 | 98 | 99 | 7 | 100 | Am Steel F pf. | 98⅞ | 98⅞ | 98½ | 98½ | + ⅜ |
| 79⅞ | 54⅛ | 79 | 79¼ | .. | 2000 | Am Sugar ... | 79½ | 79½ | 79 | 79 | .. |
| 106 | 84 | 106 | 108 | 7 | 600 | *Am Sugar pf | 105½ | 106 | 105½ | 106 | + 1¾ |
| 47 | 23¼ | 43 | 43½ | .. | 2600 | Am Sum Tob. | 45¼ | 45¼ | 43 | 43 | — 2¼ |
| 71 | 52¼ | 66½ | 68 | .. | 100 | Am Sum T pf. | 68 | 68 | 68 | 68 | — 2 |
| 70 | 54 | 60 | 61 | 5 | 100 | Am Tel & C... | 59¾ | 59¾ | 59¾ | 59¾ | .. |
| 124½ | 114½ | 123⅛ | 123⅜ | 9 | 1500 | Am Tel & Tel. | 123¼ | 123⅜ | 123⅛ | 123⅛ | — ⅛ |
| 145½ | 129⅛ | 143 | 144½ | 12 | 600 | Am Tobacco .. | 143½ | 144 | 143⅜ | 143⅛ | — 1⅜ |
| 142½ | 126 | 140 | 141 | 12 | 100 | Am Tobacco B | 141 | 141 | 141 | 141 | — 1 |
| 103 | 96½ | 102½ | 103 | 6 | 900 | Am T pf new. | 102¼ | 102⅞ | 102½ | 102⅞ | + ½ |
| 14 | 6 | 13 | 13½ | .. | 100 | Am W W & E. | 13¼ | 13¼ | 13¼ | 13¼ | + ¼ |
| 95⅜ | 78¼ | 92½ | 92¾ | 7 | 1700 | Am Woolen... | 92⅞ | 93 | 92⅝ | 92⅝ | — ⅛ |
| 108⅛ | 102½ | 106½ | 107½ | 7 | 100 | Am Woolen pf | 107 | 107 | 107 | 107 | + 1 |
| 37⅛ | 22½ | 34 | 34½ | .. | 300 | Am Writ P pf. | 34 | 34⅜ | 34 | 34⅜ | + ⅜ |
| 20⅜ | 12½ | 19 | 20 | .. | 1800 | Am Z, L & S.. | 19⅞ | 20⅜ | 19½ | 19½ | — ½ |
| 48¼ | 36 | 47 | 48¼ | .. | 100 | Am Z, L & S pf | 47½ | 47½ | 47½ | 47½ | + ½ |
| 57 | 47 | 56⅛ | 56⅜ | .. | 4600 | Anaconda .... | 56⅜ | 56¾ | 56⅛ | 56⅜ | + ¼ |
| 51¼ | 29 | 42 | 46 | .. | 100 | Ann Arbor pf. | 42 | 42 | 42 | 42 | — 2¼ |
| 83½ | 75 | 81½ | 83 | 6 | 200 | As Dry G 1 pf. | 81⅝ | 81¾ | 81⅝ | 81¾ | + ⅛ |
| 86 | 75⅞ | 82½ | 83 | 7 | 100 | As Dry G 2 pf | 83 | 83 | 83 | 83 | .. |
| 135½ | 99 | 123¼ | 126 | 6 | 400 | Asso Oil ...... | 123¼ | 124¼ | 123¼ | 124¼ | .. |
| 102 | 91¾ | 99½ | 99¾ | 6 | 1300 | At, T & S F.. | 99¾ | 99¾ | 99½ | 99⅝ | — ⅛ |
| 91¾ | 85 | 91 | 91¼ | 5 | 300 | At, T & SF pf. | 91 | 91¼ | 91 | 91¼ | .. |
| 5½ | ¾ | 4⅜ | 4½ | .. | 2300 | At, Birm & Atl | 4⅜ | 4½ | 4¼ | 4½ | .. |
| 105¾ | 83 | 104½ | 106 | 7 | 200 | Atlantic C L. | 105 | 105 | 104⅞ | 104⅞ | — ⅜ |
| 5½ | 2¼ | 4¼ | 4½ | .. | 4100 | Atlantic Fruit. | 4¼ | 4½ | 4 | 4¼ | — ⅛ |
| 22½ | 13½ | 20 | 20½ | .. | 100 | Atlas Tack.... | 20 | 20 | 20 | 20 | + ⅜ |
| 43¼ | 23½ | 40¾ | 41¼ | .. | 1300 | At, Gulf & W I | 41 | 41⅞ | 41 | 41 | + ⅛ |
| 31¼ | 16½ | 30 | 30½ | .. | 200 | At, G & W I pf | 30¼ | 30⅜ | 30¼ | 30⅜ | + ⅜ |
| 52⅜ | 9¼ | 32 | 32¼ | .. | 5600 | Austin Nichols | 31⅞ | 32⅜ | 31½ | 32 | .. |
| 90 | 68 | 87 | 90 | 7 | 500 | Austin Nich pf | 89¾ | 90 | 89¾ | 90 | + ¼ |
| 7 | 3⅜ | 4 | 4⅜ | .. | 100 | Autosales ... | 4 | 4 | 4 | 4 | — ⅛ |
| 267 | 267 | .. | .. | 10 | .... | Bank of Com. | 268 | 268 | 268 | 268 | .. |
| 120¼ | 92⅜ | 119½ | 119⅞ | 7 | 23700 | Baldwin Loco. | 118¼ | 120¼ | 118¼ | 119½ | + 1¼ |
| 114½ | 104 | 114½ | 115 | 7 | 200 | Baldwin Loc pf | 114 | 114½ | 114 | 114½ | + 1½ |
| 51⅛ | 33½ | 49⅝ | 49¾ | .. | 6000 | Balt & Ohio.. | 49⅝ | 50⅜ | 49½ | 49⅝ | — ⅜ |
| 61¾ | 52½ | 61⅛ | 61⅝ | 4 | 700 | Balt & O pf... | 61⅝ | 61½ | 61¼ | 61¼ | — ½ |
| 56⅜ | 19½ | 47⅝ | 48¼ | .. | 700 | Barnsdall "A". | 48 | 48½ | 47⅜ | 47⅝ | — ¾ |
| 39 | 19⅛ | 36⅜ | 36½ | .. | 1100 | Barnsdall "B". | 36⅝ | 36⅝ | 36 | 36⅜ | — ⅛ |
| 1⅝ | ½ | 1⅛ | 1¼ | .. | 200 | Batopilas .... | 1⅛ | 1⅛ | 1⅛ | 1⅛ | .. |
| 79 | 51 | 75 | 76 | 5 | 300 | Beth Steel.... | 75 | 75 | 75 | 75 | — 1 |
| 82½ | 55½ | 77⅞ | 78 | 5 | 700 | Beth Steel B.. | 78 | 78¼ | 77¾ | 77¾ | + ⅛ |
| 8⅛ | 4⅜ | 6⅞ | 7¼ | .. | 4900 | Booth Fish... | 6½ | 7½ | 6½ | 7 | + ¾ |
| 14 | 8½ | 13 | 14⅞ | .. | 300 | British Em Stl | 14 | 14 | 14 | 14 | .. |
| 77 | 58 | 75¼ | 77 | 7 | 100 | Brit E Stl 1 pf | 76 | 76 | 76 | 76 | + 1 |
| 36½ | 19⅛ | 35¼ | 35½ | .. | 1300 | Brit E St 2d pf | 35 | 36¼ | 34⅞ | 35¼ | + ¼ |
| 110 | 100 | 107 | 107½ | 8 | 200 | Brook Edison. | 107⅞ | 107⅞ | 107 | 107 | — 1¼ |
| 28½ | 6¾ | 27¾ | 28 | .. | 1500 | Bkn Rap Tr.. | 28¼ | 28¼ | 27⅝ | 27⅞ | — ⅛ |
| 24⅜ | 5⅝ | 23½ | 24 | .. | 500 | B R T ctfs.... | 24 | 24 | 23½ | 23½ | — ⅜ |
| 52¾ | 32 | 51⅛ | [illegible] | .. | 800 | Brown Shoe.. | 50½ | 52¾ | 50½ | 52½ | + 2 |
| 4⅞ | 2⅛ | 4¼ | 5½ | .. | 200 | Bruns T & RR | 4 | 4¼ | 4 | 4¼ | + ⅛ |
| 138⅛ | 115 | 138¼ | 138½ | 10 | 3800 | Burns Bros... | 137¼ | 138⅛ | 137 | 138⅜ | + 1⅛ |
| 48 | 28⅝ | 47 | 47⅛ | 2 | 7500 | Burns Bros B. | 47 | 48 | 47 | 47 | + ¼ |
| 99⅛ | 94 | 97 | 98 | 7 | 100 | Burns Bros pf | 97 | 97 | 97 | 97 | — ½ |
| 34 | 26 | 27 | 27½ | .. | 100 | Butterick .... | 27½ | 27½ | 27½ | 27½ | .. |
| 8⅛ | 5¼ | 7⅜ | 7¾ | .. | 700 | Butte Cop & Z | 7⅜ | 7¾ | 7⅝ | 7⅝ | — ¼ |
| 33¾ | 20⅜ | 32½ | 32⅛ | .. | 600 | Butte & Sup.. | 32½ | 32¾ | 32 | 32½ | .. |
| 15⅛ | 10¼ | 12¾ | 13¼ | .. | 600 | Caddo C O&R. | 13½ | 13½ | 12¾ | 12¾ | — ⅜ |
| 80⅞ | 68 | 78¼ | 78½ | 6 | 100 | Cal Pack..... | 78⅛ | 78⅛ | 78⅛ | 78⅛ | — ⅞ |
| 63⅛ | 43½ | 62¾ | 63 | .. | 7700 | Cal Petrol.... | 62½ | 63½ | 62⅝ | 63 | + 1 |
| 11⅝ | 5¼ | 10¾ | 10⅞ | .. | 3700 | Callahan Z & L | 10⅞ | 11 | 10¾ | 10¾ | — ⅛ |
| 66½ | 58 | 65 | 65½ | 2 | 1800 | Calumet & A.. | 65⅝ | 66½ | 64½ | 64½ | + ½ |
| 145 | 119⅛ | 138¾ | 139 | 10 | 1700 | *Can Pacific.. | 138¼ | 139½ | 138¼ | 139½ | .. |
| 6¼ | 3 | 5 | 5⅞ | .. | 200 | Case (JI) P W | 5½ | 5½ | 5½ | 5½ | .. |
| 41⅜ | 29⅜ | 40⅜ | 41 | .. | 2000 | Cent Leather. | 41 | 41⅜ | 40½ | 40⅜ | + ⅛ |
| 74⅜ | 63⅝ | 73½ | 74 | .. | 200 | Cent Leath pf | 73⅝ | 73⅝ | 73⅝ | 73⅝ | + ⅛ |
| 40⅞ | 32⅜ | 40 | 40⅛ | .. | 2700 | Cerro de Pasco | 39⅝ | 40⅜ | 39½ | 40¼ | + ½ |
| 79⅛ | 47¾ | 74¾ | 75¼ | 6 | 800 | Chandler Mot. | 75 | 75½ | 74⅞ | 75 | .. |
| 69¼ | 54 | 68 | 68⅛ | 2 | 2500 | Ches & Ohio.. | 68⅛ | 68⅜ | 68 | 68 | — ½ |
| 12⅝ | 1¾ | 11 | 11¼ | .. | 2900 | Chic & Alton.. | 11⅝ | 11⅜ | 11 | 11⅛ | — ⅜ |
| 20⅞ | 3½ | 18¾ | 18⅞ | .. | 100 | Chic & Alt pf. | 18½ | 18½ | 18½ | 18½ | — ⅜ |
| 39⅞ | 12½ | 37⅛ | 38 | .. | 200 | Chic East Ill.. | 37½ | 37½ | 37½ | 37½ | — ½ |
| 59 | 31⅞ | 55 | 55⅛ | .. | 300 | Chic E Ill pf.. | 55 | 55⅛ | 55 | 55⅛ | — ½ |
| 10¾ | 5⅛ | 9¼ | 9½ | .. | 800 | Chic Gt West. | 9⅜ | 9½ | 9⅛ | 9⅜ | — ⅛ |
| 29⅜ | 16½ | 27½ | 28 | .. | 1200 | C, M & St Paul | 27½ | 27⅞ | 27½ | 27½ | .. |
| 47 | 29 | 43 | 43¼ | .. | 2400 | C, M & St P pf | 43 | 43½ | 43 | 43¼ | .. |
| 76⅞ | 59 | 75¾ | 76 | 5 | 2400 | Chic & N W.. | 76 | 76⅜ | 75⅝ | 75⅞ | — ⅛ |
| 71 | 59 | 68⅜ | 68½ | 4 | 900 | Chic Pn Tool. | 68¼ | 69 | 68 | 68½ | + 2 |
| 48¼ | 30⅜ | 44⅜ | 44⅞ | .. | 3200 | C, R I & Pac.. | 45 | 45¼ | 44⅜ | 44⅞ | — ¼ |
| 84½ | 70¼ | 83¾ | 84¼ | 6 | 900 | C,RI&P 6 pc pf | 83⅞ | 84½ | 83⅞ | 84 | + ⅛ |
| 98 | 83⅛ | 97¾ | 98 | 7 | 200 | C.RI&P 7 pc pf | 98 | 98 | 98 | 98 | .. |
| 68½ | 51 | 65 | 66 | 5 | 100 | C, St P, M & O | 65½ | 65½ | 65½ | 65½ | — 1 |
| 23⅜ | 15⅛ | 23 | 23¼ | .. | 10400 | Chile Copper.. | 22¾ | 23⅜ | 22¾ | 23⅛ | + ¼ |
| 33⅜ | 25⅜ | 33 | 33½ | .. | 2600 | Chino Copper. | 32¾ | 33⅜ | 32⅝ | 33¼ | + ⅜ |
| 71 | 54 | 71 | 71½ | 2 | 400 | C, C, C & St L. | 70½ | 71 | 70½ | 71 | + 2 |
| 72¼ | 41 | 70 | 70½ | 4 | 8500 | Coca-Cola .... | 70⅛ | 71⅞ | 70⅛ | 70½ | .. |
| 37 | 24 | 33¼ | 33½ | .. | 300 | Col Fuel & Ir. | 33⅝ | 33⅝ | 33¼ | 33½ | + ¼ |
| 53½ | 38 | 49¼ | 49¾ | 3 | 200 | Col & South... | 49¾ | 49¾ | 49¾ | 49¾ | — ¾ |
| 89⅞ | 64⅜ | 88 | 88⅜ | 6 | 1100 | Col Gas & El. | 88 | 88⅜ | 87¾ | 88¼ | + ½ |
| 5¼ | 1¼ | 4¾ | 4⅞ | .. | 6500 | Col Grapho ... | 4½ | 4⅞ | 4½ | 4⅞ | + ⅜ |
| 20½ | 5 | 19 | 19⅝ | .. | 1700 | Col Grapho pf. | 17½ | 19 | 17½ | 19 | + 1¼ |
| 79¾ | 55¼ | 68⅜ | 68⅜ | 4 | 1500 | Comp Tab Rec | 69⅛ | 69⅛ | 68¼ | 68⅜ | — 1⅛ |
| 32½ | 18⅝ | 32½ | 33⅛ | .. | 200 | Consol Cigar.. | 32½ | 32½ | 32½ | 32½ | .. |
| 120⅞ | 85 | 116¾ | 117½ | 7 | 1100 | Consol Gas ... | 116¾ | 117½ | 116¾ | 117 | + ¼ |
| 15⅝ | 12 | 12⅝ | 12⅞ | .. | 6200 | Consol Textile | 12⅞ | 12⅞ | 12½ | 12⅝ | — ⅜ |
| 2¼ | ¼ | ⅝ | ⅞ | .. | 800 | Cons Distrib.. | ¾ | ¾ | ¾ | ¾ | + ⅛ |
| 69 | 45¾ | 66¾ | 67¼ | .. | 500 | Conti Can .... | 67½ | 67¾ | 67 | 67 | — ½ |
| 108¼ | 91¼ | 101¾ | 102⅛ | f6 | 800 | Corn Prod Ref | 102½ | 102½ | 101⅞ | 101⅞ | — ⅝ |
| 46⅞ | 31⅝ | 46⅛ | 46½ | 2½ | 29500 | Cosden & Co.. | 44⅞ | 46⅞ | 44⅜ | 46½ | + 1⅞ |
| 77¼ | 52¾ | 74 | 74¼ | .. | 3000 | Crucible St Co | 74⅜ | 74⅜ | 74 | 74 | — ¾ |
| 95 | 80 | 94¼ | 95 | 7 | 100 | Crucible St pf. | 94½ | 94½ | 94½ | 94½ | .. |
| 26¾ | 14½ | 25⅜ | 25½ | .. | 5100 | Cuban Am S.. | 25⅛ | 25⅜ | 25¼ | 25⅜ | .. |
| 94½ | 78½ | 91 | 91¾ | 7 | 400 | Cuban A S pf. | 91¼ | 92½ | 91 | 92½ | + 1 |
| 19⅜ | 8⅛ | 17 | 17¼ | .. | 2000 | Cuba Cane S.. | 17⅜ | 17½ | 17 | 17¼ | .. |
| 40⅜ | 15¼ | 36¼ | 36½ | .. | 1200 | Cuba C S pf.. | 36½ | 36⅝ | 36½ | 36⅝ | + ¼ |
| 65⅝ | 48⅜ | 58⅛ | 59 | .. | 1300 | Davison Chem | 59 | 59 | 58 | 58⅛ | — ⅜ |
| 23⅞ | 15½ | 22½ | 23¼ | .. | 800 | De Beers M A. | 23 | 23 | 22⅞ | 22⅞ | .. |
| 80 | 61 | 78½ | 80 | 3 | 100 | Deere & Co pf. | 78½ | 78½ | 78½ | 78½ | — 1½ |
| 129½ | 110½ | 124 | 128 | 6 | 300 | Del, L & W... | 124⅞ | 124⅞ | 124¾ | 124¾ | — ¼ |
| 29⅜ | 18½ | 28½ | 29¼ | 1 | 800 | Dome Mines .. | 29¼ | 29¼ | 28⅞ | 29 | + ¼ |
| 125 | 115 | 123 | 124 | 8 | 2300 | Du Pont de N | 121 | 125 | 120 | 123¾ | + 4¾ |
| 82½ | 81 | 82 | 82½ | 6 | 500 | Du P de N pf. | 82 | 82½ | 82 | 82½ | + ½ |
| 82½ | 81 | 82 | 82½ | 6 | 500 | Du P deb s 10. | 81½ | 81½ | 81½ | 81½ | .. |
| 77½ | 75½ | 75¼ | 75⅞ | 5 | 600 | East Kodak .. | 76 | 76 | 75½ | 75⅞ | — ⅛ |
| 47 | 42 | 46¾ | 47 | .. | 13600 | Elec Stor Bat. | 45 | 47 | 45 | 47 | + 2⅛ |
| 22½ | 14¼ | 22 | 22⅛ | .. | 500 | Elk Horn Coal | 22 | 22½ | 22 | 22 | — ¼ |
| 11 | 2⅝ | 10½ | 12 | .. | 200 | Emer Brant .. | 11 | 11 | 11 | 11 | + ¼ |
| 87½ | 76¼ | 84¾ | 84½ | 5 | 700 | Endicott John | 85 | 85 | 84½ | 84½ | .. |
| 18¾ | 7 | 16⅝ | 16¾ | .. | 13200 | Erie ......... | 17 | 17⅛ | 16⅝ | 16⅝ | — ¼ |
| 27¾ | 11⅜ | 24⅜ | 25 | .. | 2200 | Erie 1st pf.... | 24⅝ | 25 | 24⅜ | 24⅞ | — ¼ |
| 20¼ | 7⅜ | 17⅜ | 18 | .. | 800 | Erie 2d pf..... | 18 | 18 | 18 | 18 | — ¼ |
| 20½ | 15 | 17 | 19 | .. | 100 | Fairbanks Co. | 18 | 18 | 18 | 18 | — 1 |
| 87⅛ | 75⅛ | 85½ | 86 | 8 | 2400 | Fam Play-L . | 86 | 86 | 85¼ | 85½ | — ½ |
| 53⅜ | 31 | 51½ | 52 | .. | 100 | Fed M & S pf. | 52 | 52 | 52 | 52 | .. |
| 98⅛ | 76½ | 97⅛ | 98 | 8 | 300 | Fisher B O pf. | 97⅞ | 97⅞ | 97⅛ | 97⅛ | + ¼ |
| 19⅛ | 11¼ | 17⅞ | 18 | .. | 800 | Fisk Rubber . | 18 | 18¼ | 18 | 18 | — ¼ |
| 22½ | 12¼ | 22⅜ | 22½ | .. | 16900 | Freeport Tex. | 22⅜ | 22½ | 22⅛ | 22½ | + ½ |
| 67⅞ | 45⅜ | 62 | 64 | 3 | 1300 | Gen Am T C.. | 61½ | 63⅝ | 61⅛ | 63⅝ | + 3⅝ |
| 68 | 55⅛ | 66⅝ | 66¾ | .. | 28000 | Gen Asphalt . | 66⅝ | 68 | 66¼ | 66⅝ | + ⅞ |
| 105 | 90 | 101¾ | 104 | 5 | 600 | Gen Asp pf.... | 104½ | 105 | 104½ | 104¾ | + ¾ |
| 102 | 102 | 102 | 104 | 6 | 100 | Gen Baking .. | 102 | 102 | 102 | 102 | .. |
| 77⅞ | 65 | 76¾ | 77¼ | 6 | 3000 | Gen Cigar .... | 76⅝ | 77⅞ | 76¼ | 77⅜ | + 1⅜ |
| 168 | 136 | 167 | 169 | x12 | 1600 | Gen Electric . | 166 | 168 | 166 | 167¾ | + 2½ |
| 15 | 8⅛ | 14⅛ | 14⅜ | .. | 16600 | Gen Motors .. | 14⅜ | 14⅜ | 14⅜ | 14⅜ | + ⅛ |
| 82⅝ | 69 | 82¼ | 82¾ | 6 | 300 | Gen Motors pf | 81½ | 82½ | 81½ | 82½ | — ¼ |
| 83 | 67¾ | 82¼ | 83 | 6 | 400 | Gen Mot deb.. | 82 | 82½ | 81¾ | 81¾ | — ½ |
| 18 | 13⅞ | 16⅜ | 16½ | .. | 500 | Glidden Co ... | 16½ | 16½ | 16⅜ | 16½ | .. |
| 44⅞ | 34⅛ | 43⅛ | 43½ | .. | 1400 | Goodrich ..... | 43¼ | 43⅞ | 43¼ | 43¼ | — ½ |
| 91 | 80½ | 88 | 90 | 7 | 100 | Goodrich pf .. | 89½ | 89½ | 89½ | 89½ | — ½ |
| 35 | 25 | 33 | 33¼ | .. | 1100 | Gran C M & S | 32½ | 34 | 32½ | 33 | — 1 |
| 19⅜ | 12 | 19¾ | 19½ | .. | 500 | Gray & Davis. | 19½ | 19¾ | 19 | 19⅜ | — ⅛ |
| 80⅜ | 70¼ | 76½ | 77 | 7 | 1500 | Great Nor pf. | 77¼ | 77½ | 76¾ | 76⅞ | — ⅜ |
| 45⅝ | 31⅜ | 40¼ | 40½ | 4 | 500 | Great Nor Ore | 40½ | 40½ | 40¼ | 40¼ | — ¼ |
| 34⅝ | 25¾ | 34⅜ | 34½ | .. | 500 | Greene Can C. | 34½ | 34½ | 34⅜ | 34½ | + ¼ |
| 14⅝ | 6⅞ | 12⅝ | 13⅛ | .. | 2400 | Guan Sugar .. | 12¾ | 13 | 12⅝ | 12⅝ | — ¼ |
| 19 | 5 | 17 | 17¾ | .. | 100 | Gulf, M & N.. | 17⅝ | 17⅝ | 17⅝ | 17⅝ | — ¼ |
| 40 | 16 | 37 | 38 | .. | 200 | G, M & N pf... | 38 | 38¼ | 38 | 38¼ | + ¼ |
| 90¼ | 44⅞ | 83 | 84 | .. | 400 | Gulf States S.. | 84½ | 84⅝ | 83¼ | 83½ | — ½ |
| 3⅞ | ¾ | 1⅞ | 2 | .. | 600 | Habirshaw EC | 1¾ | 1⅞ | 1¾ | 1⅞ | .. |
| 103 | 82 | 86⅜ | 87 | 7 | 100 | Hartman ..... | 87 | 87 | 87 | 87 | — ½ |
| 26½ | 15 | 24½ | 25 | .. | 7100 | Hendee Mfg.. | 22⅝ | 26½ | 22⅝ | 25¼ | + 2⅝ |
| 75 | 55 | 69 | 71 | 3 | 100 | Homestake ... | 70 | 70 | 70 | 70 | .. |
| 21¼ | 10⅞ | 20¾ | 20⅞ | 1 | 600 | Hupp Motor.. | 20⅞ | 20⅞ | 20⅝ | 20⅝ | — ¼ |
| 12⅛ | 3½ | 12¼ | 12¼ | .. | 16100 | Hydraulic Stl. | 11⅝ | 12½ | 11⅝ | 12¼ | — ½ |
| 59½ | 30 | 52 | 62 | .. | 200 | Hydrau Stl pf. | 59 | 59½ | 59 | 59½ | +15½ |
| 83⅜ | 70 | 80½ | 81½ | .. | 1900 | Houston Oil... | 80½ | 81¾ | 80½ | 81 | + 1 |
| 109⅞ | 97½ | 105 | 107 | 7 | 200 | Ill Cent....... | 106 | 106 | 106 | 106 | + ½ |
| 1 | ¾ | .. | .. | .. | 2000 | Ill Cent rts.... | ¾ | ¾ | ¾ | ¾ | .. |
| 4⅜ | 3¼ | 4⅜ | 4½ | .. | 600 | Indiahoma ... | 4⅜ | 4½ | 4⅜ | 4⅜ | — ¼ |
| 10¼ | 5⅜ | 9 | 10 | .. | 300 | Int Ref........ | 9½ | 9½ | 9 | 9 | — ⅞ |
| 45 | 37½ | 44½ | 45 | .. | 4200 | Inspiration C. | 44¼ | 45 | 44¼ | 44⅝ | + ¼ |
| 5 | 1 | 2 | 2¼ | .. | 5000 | Interboro C... | 2 | 2¼ | 2 | 2 | — ⅛ |
| 12⅝ | 3⅜ | 4¼ | 4⅜ | .. | 6100 | Inter C pf.... | 4⅜ | 5 | 4¼ | 4¼ | — ⅜ |

Year to date: 1922, 117,270,975; 1921, 74,369,764; 1920, 114,772,289½.

| 1922 High. | 1922 Low. | Closing Bid. | Closing Ask. | Div. in $. | Sales. | | Opening. | Highest. | Lowest. | Closing. | Net Ch'nge. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 11¾ | 7⅝ | 10⅝ | 11⅜ | .. | 100 | Int Agri Corp. | 10⅝ | 10⅝ | 10⅝ | 10⅝ | — ⅝ |
| 43¼ | 33 | 41 | 41½ | .. | 300 | Int Agri C pf. | 41 | 41⅝ | 41 | 41⅝ | + ⅝ |
| 38¾ | 26 | 35½ | 36 | 2½ | 200 | Inter Cement. | 36 | 36 | 36 | 36 | — ¼ |
| 28⅝ | 22 | 25½ | 25¾ | 2 | 600 | Int Comb Eng | 25¾ | 25¾ | 25½ | 25½ | — ¼ |
| 106½ | 79⅝ | 105¾ | 106½ | 5 | 3200 | Int Harv Co.. | 104½ | 106½ | 104½ | 105¾ | + 1¼ |
| 27½ | 13¼ | 24⅞ | 25 | .. | 9800 | Int Mer Mar. | 24½ | 25⅜ | 24⅛ | 25 | + ¼ |
| 87¾ | 62¼ | 85 | 85½ | 6 | 6800 | Int M Mar pf. | 84⅞ | 85¾ | 84½ | 84¾ | .. |
| 19¾ | 11¼ | 18 | 18¼ | .. | 3800 | Int Nickel.... | 18 | 18½ | 18 | 18¼ | .. |
| 54¼ | 43½ | 52¾ | 53 | .. | 4300 | Int Paper..... | 52¼ | 53¾ | 52¼ | 53¼ | + 1 |
| 20¼ | 12⅞ | 18¼ | 18½ | .. | 5000 | Invin Oil..... | 18½ | 18¾ | 18¼ | 18½ | .. |
| 35 | 24 | 31⅛ | 32 | .. | 500 | Iron Products. | 32½ | 32½ | 31½ | 31¾ | — ¾ |
| 3 | ⅝ | 1 | 1⅛ | .. | 3600 | Island Oil & T. | 1⅛ | 1⅛ | 1 | 1 | — ⅛ |
| 73½ | 38½ | 71 | 72 | .. | 200 | Jewel Tea pf. | 72⅞ | 72⅞ | 71½ | 71½ | — 1 |
| 46 | 34½ | 44¼ | 45 | .. | 300 | Jones Bros T.. | 45 | 45 | 44⅜ | 44⅜ | — ⅞ |
| 7⅛ | 4⅞ | 4⅞ | 5 | .. | 300 | Kan & Gulf.. | 5 | 5 | 4⅞ | 5 | .. |
| 30¼ | 22 | 24 | 24⅜ | .. | 1100 | Kan City Sou. | 26½ | 26⅞ | 26¼ | 26¼ | — ¼ |
| 59½ | 52¾ | 57 | 57¾ | 4 | 100 | K City So pf.. | 57¾ | 57¾ | 57¾ | 57¾ | — ¼ |
| 47½ | 34 | 42¾ | 43¼ | .. | 2500 | Kayser (J)&Co | 42⅝ | 43⅜ | 42⅝ | 43¼ | + ½ |
| 53¾ | 34¼ | 51⅝ | 51¾ | .. | 2000 | Kelly Spr Tire | 51½ | 52 | 51¼ | 51¾ | + ½ |
| 107¾ | 90½ | 107 | 107½ | 8 | 300 | Kel ST 8 pc pf | 107 | 107 | 107 | 107 | — ¾ |
| 39⅜ | 25½ | 38⅞ | 39 | .. | 6600 | Kennecott.... | 39 | 39⅜ | 38¾ | 39 | + ⅛ |
| 24⅜ | 15½ | 21⅛ | 21¼ | .. | 2700 | Key T & Rub. | 21¼ | 21⅜ | 21⅛ | 21⅛ | — ½ |
| 174 | 110 | 138½ | 139 | 7 | 600 | Kresge S S.... | 140½ | 141 | 139 | 139 | — 1 |
| 81⅝ | 44 | 77 | 77½ | .. | 600 | Lack Steel.... | 76⅞ | 77½ | 76⅞ | 77 | .. |
| 28 | 18 | 27 | 27¾ | .. | 1200 | Lake E & W.. | 27 | 27½ | 27 | 27½ | + ⅛ |
| 45¾ | 26½ | 44 | 44¾ | .. | 300 | L E & W pf.. | 44½ | 44½ | 44⅛ | 44⅛ | — ¾ |
| 35⅛ | 26⅜ | 33¼ | 33⅝ | 2 | 200 | Lee Rub & T. | 33½ | 33⅝ | 33½ | 33⅝ | — ⅛ |
| 67¾ | 56⅝ | 65⅜ | 65½ | 3½ | 1900 | Lehigh Valley. | 65⅝ | 65⅝ | 65¼ | 65½ | — ¼ |
| 117⅞ | 91 | 113⅝ | 114 | 7 | 800 | Lima Loco ... | 114⅞ | 115⅛ | 114 | 114 | .. |
| 117 | 98 | 114 | 115 | 7 | 100 | Lima Loco pf. | 114 | 114 | 114 | 114 | + ½ |
| 18⅝ | 11 | 16⅞ | 17 | .. | 300 | Loews Inc ... | 16¾ | 17 | 16¾ | 16⅞ | + ¼ |
| 121¼ | 108 | 119 | 120 | 7 | 300 | Louis & Nash. | 118¾ | 119 | 118⅝ | 119 | .. |
| 56⅝ | 25½ | 55 | 55½ | .. | 12700 | Mack Tr Inc.. | 52¾ | 56⅜ | 52½ | 55 | + 3⅞ |
| 88 | 68½ | 87½ | 88 | 7 | 1000 | Mack T I 1 pf. | 87 | 87½ | 87 | 87½ | + ½ |
| 80¾ | 54 | 80½ | 81 | 7 | 400 | Mack T I 2 pf. | 80 | 80¾ | 80 | 80¾ | + ¾ |
| 69 | 57 | 68 | 70 | 4 | 100 | Mackay C pf. | 69 | 69 | 69 | 69 | + 4 |
| 24⅜ | 15⅛ | 21 | 21½ | .. | 400 | Mallinson & Co | 21¼ | 21¼ | 21¼ | 21¼ | .. |
| 52 | 30¼ | 45½ | 46 | .. | 100 | Manati Sugar. | 46¼ | 46¼ | 46¼ | 46¼ | — ¼ |
| 55⅞ | 33 | 50 | 51 | 7 | 1000 | Man Ele Guar | 50 | 50¾ | 49⅞ | 50¾ | + ¼ |
| 43¼ | 32 | 39 | 39¼ | 1¾ | 200 | Manhat Shirt. | 39¼ | 39¼ | 39 | 39 | — ½ |
| 11 | 3 | 7½ | 7⅝ | .. | 100 | Market St Ry. | 7½ | 7½ | 7½ | 7½ | .. |
| 67 | 35 | 63½ | 64 | 6 | 200 | Mkt S R pr pf | 63¾ | 63½ | 63¼ | 63½ | .. |
| 35 | 20½ | 33⅞ | 34 | 2 | 1600 | Mart-Parry .. | 34 | 34½ | 33¾ | 34 | .. |
| 39 | 22⅝ | 38⅞ | 39 | .. | 14100 | Marland Oil... | 37⅜ | 39 | 37 | 38¾ | + 2 |
| 39 | 22 | 35½ | 37 | .. | 200 | Mathieson AW | 36 | 36½ | 36 | 36½ | — ½ |
| 74¾ | 46¼ | 71½ | 71⅞ | .. | 2600 | Max Mot A... | 72¼ | 72¼ | 69½ | 71⅜ | — ½ |
| 25 | 11 | 23½ | 23⅝ | .. | 9400 | Max Mot B... | 23⅛ | 23⅞ | 23⅜ | 23½ | + ½ |
| 122⅞ | 101 | 118 | 119½ | 8 | 900 | Mays Dept St. | 119¼ | 119¼ | 119 | 119 | .. |
| 21⅝ | 13½ | 18 | 18¼ | 1 | 700 | McIntyre Por. | 18 | 18 | 18 | 18 | .. |
| 141⅛ | 106⅜ | 140 | 140⅛ | 12 | 12500 | Mex Petrol ... | 139 | 141½ | 139 | 140⅛ | + 1⅛ |
| 31⅜ | 25⅜ | 30¾ | 31 | 2 | 1000 | Miami Copper. | 30⅞ | 31 | 30⅞ | 30⅞ | + ⅛ |
| 16 | 11⅝ | 14⅞ | 15 | 1.20 | 4900 | Mid States Oil. | 15 | 15 | 14⅞ | 15 | — ⅛ |
| 45½ | 27⅛ | 41 | 41¼ | .. | 10700 | Midvale S & O | 41⅜ | 42 | 40¾ | 41 | — ½ |
| 14½ | 5 | 12¼ | 12½ | .. | 500 | M & St L new | 12½ | 12½ | 12⅝ | 12⅝ | — ⅝ |
| 28½ | 25¾ | .. | .. | .. | 800 | M,K&T 2d war | 25¾ | 25¾ | 25¾ | 25¾ | — ¼ |
| 43¾ | 24½ | 41 | 41½ | .. | 100 | M,K&T pf w i | 41¼ | 41¼ | 41¼ | 41¼ | + ¼ |
| 19½ | 7½ | 18½ | 18⅝ | .. | 6100 | M, K & T w i. | 18⅞ | 18⅞ | 18⅜ | 18⅜ | — ⅛ |
| 25¼ | 16 | 23 | 23¼ | .. | 3000 | Mo Pacific ... | 23¼ | 23½ | 23 | 23 | — ⅛ |
| 59¾ | 43½ | 57½ | 57¾ | .. | 1200 | Mo Pacific pf. | 57¼ | 57⅞ | 57 | 57⅞ | + ⅜ |
| 75 | 63 | 71 | 72 | 3 | 300 | Mont Power.. | 72 | 73 | 72 | 73 | + 1¼ |
| 24¾ | 12 | 23½ | 23⅝ | .. | 3900 | Mont W & Co. | 24 | 24 | 23½ | 23⅝ | — ⅛ |
| 34 | 19½ | 31 | 32¼ | .. | 100 | Mullins Body... | 31⅝ | 31⅝ | 31⅝ | 31⅝ | — ⅜ |
| 21¼ | 10⅜ | 18¾ | 19½ | .. | 100 | Nat Acme ... | 18¾ | 18¾ | 18¾ | 18¾ | — ⅜ |
| 157 | 123¼ | 145 | 147½ | 7 | 100 | Nat Biscuit .. | 147 | 147 | 147 | 147 | + 3 |
| 121¼ | 113½ | 118 | 118½ | 7 | 400 | Nat Biscuit pf | 118½ | 118½ | 118½ | 118½ | .. |
| 4⅛ | 1 | 3⅜ | 3½ | .. | 4100 | Nat C & Cable | 3 | 3½ | 2¾ | 3½ | + ½ |
| 54 | 30¾ | 49½ | 50½ | .. | 4100 | Nat En & St. | 48¼ | 51 | 48¼ | 50 | + 2 |
| 96⅝ | 85 | 94½ | 95 | 6 | 300 | Nat Lead .... | 95½ | 95½ | 95 | 95 | — ⅝ |
| 16 | 7 | 14 | 15 | .. | 100 | NRR of M 1pf | 14¼ | 14¼ | 14¼ | 14¼ | — ⅛ |
| 6⅞ | 3 | 6⅛ | 6⅝ | .. | 1800 | NRR of M 2pf | 6⅛ | 6⅛ | 6⅛ | 6⅛ | — ⅛ |
| 19⅛ | 13¼ | 18¾ | 19 | .. | 2500 | Nevada Con C | 19 | 19⅛ | 18¾ | 18¾ | + ⅛ |
| 80 | 57 | 77 | 79 | .. | 100 | N Y Air Br... | 78½ | 78½ | 78½ | 78½ | + 1½ |
| 92⅞ | 72¾ | 91⅜ | 91½ | 5 | 3700 | N Y Central.. | 90¼ | 91½ | 90¼ | 91½ | + 1 |
| 82 | 51⅝ | 79 | 80 | 5 | 200 | N Y, C & St L | 78½ | 79 | 78½ | 79 | — 1 |
| 92 | 72 | 91 | 95 | 5 | 200 | NY,C&SL 1 pf | 92 | 92 | 92 | 92 | + 2 |
| 85 | 61¾ | 82½ | 83½ | 5 | 500 | NY,C&SL 2 pf | 82⅞ | 83 | 82⅞ | 83 | — ⅞ |
| 40 | 28 | 38¼ | 39¼ | 2½ | 700 | N Y Dock..... | 39⅜ | 39⅜ | 38⅜ | 38⅜ | — 1⅛ |
| 35¼ | 12⅝ | 33 | 33⅛ | .. | 10500 | N Y, N H & H | 32½ | 33 | 32⅛ | 33 | + ⅜ |
| 30¼ | 19¾ | 26⅛ | 26⅜ | 2 | 200 | N Y, Ont & W | 27 | 27 | 27 | 27 | — ½ |
| 29½ | 8⅝ | 18¼ | 19½ | .. | 100 | Norfolk South | 19 | 19 | 19 | 19 | .. |
| 109¼ | 96¼ | 106⅛ | 106⅜ | 7 | 800 | Norf & West. | 106⅞ | 106⅞ | 106 | 106 | — 1⅛ |
| 68 | 44⅛ | 66¾ | 67 | x5 | 2900 | North Am Co. | 67⅞ | 67⅞ | 66⅜ | 67 | + ¼ |
| 44½ | 38 | 44¼ | 44½ | 3 | 900 | North Am pf. | 44½ | 44½ | 44¼ | 44½ | + ¼ |
| 10½ | 3⅛ | 9¼ | 10 | .. | 2200 | North Am rts. | 9½ | 10¼ | 9½ | 9⅝ | + ⅜ |
| 82¼ | 74¼ | 76 | 76½ | 5 | 600 | Northern Pac. | 76⅞ | 76⅞ | 76⅛ | 76⅛ | — ⅝ |
| 37 | 20¾ | 33 | 35⅝ | .. | 300 | Nova S S & C | 35⅜ | 35⅜ | 35 | 35 | — ½ |
| 12¾ | 9⅛ | 10¾ | 11 | .. | 500 | Nunnally .... | 11 | 11⅛ | 10¾ | 11⅛ | + ⅝ |
| 4 | 2¼ | 3¼ | 3⅞ | .. | 75400 | Okla P & Ref. | 3¼ | 4 | 3⅛ | 3⅞ | + ⅜ |
| 21½ | 12⅞ | 19½ | 19⅝ | .. | 500 | Orph Circuit.. | 19⅝ | 19⅝ | 19⅝ | 19⅝ | — ⅝ |
| 143¾ | 116 | 137 | 140 | 8 | 100 | Otis Elevator. | 137½ | 137½ | 137½ | 137½ | + ½ |
| 16½ | 9⅜ | 14½ | 14¾ | .. | 100 | Otis Steel .... | 14¾ | 14¾ | 14¾ | 14¾ | .. |
| 66⅞ | 40¼ | 62½ | 64 | 7 | 100 | Otis Steel pf.. | 62½ | 62½ | 62½ | 62½ | — 1½ |
| 38 | 24⅞ | 37 | 37¼ | 2 | 700 | Owens Bottle. | 37 | 37¼ | 37 | 37 | + ½ |
| 14⅛ | 6½ | 8¾ | 9 | .. | 2200 | Pacific Devel. | 9 | 9 | 8¼ | 8¾ | + ½ |
| 73⅛ | 62⅜ | 71 | 71⅛ | 5 | 200 | Pac Gas & El. | 71¼ | 71¼ | 71¼ | 71¼ | + ¾ |
| 16¼ | 11 | 15⅞ | 16¼ | .. | 900 | Pacific Mail .. | 15⅞ | 16¼ | 15⅝ | 16⅛ | + ⅜ |
| 69⅜ | 44¾ | 64¾ | 64⅞ | 3 | 8500 | Pacific Oil ... | 64 | 65⅜ | 64 | 64¾ | + ½ |
| 72⅜ | 48⅞ | 71⅝ | 71¾ | 6 | 9300 | Pan Am P & T | 71⅜ | 72⅜ | 71⅛ | 71⅝ | + ¾ |
| 65½ | 44 | 64½ | 64⅝ | 6 | 3000 | Pan A P & TB | 65 | 65¼ | 64½ | 65 | + ⅝ |
| 12 | 7 | 8 | 8¼ | .. | 3400 | Pan'dle P & R | 8½ | 8⅝ | 8 | 8½ | + ⅜ |
| 17 | 11¼ | 14½ | 15½ | .. | 300 | Par & Bing.... | 15½ | 15½ | 15½ | 15½ | .. |
| 43 | 33¼ | 41¾ | 41⅞ | 2 | 4000 | Penn R R..... | 42 | 42 | 41¾ | 41⅞ | — ⅞ |
| 13⅜ | 6⅞ | 12⅛ | 12¼ | .. | 6600 | Penn Sea Stl. | 12⅝ | 12½ | 12 | 12¼ | — ⅜ |
| 88 | 59¾ | 85 | 85¼ | 5 | 200 | People's Gas.. | 85 | 85 | 85 | 85 | .. |
| 19⅜ | 10⅜ | 17⅜ | 18¼ | .. | 1600 | Peor & East... | 16 | 18½ | 16 | 18⅜ | + 4½ |
| 34⅞ | 19 | 33½ | 33¾ | .. | 1900 | Pere Marq.... | 33¾ | 33¾ | 33½ | 33½ | — ¾ |
| 69½ | 58⅞ | 68 | 69 | 5 | 500 | Pere Marq pf. | 69½ | 69½ | 69 | 69 | .. |
| 78 | 63 | 76 | 78 | 5 | 100 | Pere M pr pf.. | 77 | 77 | 77 | 77 | — 1 |
| 40⅛ | 31½ | 39⅛ | 39½ | 3 | 800 | Phila Co...... | 39⅛ | 39⅜ | 39⅛ | 39⅛ | — ⅛ |
| 57¾ | 28¼ | 55¼ | 55⅞ | 2 | 6500 | Phillips Pet.. | 55⅜ | 56⅜ | 54⅝ | 55½ | — ½ |
| 24⅝ | 13⅛ | 19¾ | 20 | .. | 3300 | Pierce Arrow. | 19¼ | 20¼ | 19⅛ | 19⅞ | + ⅜ |
| 49 | 27⅞ | 37½ | 39 | .. | 1300 | Pierce Ar pf.. | 38⅝ | 39⅝ | 38½ | 38½ | + ¼ |
| 12 | 7 | 10 | 10¼ | .. | 5400 | Pierce Oil.... | 9⅞ | 10¼ | 9⅞ | 10¼ | + ⅜ |
| 71 | 39 | 54 | 54¾ | .. | 1200 | Pierce Oil pf.. | 53½ | 54½ | 53½ | 54½ | + ⅜ |
| 65⅞ | 58⅞ | 65¼ | 65½ | 5 | 11300 | Pitts Coal.... | 64⅞ | 65⅞ | 64⅝ | 65¼ | + 1¼ |
| 95⅞ | 90⅛ | 95½ | 97 | 6 | 200 | Pitts Coal pf.. | 95½ | 95½ | 95½ | 95½ | .. |
| 84½ | 66½ | 83¼ | 84 | 5 | 7300 | Postum Cereal | 81½ | 84½ | 81½ | 83¼ | + 2¼ |
| 109½ | 105⅜ | 108½ | 109 | 8 | 3000 | Postum C pf... | 108 | 109½ | 108 | 109 | + 1½ |
| 49½ | 47 | 46½ | 47¼ | .. | 2800 | Piggly Wiggly | 49½ | 49½ | 47 | 47 | .. |
| 37¾ | 23 | 36¾ | 36⅞ | .. | 11200 | Pitts & W Va. | 35½ | 37⅜ | 35⅛ | 36⅞ | + 1¾ |
| 23¼ | 14¼ | 20¾ | 20⅞ | 1½ | 1500 | Pond Cr Coal. | 20⅝ | 20⅞ | 20¼ | 20¾ | + ½ |
| 83¾ | 63 | 79 | 79⅞ | .. | 200 | Press Stl Co.. | 79⅜ | 79⅞ | 79¼ | 79¼ | + ⅜ |
| 49¼ | 24⅛ | 49⅛ | 49¼ | .. | 22800 | Produc & Ref. | 46⅜ | 49¼ | 44⅜ | 49¼ | + 2⅝ |
| 91 | 66 | 87¾ | 88 | 6 | 300 | Pub Serv N J | 88 | 88 | 87¾ | 88 | + ¼ |
| 129⅛ | 105½ | 122½ | 123 | 8 | 1800 | Pullman ..... | 122 | 123 | 122 | 122⅞ | + ⅞ |
| 46½ | 30¾ | 45½ | 46½ | .. | 2600 | Punta Al Sug. | 46¾ | 46½ | 45½ | 45½ | — ½ |
| 38⅝ | 29⅛ | 34⅛ | 34¼ | 2 | 28600 | Pure Oil ..... | 32⅜ | 34⅛ | 32⅝ | 34⅛ | + 1⅝ |
| 102¾ | 99 | 100¾ | 102 | 8 | 400 | Pure Oil pf... | 101 | 101 | 101 | 101 | + ¼ |
| 104¾ | 94 | 103 | 105 | 8 | 100 | Rail Steel Spr. | 104 | 104 | 104 | 104 | — ¾ |
| 113¼ | 108¼ | 111 | 114 | 7 | 100 | Rail Stl Sp pf. | 113 | 113 | 113 | 113 | + 1 |
| 19 | 13½ | 18⅝ | 18⅞ | .. | 1700 | Ray Con Cop.. | 18⅞ | 18⅞ | 18⅝ | 18⅞ | .. |
| 82⅞ | 71⅛ | 75⅞ | 76¼ | 4 | 13600 | Reading ...... | 76¼ | 77 | 75⅛ | 76¼ | + ⅛ |
| 57 | 43 | 54 | 55 | 2 | 1500 | Reading 1st pf | 54⅝ | 55 | 54 | 54 | — 1 |
| 42 | 24 | 34½ | 35 | .. | 700 | Rem Type.... | 35 | 35¼ | 34⅛ | 34⅛ | — 1⅝ |
| 41 | 25½ | 35 | 35¼ | .. | 1600 | Replogle Stl.. | 35¼ | 35½ | 35 | 35 | — ¼ |
| 13¾ | 4½ | 12⅞ | 13¼ | .. | 7350 | Rep Motor Tr. | 12¼ | 13⅜ | 12¼ | 13¼ | + 1⅛ |
| 78½ | 46¼ | 77¼ | 77¼ | .. | 19100 | Rep Ir & S.... | 78⅜ | 78⅜ | 76⅜ | 77¼ | — ⅜ |
| 95¾ | 74 | 94½ | 95¼ | .. | 900 | Rep Ir & S pf | 94 | 95½ | 93½ | 94 | — 1⅜ |
| 48¼ | 43 | 46¾ | 47 | 3 | 2000 | Reynolds To B | 46⅞ | 47¼ | 46⅝ | 47 | + ½ |
| 21 | 8½ | 17 | 17¼ | .. | 100 | Robert Reis... | 17½ | 17½ | 17½ | 17½ | + ½ |
| 46½ | 45 | 45¼ | 45⅜ | .. | 1300 | Reynolds Spr. | 45¼ | 45⅜ | 45¼ | 45¼ | — ⅛ |
| 66⅜ | 47¼ | 63⅝ | 63⅞ | 5.20 | 9500 | Royal Dut N Y | 63⅝ | 64⅝ | 63⅝ | 63⅜ | — ⅛ |
| 51⅜ | 17¼ | 50½ | 51⅛ | .. | 1100 | Rutland RR pf | 49 | 51⅜ | 48 | 50½ | + 2 |
| 15⅞ | 12⅝ | 15 | 15⅛ | 1 | 400 | St Jos Lead.. | 15 | 15 | 15 | 15 | — ¼ |
| 31½ | 20⅜ | 29 | 29¼ | .. | 2600 | St Lo & S F.. | 29⅛ | 29¼ | 28⅞ | 29¼ | — ¼ |
| 32⅜ | 20½ | 30 | 30¼ | .. | 600 | St Louis Swn. | 30¼ | 30⅜ | 30⅛ | 30¼ | + ⅜ |
| 50 | 32⅜ | 49 | 50 | .. | 700 | St Lo Swn pf.. | 49 | 49½ | 49 | 49½ | + ½ |
| 6¼ | 1½ | 4⅝ | 4⅝ | .. | 300 | San Cec Sugar | 4⅜ | 4⅝ | 4⅝ | 4⅝ | — ⅛ |
| 24⅞ | 11¼ | 18⅞ | 19⅛ | .. | 100 | Savage Arms. | 19 | 19 | 19 | 19 | .. |
| 4⅞ | 1⅛ | 4⅝ | 4⅞ | .. | 8700 | Saxon Motor.. | 3½ | 4⅞ | 3½ | 4⅝ | + 1¼ |
| 14⅞ | 3½ | 11½ | 12 | .. | 1300 | Seab Air L pf. | 12½ | 12½ | 12 | 12 | — ¼ |
| 80½ | 59⅜ | 78⅛ | 79 | .. | 2900 | Sears Roebuck | 79⅜ | 79⅞ | 78¼ | 79 | .. |
| 23¼ | 10⅞ | 13⅝ | 13¾ | .. | 1800 | Seneca Cop... | 13½ | 13⅝ | 13½ | 13½ | — ⅛ |
| 11⅞ | 7½ | 11⅞ | 12 | .. | 300 | Shattuck Ariz. | 11⅝ | 11⅞ | 11⅝ | 11⅞ | + ⅜ |
| 48½ | 35⅝ | 43⅛ | 44¼ | 74c | 100 | Shell Tr & Tr. | 44 | 44 | 44 | 44 | — ⅛ |
| 37¼ | 18¾ | 36⅜ | 36½ | .. | 19500 | Sinclair Cons. | 36 | 36½ | 35¾ | 36⅛ | + ⅜ |
| 54½ | 34½ | 49 | 49⅝ | .. | 200 | Sloss-Sh S & I | 49½ | 49½ | 49 | 49 | — ½ |
| 57¼ | 43 | 51½ | 53 | .. | 100 | So P R Sugar. | 53 | 53 | 53 | 53 | .. |
| 92½ | 78¼ | 89 | 91 | 8 | 600 | So P R Sug pf | 90 | 90 | 90 | 90 | .. |
| 93⅜ | 78¼ | 90¼ | 90½ | 6 | 9100 | So Pacific .... | 89 | 90¾ | 88¾ | 90¼ | + 1¼ |
| 25⅜ | 17⅛ | 24⅝ | 24¾ | .. | 1400 | So Railway.... | 24½ | 24⅝ | 24⅜ | 24½ | .. |
| 59⅜ | 45⅜ | 56 | 56⅜ | .. | 600 | So Railway pf | 56⅞ | 56⅞ | 56 | 56 | — ⅞ |
| 49¾ | 45¼ | 48⅞ | 49¼ | 2½ | 300 | Sterling Prod. | 49 | 49 | 49 | 49 | .. |
| 91 | 83¼ | 90 | 92 | 6 | 100 | Stand Mill pf. | 91 | 91 | 91 | 91 | .. |
| 196½ | 169 | 194 | 195 | 5 | 3300 | Stand Oil N J. | 195 | 195¾ | 193½ | 194½ | + 2½ |
| 116½ | 113⅝ | 114½ | 115¼ | 7 | 1700 | St Oil N J pf. | 115 | 115½ | 115 | 115¼ | + ⅜ |
| 121 | 91⅞ | 116⅝ | 117 | 4 | 4300 | St Oil of Cal.. | 117 | 118⅛ | 116⅛ | 117 | + ⅝ |
| 21½ | 17 | 19⅞ | 19¾ | .. | 2600 | Spicer Mfg Co. | 20 | 20⅛ | 19⅝ | 19⅞ | .. |
| 90 | 84 | 86 | 90 | 8 | 200 | Spicer Co pf.. | 89 | 89½ | 89 | 89½ | + ½ |
| 45¾ | 24⅛ | 44½ | 44⅝ | 3 | 1500 | Stew War Spd | 45¼ | 45⅜ | 44 | 44½ | — 1 |
| 59⅝ | 35¼ | 55 | 56 | .. | 300 | Stromberg Car | 55¼ | 55¾ | 55 | 55 | — ⅝ |
| 125 | 79⅛ | 123⅝ | 123¾ | 7 | 9000 | Studebaker .. | 123½ | 124⅜ | 123 | 123⅝ | + ¼ |
| 113 | 100 | 112 | 113 | 7 | 100 | Studebaker pf. | 112½ | 112½ | 112½ | 112½ | + ½ |
| 7 | 3⅜ | 6⅛ | 6⅜ | .. | 2800 | Submar Boat. | 6⅛ | 6½ | 6 | 6⅜ | + ⅜ |
| 8¼ | 4⅜ | 7¼ | 7½ | .. | 6900 | Superior Oil.. | 7⅛ | 7⅜ | 7 | 7⅜ | + ⅜ |
| 39½ | 26 | 34½ | 36 | .. | 100 | Superior Steel | 34½ | 34½ | 34½ | 34½ | — 1 |
| 5 | 3¼ | 3⅝ | 3⅞ | .. | 600 | Sweets Co Am | 3⅜ | 3⅜ | 3⅜ | 3⅜ | .. |
| 5¼ | 1 | 1¾ | 2¼ | .. | 500 | Temtor C&FA. | 2¼ | 2⅜ | 2 | 2½ | + 1⅛ |
| 12¾ | 9⅜ | 12⅛ | 12¾ | .. | 1300 | Tenn Cop & C. | 12⅝ | 12⅝ | 12⅛ | 12⅝ | — ⅛ |
| 50½ | 42 | 49⅞ | 50 | 3 | 28700 | Texas Co .... | 49⅝ | 50 | 49⅛ | 50 | + 1 |
| 48⅜ | 38 | 47⅛ | 47¼ | 4 | 8400 | *Tex Gulf Sul. | 46½ | 47¾ | 46½ | 47 | + ½ |
| 31⅞ | 23 | 30⅝ | 31 | 1 | 19100 | Tex Pac C & O | 30½ | 31⅝ | 30⅜ | 30¾ | + ⅜ |
| 36 | 24⅝ | 32⅜ | 33¼ | .. | 3200 | Texas & Pac.. | 32⅝ | 32⅝ | 32½ | 32½ | — ¼ |
| 25⅝ | 14 | 24 | 24½ | .. | 200 | Third Ave ... | 24 | 24 | 24 | 24 | — ½ |
| 82 | 57¼ | 80 | 80¼ | 6 | 21200 | Tob Products. | 81 | 82 | 79½ | 80⅝ | — ¼ |
| 106 | 88 | 105¼ | 106 | 7 | 600 | Tob Prod pf.. | 106 | 106 | 104¾ | 105¼ | + ¼ |
| 47 | 27 | 45 | 46 | .. | 200 | T,SL&W pf eB | 45 | 45 | 45 | 45 | .. |
| 20¼ | 7½ | 18⅛ | 18⅝ | .. | 6300 | Transcon Oil.. | 18¼ | 18⅜ | 18¼ | 18⅜ | + ¼ |
| 45⅛ | 32⅜ | 41 | 43 | 2 | 100 | Tr & Wms St.. | 42⅞ | 42⅞ | 42⅞ | 42⅞ | — ⅛ |
| 71⅜ | 55 | 66¾ | 67 | 6 | 100 | Un Bag & P.. | 66⅜ | 66⅜ | 66⅜ | 66⅜ | .. |
| 24⅛ | 17¼ | 24⅛ | 24¼ | .. | 17300 | Union Oil .... | 23¼ | 24¼ | 23¼ | 24¼ | + 1⅛ |
| 142½ | 125 | 138⅜ | 139 | 10 | 1300 | *Union Pacific | 138½ | 138⅞ | 138¼ | 138⅞ | — ⅛ |
| 103 | 96 | 99 | 100½ | 7 | 400 | Union Tank C. | 99½ | 99½ | 99½ | 99½ | — 1 |
| 41½ | 25 | 39¼ | 40 | .. | 2800 | United All St. | 39 | 40 | 39 | 40 | + 1⅞ |
| 81½ | 60⅞ | 78 | 78½ | .. | 200 | Un Drug Co.. | 78 | 78 | 78 | 78 | .. |
| 148 | 119⅜ | 141 | 142 | 8 | 200 | United Fruit.. | 142 | 142 | 142 | 142 | + 2 |
| 70½ | 43¼ | 67¾ | 68 | .. | 25100 | Un Retail St.. | 68 | 69 | 67¾ | 68 | + ⅝ |
| 38⅜ | 16¼ | 34½ | 35 | .. | 1200 | U S C I P & F | 34½ | 35⅜ | 34½ | 35 | + 1 |
| 71 | 50 | 68 | 71 | 5 | 100 | *USCIP&F pf. | 69½ | 69½ | 69½ | 69½ | + 1 |
| 10⅝ | 2¾ | 9¼ | 9½ | .. | 24800 | U S Food Prod | 8⅛ | 10 | 8⅛ | 9½ | + 1⅞ |

Continued on Following Page.

## TOPICS OF WALL STREET.

### Southern Pacific Decision.

In circles in which the United States Supreme Court's decision divesting the Southern Pacific of its control of the Central Pacific has received careful study, it is said that the effect of the ruling on the Southern Pacific and the bond issues of the two carriers may not be determined in a year or more. The Federal District Court of Utah is given the power to carry out the decision and the formulation of a detailed plan for that purpose probably will take a long time. It is possible that the decision may be modified, owing to the case's disposition under the anti-trust law without the consideration of the Transportation act of 1920, which carried provisions looking to railroad consolidations. Such a development would be a particularly strong probability in the event that the Interstate Commerce Commission should promulgate its final railroad merger plan before the District Court should enter its final decree.

### Money Rates Advance.

Call money in the New York Stock Exchange advanced yesterday to 5½ per cent., the highest rate since March 31. The rise occurred just before the close of the stock market and was a jump of 1 per cent. from the renewal rate, 4½. The only explanation offered for the firmer market was first of the month dividend and interest requirements, particularly heavy on June 1. The time money market did not change and the ruling rates were 4 per cent. for thirty day paper, 4¼ for six months and 4½ for longer periods. In sympathy with higher call money rates the bid rate on bankers' acceptances advanced ⅛ per cent. to 3⅝ per cent.

### Shop Crafts Wage Cut.

The guess that the Railroad Labor Board in a decision which is expected very soon will cut the wages of railway shopmen, including boilermakers, sheet metal workers, electricians, blacksmiths and carmen, by 10 per cent. is being made in certain railroad quarters. Estimating from the basis of about 300,000 men employed in that branch of transportation such percentage reduction probably would cut between $50,000,000 and $60,000,000 from the railroad's annual payroll. The decision is expected to be the signal for more or less widespread resumption of locomotive and car repairs, which has been awaiting the cut in wages. The country railroad shop repair forces were down as low as 275,000 early in 1921. The maximum was 469,000 in the years immediately preceding when efficiency was lower.

### American Ship and Commerce.

Recent activity and strength in the shares of the American Ship and Commerce Corporation are the result of accumulation by outside interests who have learned of developments within the company that they believe are constructive, according to information obtained yesterday. Its earnings are running at the rate of approximately $9 a share, it was declared.

### Republic Motor Truck.

Although its advance has been moderate, there has been unusual activity in the last three or four days in the Republic Motor Truck Company's shares. In that connection it was reported yesterday that a merger with another truck company of fair size was under consideration.

### United Retail Stores.

United Retail shares recovered somewhat yesterday from Wednesday's realizing sales and sold up to 69. More attention was paid in Wall Street yesterday to the announcement that James B. Duke would become active once more in the company's affairs, which was construed as a constructive factor. Under the merger terms, as announced on Tuesday, United Retail holders under one option may exchange a share for a half-share of 7 per cent. non-cumulative Class A stock and half a share of common stock, which is expected to pay 5 per cent. It is estimated that the combined companies in the fiscal year beginning on July 1 will show net earnings of more than $8,000,000 after taxes.

### Metal Outlook Encouraging.

Producers of copper, zinc and lead were interested yesterday in granting a moratorium for the year to Germany. That development and the expected arrangement of a big loan to Germany, they believe will permit Germany to begin the purchase here of metals which are so badly needed in that country's reconstruction work. Copper producers continued to hold out for 14 cents, and the price of zinc was advanced again yesterday. An increase in lead prices was announced by the American Smelting and Refining Company earlier in the week, all pointing to a continued improvement in the demand for the metal. If German purchases are permitted to be made, as now appears likely, metal producers believe the present stocks of surplus copper, zinc and lead will have disappeared soon and production once more put on a paying basis.

### Motor Stocks Strong.

Automobile stocks were somewhat active and strong yesterday on the big board and in the Curb. This strength, it is believed, is based more on real developments in the industry than on any speculative factor. *Automotive Industries*, for instance, in its weekly review of the automobile trade, declares that the second quarter probably will break all production records and adds that there probably will be no material falling off in the third. Studebaker got up yesterday to 124⅜ and General Motors gained fractionally to 14⅝. In the Curb Cleveland, Daniels, Moon and other automobile shares were more or less strong all day.

### Producers and Refiners.

A sudden burst of activity on the buying side just before the close yesterday carried the Producers and Refiners Corporation's capital stock up to a new high at 49. That buying was explained later in the day when Frank E. Kistler, the company's chairman, announced the discovery of a new field in Wyoming, ninety miles from the Salt Creek Field. In that field, the Ferris Field, in which the company leases 10,000 acres, a well was brought in at a depth of 1,800 feet. In other quarters the statement that it was a hitherto undiscovered field was questioned as it was asserted that a considerable time ago oil had been found in that district, but not in particularly large volume. A heavy flow of gas had been tapped previously in the Ferris Field, it was said.

### ROCK ID. NOT AFTER PEORIA.

That the reported inspection of the 234 mile railroad property of the Chicago, Peoria and St. Louis by a vice-president of the Chicago, Rock Island and Pacific Railway forecasts its absorption by the larger road was denied here yesterday at the Rock Island's offices. Acquisition of this carrier by the Rock Island is not impossible, however, at some future date, since the Interstate Commerce Commission groups the two in the Rock Island-Southern Pacific system called for in its tentative consolidation plan.

### PRAIRIE OIL SURPLUS FALLS.

The statement of the Prairie Oil and Gas Company for the year ended December 31, 1921, shows total assets and liabilities of $130,905,758, compared with $153,076,981 in the last previous year. Profit and loss surplus totaled $86,796,851, contrasted with $93,567,112 in 1920. The 1921 statement of liabilities shows capital stock of $15,000,000, bills and accounts payable of $26,108,907, compared with $41,509,869 in 1920 and surplus of $86,796,851, bringing the total to $130,905,758.


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