STEEL INGOT OUTPUT IS AT PEAK FOR 1922

Consumers Handicapped by Shipping Troubles as Mill Stocks Rise.

BASIC PRICES UNCHANGED

Coal Market at Pittsburgh Is Easier, Railroad Troubles Having Effect.

Special Dispatch to THE NEW YORK HERALD.

PITTSBURGH, Oct. 14.—Steel ingot production was at an average rate of 33,000,000 tons a year in September, against an average of 30,000,000 tons for August and 36,000,000 tons for July. As production was decreasing sharply during August, the rate at the close of the month was relatively low, and the recovery since then has been rapid. The present rate is probably above the 36,000,000-ton rate shown for June, the highest rate reported for the year.

Many consumers of steel are short because, while the mills can now make steel with relative ease, they cannot ship freely. There are already some fairly large accumulations of steel at mill, urgently wanted by the consumers against whose orders it was made. Less steel will be needed during the winter than now, hence the anxiety of consumers. Mills are indisposed to pile steel freely as they did during the transportation disability of 1920, and curtailment of production by reason of steel accumulating may soon result.

Steel prices maintain an even keel. Basic prices for late delivery show no disposition to change. Delivery premiums showed some tendency to narrow in the last few weeks, but on account of shipping difficulties that disposition is not pronounced. The rail mills have accumulated some good winter and spring rollings, and there is also a good volume of track fastenings on books, the total amounting to perhaps 1,500,000 tons.

Pig Iron Lacks Activity.

Pig iron continues to exhibit a slight turnover, with prices not well defined, and beyond consumers' reach. Occasional resumptions of merchant furnaces do not bring much additional iron into the market, as the furnaces have old orders to fill. The Cambria Steel Company's offerings still seem to control the Pittsburgh market, and are understood to be at the following prices, f. o. b. Johnstown, freight to Pittsburgh being the same from Johnstown as from the valleys, $1.77; Bessemer, $33; basic, $31; foundry, $32.50; malleable, $32.50.

The Connellsville coke market has presented virtually an even balance between demand and supply in the last week. In most quarters it is held that the general tone of the market is not altogether so strong as a week ago. Furnace coke was quotable a week ago at $12 to $12.50, and this is still the quotable range. In foundry coke the chief change is that a price above $14 has rarely been paid, against $14.50 a week ago. There does not seem to be any standard foundry coke to be had under $13.50, the minimum a week ago. Thus the market is quotable as follows: Furnace coke, $12 to $12.50; foundry coke, $13.50 to $14.

The Pittsburgh coal market is somewhat easier then a week ago—that is, it is harder to sell coal. At the same time it is harder to ship, as car shortages are more pronounced. Indifferent grades of steam coal that used to have a ready sale are no longer a factor. Good grades of Pittsburgh steam coal are quotable at $3.50 to $3.75. By-product coal in general is at $4 to $4.25. Best grades of gas coal are quotable at $4.50 to $4.75.

Improvement in Sheets.

Shipment of sheets from many mills in this district are expected to show measurable improvement by the end of this week or the middle of next by reason of the lifting of the embargo on the Pennsylvania Railroad. This will include several of the leading interests' plants. It is expected that pig iron from the furnaces that the Carnegie Steel Company is starting at Farrell, Pa., and from the one the Minnesota Steel Company has started at Duluth will be converted into steel and made available for the plants of the American Sheet and Tin Plate Company in those territories.

For some time sheets for railroad cars, locomotives and repairs have been on the preferred list. Some mills have been piling sheets in a minor way here, but accumulations probably will be cleared before the beginning of next week. Current demands for all grades of sheets continues heavy, and mills are well committed to the end of the year.

The United States Steel Corporation, because of interference in operations lately, will have to carry over into January or February much of this quarter's business. Several attempts have been made by its customers to gain places on its books for the first quarter of 1923. Any such orders taken are subject to prices to be named later. All makers report heavy demand for black sheets and sustained demand for galvanized sheets, while those producing full finished automobile sheets say no letup in buying is expected.

While the prices of the leading interest are 2.50c. for blue annealed, 3.35c. for black, 4.35c. for galvanized, and 4.70c. for automobile sheets, the independent makers are obtaining maximum figures of 2.85c., 3.75c., 4.75c. and 5c., respectively. Sheet mill operations in general are around 65 per cent., the independents doing slightly better than the leading interest.

Embargo Hampers Deliveries.

Producers of cold drawn steel bars find the available supply of merchant steel a trifle better, although deliveries will be greatly hampered by the railroad embargo ordered between Altoona and Chicago. There shipments are curbed from the same cause in instances in which mills are off the Pennsylvania railroad. For the most part cold drawn bar makers are not making fourth quarter contracts, having nearly three months' business on their books. The minimum market quotation is 2.50c. with as high as 2.75c appearing, particularly in less than carload lots.

Manufacturers of containers are finding themselves short of tin plate material and are placing additional orders. One order for 35,000 base boxes was offered in this territory several days ago by a can maker, but because only December deliveries could be promised, the order is understood to have been placed in the Wheeling district for November shipment.

Offers by consumers to place orders for delivery during the first quarter of next year, are being turned down by one involving 275,000 base boxes. A few such orders have been written on the books subject to a price to be announced later. The market continues quotable at $4.75 a base box of 100 pounds, but since tin plate is practically the only steel product that has not advanced, producers as well as buyers expect an early advance of $5 to $10 a ton. The American Sheet and Tin Plate Company is operating 60 per cent of its hot mills, with the remainder in favor of sheet units, and the average among independents generally is slightly above 75 per cent.

BONDS IN STOCK EXCHANGE

SATURDAY, OCTOBER 14, 1922.

	1922.	1921.	1920.
Day's sales	$15,375,000	$6,365,000	$9,234,000
Year to date	3,366,637,000	2,548,578,000	2,821,587,000

RANGE OF LIBERTY BONDS.

—Closing— Bid.	Asked.	Yield.	Sales in $1,000.		Open.	High.	Low.	Last.	Net Chge.
100.66	100.70	3.43	4,204	3½s (1932-47)	100.50	100.66	100.50	100.66	+.26
..	..	..	1	3½s reg	100.36	100.36	100.36	100.36	—.06
99.70	100.04	4.00	..	1st cv. 4s	..	..	..	..	..
99.72	99.96	4.02	..	2d 4s (1927-42)	..	..	..	..	..
..	..	..	2	2d 4s reg	99.40	99.40	99.40	99.40	—.02
99.86	99.98	4.27	37	1st cv. 4¼s (1932-47)	99.98	99.98	99.90	99.90	—.02
99.84	99.88	4.30	1,371	2d cv. 4¼s (1927-42)	99.88	99.90	99.72	99.88	—.06
..	..	..	1	2d cv. 4¼s reg	99.70	99.70	99.70	99.70	—.08
99.84	99.86	4.28	2,848	3d 4¼s (1928)	99.94	99.96	99.84	99.86	—.12
..	..	..	11	3d 4¼s reg	99.72	99.76	99.72	99.76	..
100.00	101.80	..	..	1st-2d 4¼s (1927-42)	..	..	..	..	..
99.84	99.86	4.28	2,139	4th 4¼s (1933-38)	99.92	99.94	99.84	99.86	—.14
..	..	..	2	4th 4¼s reg	99.76	99.76	99.76	99.76	—.10
100.28	100.32	4.10	140	Vic. 4¾s (1922-23)	100.28	100.30	100.26	100.28	..
..	..	..	7	Vic. 4¾s reg	100.04	100.04	100.04	100.04	..
100.12	100.14	4.01	88	V. 4¾s called (22-23)	100.10	100.14	100.08	100.12	+.02
..	..	..	1	V. 4¾s called reg	100.04	100.04	100.04	100.04	+.02

FOREIGN.

Argentine 7s 27	Brazil 7½s	Copenhagen	Dutch East Ind	Jap 2d 4½s 25	Queensland				
3 ..... 101¾	coffee in 52	s f 5½s 1944	25-yr 6s 1947	¼ 92	6s 1947				
1 ..... 101¾	receipts	1 92	receipts	Lyons 6s 1934	1 ..... 102¾				
5 ..... 101¾	1 ..... 86¾	Czechoslovak	1 ..... 95¾	1 ..86.. 81¼	1 ..... 102¾				
Argentine 5s 45	10 ..... 86½	8s 1951	17 96	2 82	Rio de Janeiro				
1 82	4 ..... 86½	certificates	1 ..86.. 95¾	Marseilles 6s 34	s f g 8s 1946				
Belgium 8s 41	1 ..... 86½	2 ..... 94½	8 ..... 95¾	1 ..... 81½	2 ..... 99½				
3 ..... 105¾	Brazil Can Ry	1 ..... 94½	5 ..... 95¾	1 ..... 81¼	3 99				
1 ..... 103¼	7s 1952	1 94	5 ..... 95¾	10 ..... 99¼	Rio de Janeiro				
1 ..... 103¼	6 89	Denmark 8s 45	French 6s 194	Mexico 5s 54	8s 1947 ctfs				
2 ..... 103¼	1 89	1 ..... 110¼	2 ..... 101¼	1 ..... 53¼	2.7 ..... 99½				
1 ..87.. 103	2 ..... 88¾	5 110	4 ..... 101¼	large bonds	2.3 d.. 99½				
Belgium 7½s 45	1 89	4 ..... 110¼	10 ..... 101¼	5 ..... 51½	1 100				
1 ..... 103½	Canada 5½s 29	8 ..... 110½	3 ..... 101½	Montevideo	San Paulo City				
3 ..... 103½	1 ..... 101¾	Denmark 6s 42	5 101	7s 1952	8s 1952				
1 ..... 103½	1 ..... 101¾	2 99	1 ..... 101½	4 93	1 ..... 101½				
½ 104½	2 ..... 101¾	7 ..... 98¾	2 101	5 93	1 ..... 101½				
4 ..... 103½	2 ..... 101¾	1 99	3 101	Netherlands	Seine 7s 1942				
1 ..... 103¾	Canada 5s 26	1 ..... 98¾	2 ..... 101¼	6s 1972	6 88				
10 ..... 103¾	2 ..... 99½	3 ..... 98¾	4 101	receipts	Soissons 6s 36				
Belgium 6s 25	Canada 5s 31	2 ..... 98¾	8 101	1 ..... 95¼	1 78				
45 99	1 ..... 99¼	2 ..... 98¾	25 ..... 100¾	2 ..... 95¼	Sweden 6s 39				
Bergen 8s 45	1 99	6 ..... 98¼	2 ..... 100¾	1 ..... 95¼	1 ..... 103½				
1 110	1 ..... 99¼	2 99	French 7½s 41	10 ..... 94½	2 ..... 103½				
Bolivia 8s 1947	Canada 5s 52	Denmark Mun	2 ..... 97¼	1 ..... 94¾	5 ..... 103½				
1 ..... 97¼	3 ..... 99½	ser A 1946	1 ..87.. 97	16 ..... 94½	Swiss 8s 1940				
3 ..... 97¼	10 ..... 99¾	1 ..... 109¼	5 ..... 97¼	Norway 8s 40	9 ..... 121½				
3 97	2 ..... 99¼	Dominican Ca	5 ..86.. 97¼	5 112	8 ..... 121½				
1 ..... 97¼	1 ..... 99½	5½s 1942	6 ..... 97¼	1 ..... 112¾	1 ..... 121¾				
1 97	1 ..... 99¾	certificates	5 ..... 97¼	2 ..... 112½	1 ..... 121½				
1 ..... 97½	8 ..... 99¾	Dominican CA	5 ..... 97¼	2 ..... 112½	10 ..... 121½				
Bordeaux 6s 34	12 ..... 99½	5s 1958	9 ..... 97¼	Porto Alegre	Tokio 5s 1952				
2 ..... 81½	Chile 8s 1926	1 96	1 97	8s 1961	1 79				
2 ..... 81½	1 102	4 ..... 95¾	10 ..... 97¼	5 101	Un Kingdom				
Brazil 8s 1941	Chile 8s 1941	Dutch East Ind	1 ..... 97¼	Prague 7½s 32	cv 5½s 1929				
14 ..... 101¾	1 104	40-yr 6s 1962	2 ..... 97¼	certificates	2 109				
7 ..... 101¾	Chile 8s 1946	receipts	1 ..... 97¼	1 82	3 109				
2 ..86.. 101¾	1 ..... 103¾	11 ..... 95¾	Jap 1st 4½s 25	Queensland	4 ..... 109¼				
3 ..... 101¾	1 ..... 103½	4 ..... 95¼	2 ..... 95¼	s f 7s 1941	18 ..... 109¼				
1 ..... 101¾	Chinese H K	1 ..... 95¼	Japan 2d 4s 31	1 ..... 108¾	Un Kingdom				
1 ..... 101¾	Ry 5s 1951	4 ..... 95¼	2 ..... 80½	1 109	5½s 1937				
3 102	2 ..... 53¾	16 ..... 95¼	2 ..... 80½	1 109	Uruguay 8s 46				
3 ..... 101¾	1 ..... 53½	25 95	9 ..... 80½	3 ..... 109¼	1 107				

DOMESTIC.

U S Panama	Cent of Ga	Del & Hudson	Humble Oil R	Mo Pac 6s 49	Pac Tel & Tel				
3s 1961	10-yr 6s 1929	7s 1930	5½s 1932	9 ..... 100¾	5s ser A 1952				
4 92	2 ..... 101¼	1 109	1 ..... 99¾	10 101	receipts				
	1 ..... 101¼	5 109	3 ..... 99¾	1 101	5 93				
New York City	Cent Leather	Del & Hudson	8 ..... 99¾	Missouri Pac	1 93				
4½s 1963	1st 5s 1925	5½s 1937	9 ..... 99¾	gen 4s 1975	5 ..... 93¼				
1 107	6 ..... 98¾	Del & Hudson	Ill Cen 5½s 34	1 ..... 65½	2 ..... 93¼				
	6 ..... 98¾	cv 5s 1935	1 ..... 101½	3 66	5 93				
Albany & Sus	Cent Pacific	25 ..... 100½	1 ..... 101½	6 ..... 65¾	Packard Motor				
1st 3½s 1946	1st 4s 1949	Denver City	Illinois Cen	24 ..... 65¾	8s 1931				
1 82	5 88	Gas 5s 1923	Memp div 4s	1 65	1 ..... 107¼				
Am Ag Chem	5 ..... 88¼	2 ..... 91½	1 ..... 81¾	Montana Powr	6 ..... 107½				
7½s 1941	Central RR of	Den & Rio G	Ill Central	1st A 5s 1943	Paducah & Ill				
1 ..... 104½	N J 5s 1987	imp 5s 1928	West L 4s 51	5 ..... 99¼	4½s 1955				
Am Sm & Rfg	8 ..... 109¾	1 83	5 ..... 84¾	5 99	1 ..... 92½				
1st A 5s 1947	Cer de Pasco	Den & Rio G	Int Rap Tran	Montral Tram	Paris-Lyons-				
1 ..... 94¼	Copper 8s 31	1st ref 5s 55	cv 7s 1932	5s 1941	Med 6s 1958				
Am Sugar Co	10 124	10 ..... 49¼	when issued	1 92	certificates				
6s 1937	1 ..... 124¼	3 ..... 49¼	1 ..... 99¾	New Eng T&T	1 ..... 75¼				
1 ..... 102¾	4 124	5 ..... 49¼	22 ..... 98¾	5s 1952	1 ..... 75¼				
2 ..... 102¾	Ches & Ohio	5 ..... 49¼	5 ..... 98¾	3 ..... 99¾	10 ..... 75¼				
Am Tel & Tel	cv 5s 1946	Den & Rio G	Int Rap Tran	25 ..... 99¾	4 ..... 75¼				
cv 6s 1925	5 ..... 97¾	4s 1936	notes 6s 1932	1 ..... 99¾	2 ..... 75¼				
1 117	8 ..... 97¾	1 ..... 77½	when issued	5 ..... 99¾	1 ..... 75¼				
10 ..... 117½	10 ..... 97¾	2 ..... 77½	1 ..... 80½	N O & North-	Pennsylvania				
Am Tel & Tel	6 ..... 97¾	Dry D G Corp	3 ..... 80½	east 4½s 1955	7s 1930				
cv 5s 1946	20 ..... 97¾	7s 1942	8 ..... 80½	1 ..... 84½	1 ..... 109½				
2 ..... 99¼	Ches & Ohio	1 ..... 100¾	Int Rap Tran	2 ..... 84½	1 110				
16 ..... 97½	cv 4½s 1930	1 101	1st ref 5s	NO Tex & Mex	1 ..... 109¾				
1 ..... 99¼	1 ..... 88¾	Detroit Edison	4 ..... 76¼	1st A 6s 1925	Pennsylvania				
Am Tel & Tel	1 ..... 88¾	6s 1940	2 76	1 100	6½s 1936				
cv 4½s 1933	3 ..... 88¾	2 ..... 103½	3 ..... 76¼	NO Tex & Mex	1 111				
1 ..... 102¾	1 ..... 88¾	1 104	3 ..... 76¼	5s 1935	5 ..... 110½				
Am Tel & Tel	Ches & Ohio	Det River Tun	3 ..... 76¼	14 ..... 75½	2 ..... 110½				
cll 4s 1929	1st 4½s 1961	1st 4½s 1961	1 76	11 ..... 75½	1 ..... 110½				
8 ..... 91¼	1 ..... 87¼	10 90	certificates	1 ..... 75½	10 ..... 110¼				
1 92	1 ..... 87¼	Det United Ry	3 ..... 75¾	NY Central	Pennsylvania				
15 ..... 91¼	Chi & Alton	cv 4½s 1932	4 75	cv deb 6s 35	gen 5s R 1968				
Ann Arbor	5½s 1950	3 ..... 85¼	5 75	2 ..... 105¾	1 ..... 100¼				
1st 4s 1995	Chi & Alton	5 ..... 85¼	5 ..... 75¼	2 ..... 105¾	10 ..... 100½				
1 70	6s 1932	duPont El de N	Int & Gt North	1 101	1 101				
Armour & Co	1 ..... 54¾	10-yr 7½s 31	adj 6s 1952	NY Central	Pennsylvania				
1st 4½s 1939	1 ..... 54¾	1 108	when issued	ref 5s 2013	gen 4½s A 65				
2 ..... 91½	1 ..... 108½	6 108	1 54	58 ..... 98½	1 ..... 92¾				
6 ..... 91¼	Chi & East Ill	2 ..... 108¼	5 54	2 ..... 98¼	1 93				
Atch T & S Fe	5s 1951	7 ..... 108¼	12 ..... 53¾	6 ..... 98½	2 93				
gen 4s 1995	5 ..... 83¾	Duquesne Lgt	6 ..... 53¾	28 ..... 98¾	Pennsylvania				
5 ..... 89¾	3 ..... 83¾	7½s 1936	5 ..... 53¾	1 ..... 98¾	con 4½s 1960				
5 ..... 89¼	7 ..... 83¾	2 ..... 107½	1 ..... 53¾	1 ..... 98¾	5 ..... 100½				
10 ..... 89¾	Chi Gt West	5 107	Int M Marine	10 ..... 108¾	Pere Marquet				
10 ..... 89¼	4s 1959	1 ..... 107½	1st cll 6s 41	5 ..... 98¾	4s B 1956				
Atch T & S Fe	1 ..... 51¾	Duquesne Lgt	3 ..... 93¾	1 ..... 98¾	1 ..... 82½				
Cal-Arz 1st	1 ..... 51¾	1st 6s 1949	9 94	25 ..... 98¾	2 83				
ref 4½s 1961	4 ..... 51¾	1 ..... 103½	10 94	1 ..... 98¾	Philadelphia Co				
6 ..... 91¾	1 ..... 51¾	2 ..... 103½	3 ..... 93¾	18 ..... 98¾	ref 6s 1944				
Atl Coast Line	10 52	3 104	10 94	NY Chi & St L	6 ..... 100¾				
10-yr 7s 1930	Chi Mil & St P	1 ..... 103½	Interna Paper	4s 1937	1 101				
1 ..... 107¾	cv 5s 2014	East Cuba Sug	5s B 1947	5 ..... 91¼	P C C & St L				
Atl Coast Line	15 ..... 77¼	7½s 1937	1 ..... 89¾	N Y Edison	4½s B 1942				
1st 4s 1952	3 ..... 77¼	2 ..... 100¾	1 89	6½s 1941	5 ..... 96¼				
1 90	7 ..... 77¼	3 100	Invincible Oil	1 ..... 111¼	Prod & Refin				
Atl Coast Line	18 ..... 77¼	4 ..... 100¾	8s 1931	1 ..... 110¾	8s 1931				
L & N 4s 52	3 ..... 77¼	Elgin Jol & E	15 ..... 108½	2 ..... 111¼	2 105				
10 ..... 82¾	Chi Mil & St P	5s 1941	23 109	N Y N H & H	1 ..... 104¾				
Atl Coast Line	gen 4½s 1989	10 100	4 ..... 109¾	cv 4 3½s 1956	with warrants				
1st 5s 1937	1 ..... 86¾	Empire G & F	3 ..... 108¾	1 51	2 118				
5 82	Chi Mil & St P	15-yr 7½s 37	20 109	1 51	Pub Ser C N J				
Atlantic Fruit	cv 4½s 1932	certificates	5 ..... 109¾	N Y N H & H	5s 1959				
7s 1934	1 ..... 72¾	4 ..... 94½	5 ..... 109¾	Harlem & P C	1 ..... 87½				
Col Tr ctfs	50 ..... 72¾	10 ..... 94¾	5 ..... 109¾	4s 1954	4 ..... 87½				
7s 1937	1 ..... 72¾	10 ..... 94¾	50 ..... 109¾	3 ..... 81¾	1 87				
12 ..... 99¾	25 ..... 72¾	Erie 1st col.	5 ..... 109¾	NY Ont & West	31 87				
2 ..... 99¾	25 ..... 72¾	4s 1996	5 ..... 109¾	gen 4s 1955	Punta Alegre				
2 ..... 99¾	Chi Mil & St P	6 ..... 65¾	5 ..... 109¾	2 75	Sugar 7s 37				
Baltimore & O	ref 4½s 2014	Erie cv 4s A 53	1 ..... 109¾	N Y Railways	5 ..... 107¼				
6s 1929	5 ..... 67¾	2 ..... 51¾	1 ..... 109¾	adj inc 5s 42	Reading & P R				
5 ..... 101¾	Chi Mil & St P	Erie cv 4s D 53	1 ..... 109¾	1 ..... 86½	1st&Al 4s 1997				
3 ..... 101½	gold 4s 1925	1 51	2 ..... 109¾	certificates	3 ..... 89¾				
Baltimore & O	1 ..... 83¾	Erie cv 4s D 53	2 ..... 109¾	2 ..... 7¼	3 ..... 89¾				
ref A 5s 1995	2 ..... 83¾	1 54	2 ..... 109¾	3 7	3 85				
8 88	Chicago & NW	1 ..... 54¾	2 ..... 109¾	N Y Railways	1 ..... 85¼				
24 ..... 87½	10-yr 7s 1930	2 ..... 54¾	2 ..... 109¾	1st 4s 1942	Rep iron & St				
18 88	6 ..... 109¾	Erie gen 4s 96	16 ..... 109¾	certificates	5s 1940				
25 ..... 87¾	2 ..... 109¾	11 ..... 53½	1 ..... 109¾	1 ..... 96¼	2 ..... 94¾				
Baltimore & O	Chicago & NW	3 ..... 53½	2 ..... 109¾	N Y Susq & W	Rio Grande W				
cv 4½s 1933	15-yr 6½s 36	3 ..... 53¼	2 ..... 109¾	1st ref 5s 37	4s 1939				
1 ..... 84½	1 ..... 111½	Framerican In	2 ..... 109¾	1 65	4 79				
2 ..... 84¼	Chicago & NW	Dev 7½s 1942	2 ..... 109¾	N Y Telephone	Rio Grande W				
1 ..... 84¼	5s 1987 std	1 ..... 93¼	2 ..... 109¾	6s ser A 1941	1st & Ext 4s				
1 ..... 84¼	1 106	1 ..... 93¼	1 ..... 109¾	1 ..... 105¾	1949				
Baltimore & O	Chicago & NW	2 ..... 93¼	1 ..... 109¾	1 ..... 106¼	10 ..... 65½				
1st 4s 1948	gen 3½s 1987	Francisco Sug	1 ..... 109¾	1 ..... 106¼	R I Ark & La				
5 ..... 82½	22 ..... 78½	7½s 1942	1 ..... 109¾	1 106	4½s 1934				
Baltimore & O	Chicago Rwys	5 103	1 ..... 109¾	1 ..... 105¾	1 83				
pb 4s perpetual	1st 5s 1927	Gen Electric	1 ..... 109¾	5 ..... 105¾	Rogers-Brown				
1 ..... 81½	5 ..... 81¼	6s 1940	1 ..... 109¾	2 ..... 105¾	Iron 7s 1942				
1 ..... 81¾	1 ..... 81¾	5 ..... 105½	1 ..... 109¾	N Y Telephone	1 ..... 96½				
4 ..... 81¾	1 ..... 81¾	2 ..... 105½	1 ..... 109¾	6s 1949	St L I M & So				
8 82	Chi R I & Pac	2 ..... 105½	1 ..... 109¾	1 ..... 106¾	gen 5s 1931				
3 82	ref 4s 1934	Gen Electric	1 ..... 109¾	3 ..... 106¾	1 87				
Canada South	65 ..... 84¾	deb 5s 1952	1 ..... 109¾	2 ..... 106½	St L I M & So				
con A 5s 62	2 ..... 84¾	7 ..... 101¼	1 ..... 109¾	2 ..... 106½	4s 1929				
17 100	1 ..... 84¾	3 ..... 101¼	1 ..... 109¾	1 ..... 106½	88				
1 ..... 99¼	3 ..... 84¾	5 ..... 101¼	1 ..... 109¾	1 107	St L I M & So				
Carolina Cl &	Chi Mil & St P	1 ..... 71¾	1 ..... 109¾	N Y Telephone	R & G 4s 55				
Ohio 5s 1938	1 ..... 84¾	2 ..... 71¾	1 ..... 109¾	1st 4½s 1939	20 ..... 88¾				
4 ..... 91¼	5 ..... 84¾	1 ..... 71¾	1 ..... 109¾	96¾	2 ..... 87¾				
1 ..... 91¼	5 ..... 84¾	1 ..... 71¾	1 ..... 109¾	Ore-Wash RR	St L & S F Rfg				
Cent of Ga	Chi & W Ind	Gulf & Alabama	1 ..... 109¾	& Nav 4s 1961	4s ser A 1950				
1st 5s 1945	con 4s 1952	5s 1945	1 ..... 109¾	27 ..... 82¾	15 ..... 73¾				
1 102	1 ..... 77¾	1 ..... 84½	1 ..... 109¾	2 ..... 82¾	15 74				
	Chile Copper	Goodrich B F	1 ..... 109¾	2 ..... 82¾	10 74				
Cent of Ga	5s 1923	6½s 1947	1 ..... 109¾	Otis Steel Co	4 74				
10-yr 6s 1929	17 ..... 99¾	certificates	1 ..... 109¾	7½s 1945	2 74				
2 ..... 101¼	Chile Copper	1 102	1 ..... 109¾	receipts	1 74				
1 ..... 101¼	6s 1932	5 102	1 ..... 109¾	1 ..... 65½	St L & S F Ry				
Cent Leather	1 96	5 ..... 102¼	1 ..... 109¾	3 ..... 65½	5s ser B 1950				
1st 5s 1925	1 ..... 96¼	2 ..... 102¼	1 ..... 109¾	Pac Gas & El	1 ..... 88¾				
6 ..... 98¾	1 96	Grand Trk Ry	1 ..... 109¾	gen A 5s 42	St L & S F Ry				
6 ..... 98¾	1 96	6s 1936	1 ..... 109¾	6 ..... 63¾	3½s ser D 52				
1 ..... 98¾	Chile Copper	1 ..... 103¾	1 ..... 109¾	1 ..... 93¾	1 96				
Cent Pacific	6s 1932	1 103	1 ..... 109¾	1 ..... 93¾	St L & S F Ry				
1st 4s 1949	1 ..... 105½	Gt North Ry	1 ..... 109¾	Pan-Am P & T	adj 6s 1955				
5 ..... 82½	Chile Copper	7s A 1936	1 ..... 109¾	1st ref 7s 30	2 ..... 81½				
Cent Leather	6s 1947	2 ..... 111¼	1 ..... 109¾	10 102	2 ..... 81½				
1st 5s 1925	1 98	2 ..... 111¼	1 ..... 109¾		2 ..... 81½				
6 ..... 98¾	Cumberland T	1 ..... 111¼	1 ..... 109¾		2 ..... 81½				
6 ..... 98¾	& Tel 5s 37	1 ..... 111¼	1 ..... 109¾		1 ..... 81½				
1 ..... 98¾	1 94	1 ..... 111¼	1 ..... 109¾		1 ..... 81½				
Cent Pacific	Cuba Cane Su	Hudson & Man	1 ..... 109¾		St L & S F Ry				
1st 4s 1949	cv deb 7s 30	ref 5s 1957	1 ..... 109¾		inc 6s 1960				
5 88	stamped 8%	5 ..... 84¾	1 ..... 109¾		3 ..... 68¾				
Baltimore & O	10 ..... 91¼	5 ..... 84¾	1 ..... 109¾		4 ..... 68¾				
1st 4s 1948	50 ..... 92¼	5 ..... 84¾	1 ..... 109¾		2 ..... 68¾				
5 82	8 ..... 92¾	1 ..... 84¾	1 ..... 109¾		St Paul M&M				
Canada South	50 ..... 92¼	Hudson & Man	1 ..... 109¾		Mon ex 4s 37				
con A 5s 62	9 ..... 92¾	adj inc 5s 57	1 ..... 109¾		1 ..... 91¾				
17 100	9 ..... 93¾	1 ..... 84¾	1 ..... 109¾		Saint Paul				
1 ..... 99¼	10 ..... 93¾	Hudson & Man	1 ..... 109¾		s f 7s 1942				