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U. S. Public Service 6s, 1927
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RAILS CARRIED UP THE ENTIRE LIST

Short Covering and Repurchases by Tax Dodgers Kept Market Lively

New York, Dec. 29.—The line of cleavage the railroads and the industrials was more definitely drawn in today's stock market than at any time since last August when the propaganda for reviving interest in the railroad shares was inaugurated. Not only was the line of demarcation tightly drawn, but the strength of the rails was of sufficient influence to carry the whole list up with them thereby turning an early reactionary tide into a strong upward current.

Conditions within the market itself rather than any change in the economic situation or outside events was responsible for the reversal of the temper of speculation. There seemed to be a combination of liberal short coverings and rebuying by some who recently sold for the purpose of establishing profits, and who apparently, entertined grave fears of the market getting beyond their reach, and therefore were too timid to defer these repurchases until after the new year which action seems to have very generally advised by the legal fraternity.

The covering of shorts which was quite extensive in turn was influenced partly by the overcrowding of the bear ranks, and partly in the absence of renewed selling pressure and inability to force a general selling movement after the irregular opening. As the demand soon overtook the supply the upward movement gained considerable momentum, especially when the short covering became more urgent as prices ounted to the higher levels.

It was distinctly a rail market, as activity and interest converged in that division of the market and the buoyancy of the group as a whole was entirely responsible for the spirited rebounds made by the equipments and also the steel shares.

New low records were made by two leading issues in the initial stages. Atlantic Gulf fell 4¼ points, to 89, and Crucible Steel declined 1½, to 70¼. United Fruit, Mexican Petroleum, General Electric, Consolidated Textile, Great Northern and New Haven comprises the other heavy shares. European oils were again strong, however, Royal Dutch rising 5⅝ on the announcement of 15 per cent interim dividend, and Shell Transport 1 point.

The market reversed its course within the first hour, responding generally to an active demand for the better type of rails. Southern Pacific rose 2½ points, Northern Pacific, Reading and Lehigh Valley, 2 each, and Atchison, St. Paul preferred, "Soo," Norfolk and Western, New York Central, Baltimore and Ohio and Southern Railway, 1 to 1½. Crucible rallied 4 points, Atlantic Gulf, 2, and Mexican oils gained 1 to 2 points. Decided strength was shown by equipments, especially American and Baldwin Locomotives. Wells Fargo rose 3 points, American Express, 3½, and food and motor specialties were materially better.

LOCAL MARKET HAD MUCH BETTER TONE

Further Heavy Selling in Spots, but Offerings Were Readily Absorbed

Whether it was purely in sympathy or not with the recovery movement in the big market, the tone of today's local market was decidedly better. Price movement was again mixed, but altogether the level of values was better sustained. The market, in all events, exhibited much better absorption powers, for there was evidently still further selling for establishing of tax losses. This, at least, was suggested in the continued unusually large dealings in such stocks as United Gas Improvement, Pennsylvania Railroad and Philadelphia Rapid Transit. Of the three Rapid Transit was the only weak spot, declining to 13½.

Pennsylvania Railroad, with the other railroads was exceptionally strong. The rise in Lehigh Valley coming in for more attention because of the wide distribution of the bullish tip on that stock. Almost every house on the street before the opening was tipped off and nearly every tipster known and unknown had the same dope. This assertion does not mean to belittle the movement, but it was nevertheless curious that so many big minds should run in the same channel.

Dealings in the other local stocks were somewhat limited. The contraction, however, was more than offset by the continued widening dealings in the socalled New York stocks, which altogether imparted a broadening aspect to the market operations. Substantial fractional gains were scored by American Stores, Electric Storage Battery, Lehigh Navigation and Philadelphia Traction. On the other hand, there was slight shading of Philadelphia Electric common, West Jersey and Seashore, Alliance Insurance, American Gas, American Railways preferred, Lake Superior and Pennsylvania Salt.

Philadelphia Stocks

Sales		High	Low	1:15 p. m.	Net chge.
5	Alli Insur	10	10	10	— ¾
230	Am Stores	44¾	44½	44¾	+ ¾
10	Am Gas	28⅞	28½	28½	— ½
30	Am Leather pref	15	15	15	— ⅛
1004	Am Pipe	4½	4½	4½	— ⅛
292	Elec Stor Bat	88½	87½	88½	+ 1½
1100	Lake Sup	7⅞	7½	7⅞	— ⅛
159	Leh Nav	65	64½	65	+ ½
226	Leh Val	54⅝	54	54⅝	+1⅜
200	New Cons	8⅝	8⅝	8⅝	+ ⅛
1400	Pa R R	39½	39⅛	39⅛	— ⅜
40	Pa Salt	64	64	64	— ¾
200	Phila Co	32½	32½	32½	..
40	do cm pf	30	30	30	..
72	Phila Elec	21½	21¼	21½	..
113	do pref	27	26⅞	27	+ ⅛
150	Phila R T	13⅞	13⅝	13⅝	— ⅜
163	Phila Trac	51	49½	50	+ ½
200	Rit Cons	11¼	11¼	11¼	— ¼
5	Tonopah	8⅞	8⅞	8⅞	+½
100	Tono Bel	1⅞	1⅞	1⅞	+ ⅛
400	Tono Min	1¼	1¼	1¼	+ ⅛
2750	U G I	26½	26½	26¾	..
9	do pref	50	50	50	..
25	W Jer & S	34⅞	34⅞	34⅞	— ⅛
1	York Ry pref	31	31	31	— 1

Net change in this column in comparison with last sale on New York Stock Exchange.

Sales in $		BONDS High	Low	1:15 p. m.	Net chge.
2	Con Trac N J 5s	61	61	61	— 5
1	Elec & Peo Tr 4s	53	53	53	..
1	Lak Sup Im 5s	41	41	41	— 3
6	Lehigh Val gen 4½s	76½	76¼	76¼	..
4	Lib Bonds 2d 4¼s	84.12	84.00	84.02	—.02
193	3d 4¼s	87.32	87.30	87.32	+.03
10	4th 4¼s	84.88	84.82	84.88	+.02
1½	Vic N 4½s	95.10	95.00	95.10	+.16
1	10 Phila Elec 1st 5s	81	81	81	+1¼
1	Span-Am Ir 6s	95	95	95	..

NEW YORK STOCK EXCHANGE TRANSACTIONS

Sales	Div. in $		High	Low	1:30 Last	Net Chg.
200	..	Adams Express	2o	25	25	+ 2½
100	..	Advance Rumely	14½	14½	14½ +	⅜
100	6	Advance Rumely pf	45½	45½	45½	..
200	4	Ajax Rubber	24¾	24¾	24¾ —	¼
1700	..	Alaska Gold Mines	¾	⅜	¾ —	¼
400	..	Alaska Juneau G M	⅞	⅞	⅞	..
400	..	Allied Chem Dye	42½	42½	42½ —	¾
200	4	Allis-Chalmers	28½	28½	28½ +	½
400	8	Am Agric Chem	54½	54½	54½ +	⅛
200	8	Am Beet Sugar	38½	38	38½ +	1¼
300	10	Am Bosch Magneto	48½	48	48 —	¼
300	..	Am Can	23	22⅞	23 +	⅛
435	7	Am Can pf	77	76¼	76¼ —	¾
100	12	Am Car & Fdy	116¾	116¾	116¾ —	¾
100	..	Am Cotton Oil	16½	16½	16½	..
300	80	Am Drug Syn	6⅝	6⅝	6⅝ —	⅛
200	6	Am Express	123¼	123¼	123¼ +	3¼
700	..	Am Hide & Leather	6¾	6⅜	6¾ +	⅜
100	7	Am Hide & Leather pf	38½	38½	38½ +	⅛
100	4	Am Ice	39	39	39 +	1
100	6	Am Ice pf	54	54	54 +	1
800	..	Am Internat Corp	32	31½	31½ —	⅛
100	1	Am-La France Eng	8⅞	8⅞	8⅞	..
200	3	Am Linseed	45¼	44¾	45¼ +	¼
100	7	Am Linseed pf	81	81	81 —	5
300	6	Am Locomotive	79	78¾	78¾ +	1¾
3230	..	Am Safety Razor	7	6⅝	7 +	½
300	..	Am Ship & Com	8¼	8¼	8¼ —	¼
1890	4	Am Smelt & Ref	31½	30⅝	31½ +	¼
300	7	Am Smelt & Ref pf	66½	66	66½ +	1⅜
500	8	Am Steel Foundries	28½	28⅛	28½	..
230	7	Am Sugar Ref	89	88¾	89	..
200	10	Am Sumatra Tob	70½	70½	70½ —	⅜
500	8	Am Tel & Tel	94½	94½	94½	..
100	12	Am Tobacco	108⅞	108⅝	108⅞ —	⅛
100	12	Am Tobacco B	107	107	107 +	⅜
100	6	Am Tobacco pf new	86¾	86¾	86¾ —	⅛
3600	7	Am Woolen	56¾	56	56	..
300	..	Am Writing Paper pf	29⅝	29½	29⅝ +	¾
100	..	Am Zinc Lead & Smlt	6⅛	6⅛	6⅛ —	⅛
3200		Anaconda Copper	31	30½	30½ —	½
100	4	Asso Dry Goods	20⅝	20⅝	20⅝ +	½
400	6	Asso Dry Goods 1st p	55	55	55 +	1
2100	6	Atch Top & Santa Fe	80⅞	80	80⅞ +	1¼
100	5	Atch Top & S F pf	76¾	76¾	76¾ +	⅛
100	..	Atlanta Bir & Atlantic	5½	5½	5½ +	¼
5570	10	Atl Gulf & W I S S	90¾	89	90¾ —	3½
100	5	Atl Gulf & W I S S pf	46½	46½	46½ —	1⅝
200	..	Austin Nicholas	8¾	8¾	8¾ +	¾
3400	7	Baldwin Locomotive	85	81¾	85 +	3⅜
100	7	Baldwin Loco pf	93	93	93 +	1
2330	..	Baltimore & Ohio	34⅞	33¼	34⅞ +	3½
100	4	Baltimore & Ohio pf	47½	47½	47½	..
200	..	Bethlehem Motors	2¼	2¼	2¼	..
200	8	Bethlehem Steel 8% pf	100	100	100	..
100	5	Bethlehem Steel B	53⅛	53⅛	53⅛ —	¼
300	..	Booth Fisheries	3⅝	3½	3½ —	¼
100	..	Brklyn Rapid Transit	9½	9½	9½ +	¼
100	..	Brown Shoe	35	35	35 —	4
100	..	Bruns Term	4⅞	4⅞	4⅞	..
400	10	Burns Bros	78½	78⅞	78 +	1
100	..	Butte Copper & Zinc	3⅞	3⅞	3⅞ —	⅛
300	..	Butte & Superior Cop	8½	8¼	8¼ +	⅛
1600	..	Caddo Central O & R	11¾	11¼	11¾ +	¼
500	6	California Packing	58½	58½	58½ +	½
*300	..	California Petroleum	25	24⅝	25	..
500	2	Cal Zinc & Lead	4¼	4	4¼ +	¼
400	4	Calumet & Arizona	40	40	40 —	⅛
3310	10	Canadian Pacific	114⅞	113¾	114⅞ +	1⅜
100	7	Case J I 1st pf	72⅝	72⅝	72⅝ +	⅝
2100	..	Central Leather	31⅞	31¾	31⅞ +	⅞
100	7	Central Leather pf	82½	82½	82½ +	¼
500	4	Cerro de Pasco Cop	24⅞	24¾	24¾ —	½
4400	10	Chandler Motors	62½	61	63 +	1¾
1400	4	Chesapeake & Ohio	58⅝	57¾	58⅝ +	¾
200	..	Chi & E Ill pf ctfs	37½	37½	37½ —	⅛
1200	..	Chicago & Gt West pf	18	17	18 +	⅝
5300	..	Chicago Mil & St P	26¾	25⅛	26¾ +	1¾
5000	..	Chicago Mil & St P pf	41¼	39¼	41¼ +	2⅛
5650	5	Chicago Northwestern	64	62⅞	63½ +	1¼
100	7	Chi & Northwestern pf	100	100	100	..
2700	8	Chi Pneumatic Tool	62¾	60½	62¾ +	2¼
5500	..	Chi R I & Pac	26¼	25	26¼ +	1⅜
600	6	Chi R I & Pac 6% pf	60	59½	60 +	⅞
300	7	Chi R I & Pac 7% pf	71¾	69½	71¾ +	2⅞
3600	..	Chile Copper	9½	8⅞	9½ +	¼
1500	1.50	Chino Copper	17½	17½	17½ +	¾
100	5	Clev Cin Chi & St L pf	60	60	60 —	1½
3100	..	Coca-Cola	20	19	20 +	1
1100	3	Colorado Fuel & Iron	25½	25	25 —	⅞
100	..	Colorado & Southern	26	26	26 +	1½
1500	5	Columb Gas & Elec	58	57	58 +	1
3500	1	Col Graphophone	9⅞	9⅝	9⅞	..
100	7	Col Graphophone pf	57	57	57 —	½
100	7	Consolidated Cigar	53	53	53	..
4700	7	Consolidated Gas	75¼	74¼	75¼ +	¼
1400	8	Consolidated Textiles	19½	18¾	18⅞ —	1⅛
3000	7	Continental Can	53	51⅞	53 +	1
500	1	Continental Candy	3⅞	3¾	3¾ —	¼
2030	4	Corn Products Ref	66⅝	65½	66⅝ +	1½
1610	2.50	Cosden & Co	28½	26¼	27½ +	¾
6100	8	Crucible Steel	74	70¼	72½ +	¾
100	7	Crucible Steel pf	82½	82½	82½ —	⅛
1700	7	Cuban Amer Sugar	28¾	27	28¾ +	1
3800	..	Cuban Cane Sugar	18½	17½	18½ +	⅝
800	7	Cuban Cane Sugar pf	58	57¼	58 +	½
200	..	Denver & Rio Grande	⅝	⅝	⅝ +	⅜
1400	..	Denver & Rio Gr pf	1⅝	1¼	1⅝ +	¼
900	1	Dome Mines	9¾	9½	9½ —	⅛
500	..	Elk Horn Coal	17	16½	17 +	1
1100	..	Emerson-Branting	6¾	5½	5½ —	1¼
1300	5	Endicott-Johnson	48¾	48¼	48¾ +	¼
400	7	Endicott-Johnson pf	84½	84⅜	84⅜ +	⅜
4300	..	Erie	13¼	12¾	13 +	⅛
800	..	Erie 1st pf	19⅝	19	19⅜ +	⅞
200	..	Erie 2d pf	13¾	13½	13¾ +	¼
1700	8	Famous Players L	46½	44½	46½ +	1½
100	8	Famous Players pf	72	72	72 +	½
100	10	Fisher Body	80½	80½	80½ —	½
135	..	Fisk Rubber	10⅛	10⅛	10⅛ —	⅛
200	..	Freeport Texas	12⅝	12¼	12⅝ —	⅜
400	..	Gaston Wms & Wig	2⅛	2⅛	2⅛ +	⅛
100	2	Gen Am Tank Car	50	50	50	..
1100	..	General Asphalt	38	36⅝	38 +	1⅝
130	..	Gen Chem c of d	117	117	117 —	1
700	6	General Cigar	52	52	52	— ½
800	8	General Electric	118	117	117 —	½
500	..	General Electric rts	3¼	3¼	3¼ —	⅛
500	1	General Motors	13⅝	13⅝	13⅝	..
300	7	Gen Motors deb 7%	76½	76½	76½ —	½
600	6	Goodrich B F	32⅝	32½	32⅝ +	⅛
60	7	Goodrich B F pf	71½	71½	71½ +	½
1200	..	Granby Consol M & M	16⅝	15⅞	16⅝ +	⅝
3100	7	Great Northern pf	74¾	72¾	74¾ +	1⅝
2000	4	Great North Ore ctfs	25⅝	25⅝	25⅝ +	⅛
200	2	Guantanamo Sug Co	11¾	11¾	11¾ +	¼
100	..	Gulf Mobile & Nor pf	24½	24½	24½ +	1
200	..	Gulf State Steel	25¼	25¼	25¼ +	½
100	..	Hendee ctfs	14	14	14 —	½
2700	..	Houston Oil	62½	61	62½ +	2⅜
1100	1	Hupp Motor Car	10⅝	10¼	10⅝ +	⅜
1100	7	Illinois Central	85¾	84⅝	85¾ +	1⅛
100	..	Indian Refining pf	82	82	82	..
1200	4	Inspiration Con Cop	28¼	28	28 —	¼
400	..	Interb Con Corp	3⅜	3⅜	3⅜	..
200	..	Interb Con Corp pf	9⅝	9½	9½	..
100	5	Int Agricul Corp pf	44½	44½	44½ —	½
1300	7	Intl Harvester new	92	89	92 +	½
400	..	Inter Mer Marine	11¼	10⅞	10⅞ —	½
2100	6	Int Mer Marine pf	49	48½	49 +	½
4200	..	Internat Motortruck	53	52	53 +	2¾
2000	..	International Nickel	12¼	12	12 —	½
100	..	International Paper	42½	42½	42½ —	⅝
200	6	Inted Paper pf stpd	70	70	70 +	½
300	..	Invincible Oil Corp	21⅝	21⅜	21⅜ +	⅛
400	..	Iron Products	27½	27½	27½	..
5300	..	Island Oil	4⅜	4⅜	4⅜ —	⅛
300	2	Jones Bros Tea	13½	13¼	13½ +	¼
400	..	Kan City Southern	18½	18½	18½ +	½
100	4	Kansas City So pf	43⅝	43⅝	43⅝ —	⅛
100	..	Kan C Ft S & M	58	58	58	..
1200	4	Kelly-Springfield Tire	23⅞	22½	23⅞ +	2⅜
200	8	Kelly-Spg T 8% pf	80	80	80 +	5
5100	2	Kennecott Copper	15½	15⅛	15⅛	..
800	1.20	Keystone T & R	7⅛	6¾	6¾ —	⅜
400	1	Lackawanna Steel	49	48½	48½	..
100	..	Lake Erie & West pf	27¼	26¼	26¼ +	1¼
200	2	Lee Rubber Tire	16⅛	16⅛	16⅛	..
2030	3.50	Lehigh Valley	54⅝	53½	54½ +	¾
1200	2	Loewe Co	15¼	15	15	..
300	..	Loft Corp	9⅝	9⅝	9⅝ —	⅛
100	12	Lorillard Tob	124	124	124 +	1½
100	7	Lorillard Tob pf	97⅝	97⅝	97⅝ —	⅛
600	7	Louisville & Nashville	97¼	97	97 —	¾
200	..	Mallinson & Co	9⅛	9	9 —	¾
100	7	Mallison & Co pf	45	45	45 —	2
100	10	Manati Sugar	65	65	65 +	1
200	7	Manhattan Elev guar	43½	43½	43½	..
100	1.75	Manhattan Shirt	16¼	16¼	16¼ +	¼
300	2	Marlin Rockwell	15⅛	14⅞	15⅛ +	⅛
100	2	Marlin-Parry	14	14	14 +	½
2100	..	Max Mot 2d pf ctfs	1¾	1¼	1½ —	⅜
400	8	May Dept Stores	66	66	66	..
10600	12	Mexican Petroleum	157½	152½	157½ +	4
1100	2	Miami Copper	15	14½	14½ —	⅜
3100	1.60	Middle States Corp	13	11¾	12 —	½
2500	4	Midvale Steel & Ord	30¼	29⅞	30¼ +	¼
400	..	Minn & St L new	11½	11½	11½ +	½
700	7	Minn St P & St S M	67½	66⅛	67½ +	1½
1300	..	Mo Kansas & Texas	2¾	2⅝	2⅝ —	¾
400	..	Mo Kansas & Texas pf	4½	4¼	4½ +	¼
5100	..	Missouri Pacific	16⅝	16¼	16⅝ +	⅞
1300	..	Missouri Pacific pf	37¾	36¼	37¾ +	⅞
200	3	Montana Power	49	49	49 +	1
1400	..	Montgomery Ward	17	16⅛	17 +	½
100	4	Mullins Body	20	20	20 —	¼
200	8	Mullins Body pf	85⅛	85	85⅛	..
900	3.50	National Acme	26½	26½	26½ +	¼
300	..	Nat An Ch ctfs	45¼	45	45¼	..
400	7	National Biscuit	96	96	96 —	1
200	7	National Biscuit pf	106½	105¼	106½ —	½
1900	7	Nat Cloak & Suit pf	60⅝	60⅛	60⅝ —	3⅜
1030	..	Nat Con & Cable	2⅞	2⅞	2⅞	..
1900	6	Nat Enamel & Stamp	45¾	45¾	45¾	..
200	6	National Lead	66⅝	66⅝	66⅝ —	⅜
100	7	National Lead pf	100¼	100¼	100¼ +	¼
1400	..	Nat R R of Mex 2d pf	5	4⅝	4⅝ —	⅛
1200	..	Nev Con Copper	8⅝	8⅝	8⅝ +	⅛
300	6	N O Tex & Mex	58	57½	58 +	1½
1010	10	New York Air Brake	70	66¾	70 +	1
4030	5	New York Central	71⅝	70½	71⅝ +	1½
100	..	New York C & St L	53	53	53	..
7300	..	New York N H & H	17	16¼	17 +	⅛
100	..	Norfolk & Southern	10	10	10	..
1230	7	Norfolk & Western	98½	97½	98 +	1
200	5	North American	49¾	49½	49¾ +	¼
12030	7	Northern Pacific	81¾	79½	81¾ +	2⅞
100	5	Nova Scotia S & C	30	30	30	..
3030	40	Okla Prod & Ref	3⅛	3	3	..
100	..	Ontario Silver Mining	4¼	4¼	4¼ —	¼
400	2	Orpheum Circuit	24¼	24	24¼ +	¼
800	..	Otis Steel	13⅛	12⅞	13⅛ +	⅛
1000	..	Otis Steel pf	72	72	72 +	2
200	3	Owens Bot Mach	44⅜	44⅜	44⅜ —	⅛
500	..	Pacific Devel Corp	11	10¾	11 —	¼
100	5	Pacific Gas & Elec	47	47	47	..
600	1	Pacific Mail	13⅝	13½	13⅝ +	1
3900	..	Pacific Oil wi	41½	31¼	41 +	1½
7500	6	Pan-Amer Petrol	74¼	71¼	73½ +	2⅜
800	6	Pan-Amer B	68	65½	68 +	2¼
400	4	Parish & Bingham	12½	12	12 —	½
6530	3	Pennsylvania R R	39⅝	39	39	..
500	..	Penn Seaboard Steel	7	6⅝	6⅝	..
1800	..	Peoples Gas Chicago	33½	33½	33½ +	¾
2000	..	Pere Marquette	16⅝	16⅜	16⅝ +	1
700	3	Philadelphia Co	33½	32½	33½ +	1
800	..	Phillips Pet	29	27⅛	29 +	1
1000	..	Pierce-Arrow Motor	17½	1.	17½ +	⅜
1030	..	Pierce Oil	10	9½	9¾ +	⅛
200	8	Pierce Oil pf	73½	73¼	73½ +	⅜
4000	5	Pitts Coal	56½	55¼	56 —	½
2030	..	Pittsburgh & W Va	28⅞	28⅞	28⅞ +	¾
400	1	Pond Creek Coal	12½	12¼	12¼ —	⅛
500	8	Pressed Steel Car	77	75	77 +	2½
1000	8	Pullman	103	102	103 +	1
3000	8	Punta Alegre Sugar	45	43⅝	45 +	1
5000	4	Pure Oil	32⅝	31⅞	32	..
100	8	Railway Steel Spring	79	79	79 +	1½
600	1.35	Rand Min Am Shares	21⅛	20¾	21⅛ +	¼
1400	1	Ray Con Copper	11½	11	11 —	½
20500	4	Reading	84¾	82¼	84¾ +	3⅛
400	2	Reading 1st pf	53	52½	53 +	2
900	2	Reading 2d pf	58	57	57¾ +	1
1000	..	Remington Typewritr	25½	25	25½ +	½
800	..	Replo Steel	32	31¼	31¾ +	¾
3000	6	Republic Iron & Steel	59⅛	58	59⅛ +	⅝
200	7	Republic Iron & Stl pf	85	85	85 +	1
9500	5.20	Royal Dutch Amer	66¾	64⅝	65¾ +	2⅞
3500	..	St Louis San Fran	22¼	20¼	22¼ +	2¼
200	..	St Louis San Fran pf	31	29½	31 +	½
15 0	..	St Louis Southwest	26¼	24¾	26¼ +	1¾
1000	..	St Louis Southwest pf	36	35¼	36 +	¾
100	1	St Joseph Lead	11⅝	11¾	11⅝ —	⅜
600	1	Santa Cecelia Sugar	5¼	5	5 +	½
1030	..	Saxon Motor	2⅝	2½	2⅝ —	⅜
400	..	Seaboard Air Line	6	5¾	6 +	¼
800	8	Sears-Roebuck	94¾	92½	94¾ +	2⅜
200	7	Sears-Roebuck pf	99¼	99¼	99¼ +	¾
100	..	Seneca Cop Corp	16	16	16 —	¼
23700	..	Sinclair Oil	22	21	21½ +	⅝
700	..	Shattuck Arizona corp	4¾	4¼	4⅝ —	⅛
1800	74	Shell Transport	42¾	41⅛	41½ +	1
300	6	Sloss-Sheff	46½	45	45½ +	1
19300	6	Southern Pacific	99⅞	96⅞	99⅞ +	3¼
31100	..	Southern Pacific rts	26¼	24¼	25⅝ +	1⅝
100	12	South Porto Rico Sug	79	79	79 +	6
6300	..	Southern Rail	22¾	21¾	22¾ +	1⅛
230	7	Stand Oil of N J pf	104