



We Own and Offer
the Following
Equipment Issues

(Various Manufactures)
Atlantic Coast Line Ry. 6½%;
Louisville & Nashville R. R. 6½%;
Chesapeake & Ohio Ry. 6½%;
Grand Trunk Ry. of Canada 6½%;
Western Maryland Ry. 7%;
Illinois Central R. R. 7%;
New York Central R. R. 7%;
Pacific Fruit Express 7%;
Southern Pacific Co. 7%;
Prices to Yield from 6.30%
to 7.00%.

**The National City
Company**

Philadelphia—1201 Chestnut St.
Atlantic City—Chalfonte Block
1225 Boardwalk

The Market Outlook

A gradual improvement in general market conditions is outlined in the latest issue of the Investor's Review. A financial summary is also given on

**U. S. Steel
Pure Oil
Pierce Arrow
American Ice
Bethlehem Steel
Endicott Johnson**

Recent changes in important issues are outlined, including Norfolk & Western R. R., General Motors, U. S. Rubber, Republic Iron & Steel, Texas Pacific Coal & Oil, etc.

Ask for a free copy

BOUREAU & EVANS
Members Philadelphia Stock Exchange

130 South 15th St.
Philadelphia

Local Office, 130 South 15th St.
West Phila. Office, 7 S. 52d Street

Wm. R. White, Manager

Phone, 46-1144

One of the Great French Railroads

has issued 6½% bonds which have been selling at from \$67 to \$64 per 1000-franc bond. This railroad (Paris-Orléans) has met all its obligations for over 85 years. Its stock is selling on the Paris Bourse at about 18½% of par. The bonds provide a fixed income and full possibilities to profit by any improvement in exchange rates on Paris.

PENNSY DOMINATED LOCAL TRADING

Much Better Absorption of Stock, but Sales Continued Heavy

in the last week, but sales were still below normal.

Local trading was

dominated by the

Peninsular and

Central Railroad.

Local trading was

dominated by the

Peninsular and

Central Railroad.

Local trading was

dominated by the

Peninsular and

Central Railroad.

Local trading was

dominated by the

Peninsular and

Central Railroad.

Local trading was

dominated by the

Peninsular and

Central Railroad.

Local trading was

dominated by the

Peninsular and

Central Railroad.

Local trading was

dominated by the

Peninsular and

Central Railroad.

Local trading was

dominated by the

Peninsular and

Central Railroad.

Local trading was

dominated by the

Peninsular and

Central Railroad.

Local trading was

dominated by the

Peninsular and

Central Railroad.

Local trading was

dominated by the

Peninsular and

Central Railroad.

Local trading was

dominated by the

Peninsular and

Central Railroad.

Local trading was

dominated by the

Peninsular and

Central Railroad.

Local trading was

dominated by the

Peninsular and

Central Railroad.

Local trading was

dominated by the

Peninsular and

Central Railroad.

Local trading was

dominated by the

Peninsular and

Central Railroad.

Local trading was

dominated by the

Peninsular and

Central Railroad.

Local trading was

dominated by the

Peninsular and

Central Railroad.

Local trading was

dominated by the

Peninsular and

Central Railroad.

Local trading was

dominated by the

Peninsular and

Central Railroad.

Local trading was

dominated by the

Peninsular and

Central Railroad.

Local trading was

dominated by the

Peninsular and

Central Railroad.

Local trading was

dominated by the

Peninsular and

Central Railroad.

Local trading was

dominated by the

Peninsular and

Central Railroad.

Local trading was

dominated by the

Peninsular and

Central Railroad.

Local trading was

dominated by the

Peninsular and

Central Railroad.

Local trading was

dominated by the

Peninsular and

Central Railroad.

Local trading was

dominated by the

Peninsular and

Central Railroad.

Local trading was

dominated by the

Peninsular and

Central Railroad.

Local trading was

dominated by the

Peninsular and

Central Railroad.

Local trading was

dominated by the

Peninsular and

Central Railroad.

Local trading was

dominated by the

Peninsular and

Central Railroad.

Local trading was

dominated by the

Peninsular and

Central Railroad.

Local trading was

dominated by the

Peninsular and

Central Railroad.

Local trading was

dominated by the

Peninsular and

Central Railroad.

Local trading was

dominated by the

Peninsular and

Central Railroad.

Local trading was

dominated by the

Peninsular and

Central Railroad.

Local trading was

dominated by the

Peninsular and

Central Railroad.

Local trading was

dominated by the

Peninsular and

Central Railroad.

Local trading was

dominated by the

Peninsular and

Central Railroad.

Local trading was

dominated by the

Peninsular and

Central Railroad.

Local trading was

dominated by the

Peninsular and

Central Railroad.