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Amer. Water Works & Elec. 5s, 1934
Logan Co. Lt. & P. 6s, 1934
Georgia Ry. & P. 5s, 1954
Terra Haute, Ind. & East. Trac. 5s, 1945
Portland Ry., Lt. & P. 5s, 1942
United Gas & Elec. 6s, 1945
Caddo Oil & Ref. 6s, 1927
Shaffer Oil & Ref. 6s, 1929
Luzerne Co. Gas & Elec. 5s, 1948
American Cities 5s-6s, 1919
Lehigh Power Sec. 6s, 1927
Republic Rwy. & Lt. 6s, 1920
Seaboard Air Line 6s, 1945
Jamestown, Franklin & Clear. 4s, 1959
Penna. R. R. Gen. 4½s, 1965
Penna. R. R. Cons. 4s, 1960
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Old Ben Coal 1st 6s, 1925 & 1926
Lehigh Valley 4½s, 1923
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Johnstown Traction Co. 1st & Ref. 5s, 1942
Lehigh Coal & Navig. Co. Cons. 4½s, 1954
United Gas Improv. Co. Notes 6s, 1920
Terre Haute, Indpls. & Eastern 5s, 1945
Indianapolis Tract. & Term. Co. 5s, 1933
Indpls., Crawfordsville & Danville 5s, 1952
Pennsylvania Railroad Co. Gen. 4½s-5s, 1965
American Gas Co. Extended Notes 7s, 1920
Pere-Leviick Co. 1st Mtge. 6s, 1931
Market Street Elevated Pass. Ry. 4s, 1955
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Investors read
The Wall Street Journal

RAILROAD, INDUSTRIAL
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NEWS OF FINANCIAL WORLD—NEW YORK AND PHILADELPHIA STOCK QUOTATIONS

MARKET INTEREST SHIFTS TO THE RAILROAD SHARES

Movement Lacked Vigor, Being Handicapped by Tight Money Conditions and Holiday Influences

New York, Dec. 22.—The shifting of activity to the railroad division supplied the most interesting development of today's stock market. The movement was not very vigorous, but nevertheless reflected a decided change for the better in stock market sentiment.

The trading in this long-neglected and much-abused section of the market was favorably influenced by the passage of the Cummins bill by the Senate on Saturday and by the expectation of fair treatment for the country's carriers by the creation of a compromise bill by the joint House and Senate conference which begins tomorrow. Neither the Cummins bill or the Esch bill are acceptable to the railroad or financial community. Out of the two, however, there is confident belief there will be created a measure which will give the transportation industry a fair deal.

The rise in the rails and most substantial among such shares as St. Paul common and preferred, Baltimore and Ohio common and preferred, Southern Railway preferred, Perre Marquette and New Haven, where gains of one to two points ruled.

From the outset the market ran counter to two distinct restraining factors. First in the stringent money market conditions, which was again forcibly brought to the attention of the market community by Saturday's very unfavorable bank statement. Still further confirmed by the knowledge of further heavy calling of loans by the banks today, a step made necessary to restore the surplus reserve, and again, in the stiffening of the renewal call loan rate to 7 per cent. The other was to be found in the familiar holiday influences, which were strongly in evidence throughout the entire session.

With the early forward movement in the rails, the shipping shares also developed notable strength. The steel group, too, were taken up, but there appeared to be quite a good deal of profit-taking in the industrial section under the cover of the strength of the rails. Most of the gains, however, in all parts of the list were forfeited before noon, around which period, the market settled into a narrow rut awaiting the convening of the Supreme Court. The failure of that high court to hand down any of the expected important financial decisions, prices began to sag again as the tightness of the money market became more apparent.

NEW YORK BOND SALES

Summary of the Individual Transactions on the New York Exchange

Am Smelt & Ref 5s	Chi & Gt West 4s	6000 .... 52½	P S & L Erie cv 22
5000 .... 84⅛	10000 .... 51¼	5000 52	5000 86
Am Tel & Tel 4s	2000 .... 51½	2000 .... 52½	P Marquette 4s
5000 .... 78⅝	2000 52	2000 .... 52¼	10000 67
Am Tel & Tel 5s	3000 .... 51⅞	15000 52	P Marquette 5s
1000 .... 79¾	2000 52	2000 .... 52¼	21000 .... 84⅞
Am Tel & T 1 6s	Chi M & St P Dub	5000 52	Pub Ser C of N J 6s
1000 .... 98⅞	5000 62	5000 52	10000 .... 58½
Am Writ Paper 7s	Chi M & St P 4s 25	3000 52	Reading R R 4s
4000 .... 83⅞	4000 .... 69⅞	3000 .... 52¼	5000 .... 78½
Arm'o-French 5s	1000 .... 69⅞	7000 .... 52¼	5000 .... 78⅝
3000 .... 95½	4000 52	4000 52	10000 .... 79¼
2000 .... 95½	Chi M & St P cv 4½	10000 52	Rdg Jersey Ark & L 4½s
13000 .... 95⅝	2000 .... 64½	1000 .... 51¾	3000 60
26000 .... 95⅝	7000 .... 63½	30000 52	2000 .... 60¼
4000 .... 95½	10000 .... 64⅝	5000 .... 51¾	Seaboard Air L 1d
40000 .... 95½	10000 .... 64⅝	10000 52	2000 39
125000 .... 95⅝	8000 .... 64½	12000 52	3000 .... 38½
5000 .... 95⅝	5000 65	Iowa Central RR 4s	3000 39
182000 .... 95⅝	5000 .... 64½	2000 36	3000 .... 38½
Arch T & S F ad.	20000 .... 64½	K C Ft S & M 4s	5000 .... 38¾
1000 .... 67½	1000 .... 64⅝	7000 .... 63⅝	10000 .... 38⅝
1000 68	10000 .... 64⅝	1000 .... 63¾	Seaboard Air L 5s
Arch Top cv S F 4s	2000 .... 64½	Kan City Southern 4s	10000 .... 35⅛
10000 77	5000 64	3000 .... 72½	3000 .... 35⅛
10000 .... 77⅛	5000 .... 64⅝	10000 .... 72½	1000 .... 33⅛
6000 .... 77½	15000 .... 72½	15000 .... 72½	4000 35
2000 .... 77½	3000 .... 64⅝	5000 .... 72¼	1000 35
Atl Coast Line 4s	Chi M & St P cv 5s	K City Ter Rly 4s	23000 35
5000 .... 77½	10000 65	3000 71	2000 .... 35⅝
B & O Pitt L E & W Va System 4s	10000 .... 65⅝	L & M S 4s 31	5000 35
5000 .... 53½	1000 65	22000 .... 82¼	Southern Pacific 4s
B & O So W 3½s	2000 .... 65¼	6000 82	2000 .... 76⅝
13000 72	15000 .... 65¼	20000 82	5000 .... 76⅝
1000 82	23000 65	Liggett & Myers 7s	3000 .... 76⅝
Baltimore & Ohio cv	7000 .... 65¼	10000 110	10000 .... 76½
15000 59	M & St P gm 4½s	Louis & Nashv 4s	8000 .... 76½
8000 59	5000 .... 74¾	2000 .... 80⅞	Southern Pacific 4s
1000 .... 59½	Chi M & St P 1st 4½s	Man Ele Ry Std 4s	5000 .... 70⅛
1000 .... 58⅞	3000 .... 55¼	1000 .... 58½	South Pacific cv 4s
5000 59	5000 .... 55½	Manhattan Rwy 4s	5000 79
5000 59	8000 .... 56¾	5000 .... 58¾	1000 .... 78¾
5000 .... 59½	7000 57	Midvale Steel Co 5s	3000 .... 78¾
2000 .... 59½	4000 57	5000 .... 81½	South Pacific cv 4s
5000 .... 59½	4000 57	2000 82	10000 105
10000 .... 59⅞	11000 57	Minn & St Louis 4s	20000 .... 104½
5000 60	Chi & N W 5s of 87	2000 .... 35⅞	1000 105
17000 60	2000 .... 97⅞	1000 .... 35½	Southern Railys 4s
15000 60	Chi & N West gm	1000 .... 36½	20000 .... 59¾
10000 .... 60¼	5000 77	Mo San & Tex 4s	15000 60
20000 .... 59½	5000 .... 77¼	5000 .... 58⅝	5000 .... 59⅝
10000 60	Chicago Rwys Co 5s	5000 .... 58½	1000 .... 59¾
15000 .... 59⅞	1000 .... 63⅞	10000 59	2000 .... 59¾
10000 .... 59½	2000 .... 63⅞	Mo Pacific 4s	Southern Railys 5s
1000 60	Chi R I & Pacific 1d	8000 .... 61¼	19000 .... 85¼
5000 .... 60½	8000 67	Mo Pacific gm 4s	4000 .... 85½
17000 60	5000 67	6000 57	Sparta 4s
3000 .... 59⅞	2000 67	20000 57	5000 74
3000 .... 60½	3000 .... 67⅛	10000 57	St L I M So Ry
2000 .... 59¾	19000 67	1000 57	5000 .... 73½
2000 .... 59½	Chi R I & Pacific 4s	2000 .... 56¾	St L I M & S R & Gulf Div 4s
1000 59	7000 72	N Power Co 5s	1000 .... 47¾
Balt & Ohio 3½s	Chi Union Sta 4½s	3000 84	St L & San Fran
3000 .... 81⅞	1000 81	N O Tex & Mex 6s	2000 .... 42¼
Baltimore & Ohio 4s	City of Bordeaux 6s	5000 .... 95½	45000 .... 42¼
5000 65	1000 .... 92⅝	N Y C & H R R 3½s	2000 .... 42½
1000 65	City of Paris 6s	3000 68	4000 .... 42½
2000 65	5000 .... 92½	N Y C & HR RR 4s	3000 .... 42½
3000 .... 64½	1000 .... 92⅝	1000 .... 78⅛	5000 .... 42½
4000 .... 64½	2000 .... 92⅝	1000 .... 79½	2000 .... 42½
1000 65	1000 .... 92½	N Y C & H R RR 6s	3000 43
1000 65	City of Tokio 5s	2000 .... 90¼	2000 .... 42½
9000 64	5000 .... 57½	5000 .... 90⅛	St L & San Fran 4s
Baltimore & Ohio 5s	C C C & St L gm4s	10000 .... 90½	1000 58
5000 .... 59½	1000 .... 60⅝	20000 .... 90½	2000 .... 58¼
3000 59	4000 .... 60¼	1000 .... 90¼	1000 .... 58½
6000 60	Col & Sou Rly 4½s	18000 .... 90½	1000 .... 56⅝
2000 59	3000 .... 72½	23000 .... 90½	St L & San Fran A
2000 .... 59½	2000 .... 72½	5000 .... 90¼	5000 57
3000 .... 60½	2000 .... 72½	5000 .... 90½	2000 57
10000 .... 61½	10000 .... 72½	2000 .... 90½	2000 .... 56¾
5000 61	1000 .... 72½	9000 .... 90½	30000 .... 56¼
4000 61	Consol'd Gas Co cv	3000 .... 90¼	5000 57
2000 62	2000 .... 99⅝	9000 .... 95¼	1000 .... 56¾
2000 .... 62½	Den & Rio Grand 4s	20000 .... 90⅝	2000 .... 56¾
10000 .... 61⅝	1000 .... 64⅞	N Y Gas Heat & Elec L & P Co 4s	30000 57
10000 .... 61¼	4000 65	3000 .... 61½	1000 .... 56¾
1000 60	Dom of Canada '21	5000 .... 61¼	20000 57
5000 62	1000 .... 97½	10000 .... 61¼	St L & San Fran B
2000 .... 61¾	Dom of Canada '26	N Y Gas & Elec L H & Power Co 5s	4000 60
2000 .... 61½	2000 .... 93¼	3000 .... 81½	St L & So West cn
Baltimore & Ohio 6s	E Rail Road 4s	N Y N H & Hart 6s	5000 .... 52¼
25000 .... 85¾	2000 .... 52¾	10000 67	St L & So W RR 4s
Beth Steel Corp 1d	8000 .... 52⅞	4000 .... 60½	5000 .... 60½
2000 .... 85½	10000 .... 52¾	10000 .... 66½	Third Ave Rly 4s
1000 .... 85⅝	Erie General Lien	N Rwys ct 4s	5000 .... 49⅝
Beth Steel 5s of '36	14000 43	10000 .... 36⅝	9000 .... 49⅝
1000 .... 84¼	26000 .... 42½	N Railways 4s	3000 50
Brk & 7th Av R cn	Erie Rail Rd cv B	5000 .... 31¼	10000 .... 49½
1000 .... 46¼	5000 36	New York Rwys 5s	4000 50
Brk Union Elev 1st	10000 .... 35½	15000 7	5000 50
80000 .... 60¾	5000 35	15000 7	5000 50
Bush Terminal 5s	Erie Rail Rd cv D	N Railways ct 5s	8000 50
3000 .... 79⅝	1000 38	10000 7	U K of G B & I 21
Canada Southern 5s	10000 38	Telephone 4½s	1000 .... 95½
5000 86	5000 .... 38½	1000 .... 80¼	15000 .... 95½
Cent of Georgia 6s	3000 38	4000 80	Untd K of G B & I cts of '22
5000 .... 94⅝	1000 .... 38¼	5000 .... 80⅝	19000 .... 96½
10000 92	10000 38	N Y Telephones 6s	5000 .... 96½
4000 92	F E Coast Ry 4½s	6000 .... 95⅝	25000 .... 96⅝
Central Leather 5s	8000 77	N Y W C & R 4½s	25000 .... 96⅝
1000 95	Great North Ry 1st	10000 .... 34⅞	U K of G B & I cts of '29
9000 95	2000 82	7000 35	10000 .... 95⅛
2000 .... 95½	Hocking Val 4½s	2000 35	10000 .... 95⅛
Central Pacific 1st	1000 69	Nor & West cv 6s	25000 .... 95⅛
1000 75	Hud & Manhat 1n	5000 .... 103½	1000 .... 95⅛
6000 75	5000 .... 15½	5000 .... 103¾	10000 .... 95¼
2000 75	Hud & Manhat fd	Northern Pacific 3s	25000 .... 95¼
3000 .... 75¼	10000 57	4000 54	2000 95
Ches & Ohio 4½s	5000 .... 57½	1000 54	21000 95
3000 .... 71½	1000 .... 57½	2000 .... 54½	U K of G B & I 37
Ches & Onto cv 4½s	3000 57	15000 .... 54¾	3000 88
1000 .... 72½	1000 .... 57½	Northern Pacific 4s	5000 .... 87⅞
1000 .... 72¾	Illinois Central fd	15000 .... 76½	1000 .... 87⅞
2000 .... 72⅝	3000 76	25000 77	3000 88
1000 .... 72¾	5000 .... 76¼	O R R & N Co 4s	6000 88
22000 .... 72¼	5000 77	1000 .... 59⅞	10000 88
4000 .... 72⅝	5000 .... 76¾	1000 60	27000 .... 87¾
1000 73	1000 .... 76½	Pac Gas & E Co 5s	1000 88
10000 73	5000 .... 76½	1000 .... 81½	7000 .... 87¾
6000 73	5000 .... 76½	1000 .... 81½	5000 .... 87¾
4000 73	5000 .... 76¾	4000 .... 81¾	66000 .... 87⅝
11000 73	5000 77	25000 90	5000 .... 87¾
2000 73	1000 77	Penna R R gm 4½s	1000 .... 87⅞
5000 73	Ill Cent 4s of 53	28000 81	Union Pacific RR fd
Chesapeake & Ohio 5s	3000 .... 69½	5000 .... 81¼	5000 .... 77½
10000 .... 78½	Illinois Central 5½s	1000 81	10000 77
10000 .... 78½	1000 .... 91½	15000 .... 81½	25000 .... 77¾
10000 78	1000 .... 92½	25000 .... 80⅞	Union Pacific RR 4
13000 .... 78½	2000 .... 92½	2000 .... 80¾	5000 .... 83¼
3000 .... 78⅛	1000 .... 92½	5000 81	10000 83
10000 78	Imp Jap Govt 1st	2000 81	U S Rubber 5s
10000 .... 78½	1000 .... 76½	Pennsylvania RR 5s	1000 87
10000 78	In Mer Marine 6s	10000 .... 90⅛	2000 87
13000 .... 78½	10000 93	1000 .... 90⅛	5000 .... 86½
3000 .... 78⅛	Inter Met Co 4½s	5000 90	1000 87
10000 78	6000 17	10000 90	1000 87
10000 .... 78½	Interb Met Co 4½s	2000 .... 90¼	4000 87
1000 .... 78¾	2000 .... 17¼	2000 90	7000 87
2000 .... 78¼	4000 17	10000 .... 90⅛	U S Rubber 7s
25000 .... 78¼	5000 17	2000 90	1000 103
10000 78	36000 17	10000 90	U S Steel Corp 5s
5000 .... 78¼	45000 17	8000 .... 90¼	1000 .... 97½
5000 .... 78⅝	Int Rap Transit fd	Peoria & East 1st	2000 97
Alton	1000 52	5000 .... 51⅞	2000 97
10000 .... 30¼	3000 .... 52¼	3000 .... 51¾	
8000 31	6000 .... 52⅝		
C B & Quincy 4s	5000 .... 52¼		
11000 .... 95¼	1000 52		
[illegible]	5000 .... 52⅝		
3000 95	2000 52		
[illegible]	25000 .... 52¼		

NEW YORK STOCK EXCHANGE TRANSACTIONS

Sales	Div. in $		High	Low	1:30 Last	Net Chge.
200	..	Adams Express	31	31	31	+ ¼
500	..	Advance Rumely	42¾	42	42	− ⅞
200	6	Ajax Rubber	83¾	83¾	83¾	+ ¾
600	..	Alaska Gold Mines	1¾	1¾	1¾	+ ⅛
100	..	Allis-Chalmers	46	46	46	..
100	8*	Am Agric Chem	92	92	92	..
300	8	Am Beet Sugar	95	95	95	− ½
3000	..	Am Can	54⅞	54¼	54⅞	+ ⅛
100	7	Am Can pf	99	99	99	− ½
1400	2	Am Car & Fndry	139½	138¾	139½	+ ½
700	4	Am Cotton Oil	48½	48	48	..
500	.80	Am Druggist Syn	12	11⅞	12	+ ½
200	..	Am Hide & Leather	25	25	25	+ ¼
200	7	Am Hide & Leath pf	117	117	117	..
100	..	Am Ice	47¼	47¼	47¼	+ ⅛
6400	6	Am Internat Corp	111¾	110	110	− ¼
300	3	Am Linseed	68½	68¼	68¼	− ¼
100	7	Am Linseed pf	92¾	92¾	92¾	+ ¼
3700	6	Am Locomotive	96	95	96	+ ⅞
800	..	Am Malt & Gra'n	44½	44½	44½	− 1
2600	..	Am Ship & Commerce	29	28	28	− ¾
500	4	Am Smelt & Ref	68⅜	68½	68½	− ¼
200	7	Am Smelt & Ref pf	96½	96¼	96½	+ ½
100	6	Am Smelt Sec A	80	80	80	..
1600	3	Am Steel Foundries	45⅜	45	45	..
100	10	Am Sumatra Tob	96⅞	96⅞	96⅞	+ 1
1300	8	Am Tel & Tel	98⅜	98¼	98¼	..
1900	..	Am Tob Sec temp ctfs	69⅛	68⅝	69⅛	+ ⅞
100	6	Am Tobacco pf new	4¾	94¾	94¾	− ⅛
1300	7	Am Woolen	128¼	127½	127½	..
200	7	Am Woolen pf	103½	103½	103½	+ 1¾
100	..	Am Writing Paper pf	55½	55½	55½	+ ¾
100	..	Am Zinc Lead & Sm	16⅜	16⅜	16⅜	− ½
5400	4	Anaconda Copper	58¼	57⅞	57⅞	− ¾
100	..	Assets Realization	6	6	6	− ½
200	..	Asso Dry Goods	61¼	61	61¼	+ 1¼
3100	6	Atch Top & Santa Fe	85½	84	85½	+ 1½
400	5	Atch Top & S F pf	78½	78⅜	78⅜	..
100	..	Atlanta Birm & Atl	7¾	7¾	7¾	+ ¾
300	7	Atlantic Coast Line	92¾	92⅝	92¾	+ ¾
3600	10	Atl Gulf & W I S S	176½	173½	176½	+ 2¾
500	..	Auto Sales C tem ctfs	19½	19½	19½	− ¼
19000	3.50	Baldwin Locomotive	111½	109¼	109¼	− 2⅞
200	7	Baldwin Loco pf	101¼	101	101	− ½
7200	..	Baltimore & Ohio	34⅛	32	32	− ¾
1400	4	Baltimore & Ohio pf	49¼	47	49¼	+ 2⅛
100	7	Barrett pf	111	111	111	− ¾
400	..	Bethlehem Motors	29	28⅝	28⅝	− ⅛
1400	..	Bethlehem Motor rts	¼	¼	¼	− ⅛
500	7	Bethlehem Steel 7%	95	94½	95	+ 5
100	8	Bethlehem Stl 8% pf	112	112	112	+ 1
8200	5	Bethlehem Steel B	95⅜	94	94	− 1⅜
200	..	Booth Fisheries	13½	13½	13½	+ ½
500	3	Brooklyn Edison	87½	86	86	+ ½
400	8	Bklyn Rapid Transit	13⅝	13⅝	13⅝	+ ⅛
400	..	Brooklyn Union Gas	57	55	57	+ 7
200	..	Butterick	26	26	26	− 2
600	.50	Butte Copper & Zinc	9⅛	9⅛	9⅛	+ ⅛
500	..	Butte & Superior Cop.	26⅜	25¼	25¼	− ¾
400	..	Caddo Central O & R.	21	21	21	..
100	4	California Packing	80	80	80	..
1400	10	Canadian Pacific	132¾	131¾	131¾	− 1
100	..	Canada & Southern	42	42	42	+ 6½
200	2	Calumet & Arizona	63⅜	63⅜	63⅜	+ 3
150	7	Case J I Thresh M pf	99½	99	99	+ ½
500	5	Central Leather	95	94¾	94¾	+ ⅛
100	7	Central Leather pf	108	108	108	− ¼
700	4	Cerro de Pasco Cop.	56⅜	55½	55½	− ⅝
300	8	Chandler Motors	123	123	123	..
700	4	Chesapeake & Ohio	57	56½	57	+ 1
300	..	Chi & E I pf E T ctfs	5	4½	5	+ ½
1200	..	Chicago Gt Western	8⅝	8	8⅝	+ 1
800	1	Chi Gt Western pf	23¾	23½	23¾	+ 1
2000	..	Chi Mil & St Paul	39⅞	38¼	38¼	..
4300	..	Chi Mil & St Paul pf	59½	54½	56½	+ 2⅜
300	7	Chi & Northwestern	90¾	87¼	88¾	+ 1⅜
3200	..	Chi Rock Isl & Pac	27½	26½	27½	+ 1½
300	6	Chi R I & Pac 6% pf	60¾	60¾	60¾	− ¾
1000	..	Chile Copper	19	18¾	18¾	+ ¼
400	3	Chino Copper	36	35½	36	..
400	..	Clev Cin Chi & St L	48¼	46	48¼	+ 2¼
1000	6	Cluett Peabody	96	93¼	96	+ 1
100	..	Coca-Cola	39½	39½	39½	− ⅛
400	3	Colorado Fuel & Iron	41¼	40¾	40¾	− ¼
100	..	Colo & Southern	22	22	22	+ 1¼
1050	4	Columb Gas & Elec	63	59⅛	59⅛	− 2⅞
2200	1	Col Graphophone	59⅜	58	58	− ¼
1500	7	Consolidated Gas	84½	83½	84½	+ 1½
200	3	Consolidated Textile	31¼	31¼	31¼	+ ¼
300	..	Con Textile rts	½	½	½	+ ⅛
700	..	Continental Candy	13¼	13	13	− ½
300	..	Con Interstate Cal M	18½	18½	18½	− ½
1000	..	Corn Products Ref	85	85	85	− ½
4700	12	Crucible Steel	218	212	212	− 3
900	..	Cuba Cane Sugar	51⅜	50⅝	50⅝	− ¼
400	7	Cuba Cane Sugar pf	83¾	83½	83½	− ⅝
700	9	Delaware & Hudson	97	96½	96½	− 3¼
200	10	Del Lack & Western	190¼	190	190	+ 4
100	..	Denver & Rio Grande	6⅝	6⅝	6⅝	− ⅝
1400	..	Denver & Rio G pf	14½	14	14	..
200	1	Dome Mines	13⅛	13⅛	13⅛	+ ⅛
1900	..	Erie	13¾	13¼	13¼	+ ⅛
1800	..	Erie 1st pf	20¾	20⅜	20¾	+ ¼
500	..	Erie 2d pf	14⅝	14⅜	14⅜	− ⅛
4400	8	Famous Players-L	89¾	82⅞	89¾	+ 2¾
100	7	Fisher Body pf	105	105	105	..
2000	..	Fisk Rubber	4⅛	4⅛	4⅛	− ⅛
1300	..	Gaston Wms & Wig	18⅝	18	18	− ½
700	6	General Cigar	73	71⅝	71⅝	− ½
1200	8	General Electric	168¼	166	168¼	+ 2¼
3300	12	General Motors	338	330⅜	330⅜	− 6⅞
100	6	General Motors deb	86½	86½	86½	..
1000	4	Goodrich B F	80¼	79¾	79¾	− ⅜
200	..	Granby Consol M & S	49⅛	49⅛	49⅛	− ⅜
200	..	Gray & Davis	48¼	48¼	48¼	− ½
6400	7	Great Northern pf	79¾	78½	78½	− ¼
800	4	Gt Northern Ore Ctfs	39⅛	38¼	39⅛	+ 1¼
400	..	Greene Cananea Cop	34	33¾	33¾	− ⅛
300	7	Gulf States Steel	70¼	70¼	70¼	..
100	6	Homestake Mining	71	71	71	..
6100	7	Illinois Central	88	87	87	− 1
1190	6	Inspiration Con Cop	52½	52	52	..
700	..	Interboro Con Corp	3⅛	3¼	3¼	− 1⅛
100	..	Inter Con Corp pf	12¾	12¾	12¾	..
100	..	Int Agricul Corp	19¾	19¾	19¾	..
100	5	Int Agricul Corp pf	80⅞	80⅞	80⅞	+ ¼
100	7	Int Harv pf new	114	114	114	..
1600	..	Int Mer Marine	49⅜	48⅝	48⅝	− ⅞
2600	6	Int Mer Marine pf	108¾	108	108	− ½
5100	..	International Nickel	22⅜	22⅜	22⅜	+ 1⅛
1000	..	International Paper	75⅞	74⅝	74⅝	− ⅜
800	..	Iron Products Corp	39¼	38	38	− 1⅛
100	7	Jewel Tea pf	39⅞	39⅞	39⅞	− ⅛
300	2	Jones Bros Tea	26¼	26	26	+ ⅛
300	..	Kan City Southern	16	15¾	16	+
100	4	Kansas City So pf	45½	45½	45½	+ 1¼
400	4	Kelly-Spg Tire	137¾	137	137