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PRICES DROOP IN STAGNANT MARKET

Favorable Influence of Reduced Discounts Offset by Discouraging Washington Advices

New York, July 21.—Overnight developments were of a distinctly constructive type, but instead of responding to these potential factors in the economic situation the market sunk deeper into the mire of inactivity. Trading was even duller than the recent sessions and the market, as a whole, did not possess the same degree of stability. On the contrary, with the further contraction in the volume of dealings there was a distinct drooping of prices. In scattering parts of the list pronounced weakness prevailed. None of the changes, however, possessed any particular significance, other than to further emphasize the narrowing limitations of the trading area.

Measured by the further reduction in discount rates, those in control of the financial arteries here and in Great Britain are apparently satisfied with the progress made in the liquidating and deflation of extended credits. The simultaneous discount rate reductions by the Federal Reserve Banks and the Bank of England may be accepted as conclusive testimony of things generally getting back to normal. The Bank of England minimum discount rate was reduced from 6 to 5½ per cent. The higher rate being maintained since June 23. The reduction, announced after the closing yesterday by the Boston, New York, Philadelphia and San Francisco Federal Reserve Banks in discounts on all classes of paper to 5½ per cent marked the third reduction during the current year and brings the rate back to a half-way point between the high and low of recent years.

An offsetting influence possibly was found in the news from Washington indicating it will be some months before any legislation on either the tax or tariff bills will be accomplished. It is beginning to look as if nothing actually will be accomplished before late in the fall. Supplementing this wet blanket on the hopes of an early revision of taxes came the reported statement by Senator Penrose that he does not look for any radical change in the tax situation. Additional restricting influences were contributed in the unfavorable earnings reported for the second quarter by the Republican Iron and Steel Co. The big deficit, however, was generally expected, being clearly foreshadowed not only by the knowledge of the low ebb of the steel industry, but also in the recent poor showing made for the same period by the Lackawanna Steel Co. Another adverse influence, particularly affecting the Mexican oil group, was the reports of fires in the Amatian oil fields in Mexico.

Following desultory covering of the shorts at the opening, the market lapsed into extreme dullness during the morning. An idea of the stagnation can be appreciated from the fact that the first hour's sales, usually the busy period of the day, fell considerably below 100,000 shares. The foreign oils, which were heavy at the outset, sustained further losses. Mexican Petroleum, Pan-American, General Asphalt and Royal Dutch declined one to two points. The steel shares and motor accessories, including the rubber issues, continued to ease. Changes among the rails were irregularly divided between fractional gains and losses.

The drooping tendency of prices attracted more attention in view of the easier money market conditions. Call money reflected the lower discount rate with the renewal rate fixed at 5½ per cent, against the recent 6 per cent rate. Foreign exchange continued unsettled.

PRICES UNCHANGED IN LOCAL MARKET

Hopes of Easier Money Conditions Strengthened by Discount Reduction

Little change was made in prices in the local market. In the first place there was very little done. The lethargy of the market was more pronounced than ever, which was to be expected in view of the virtual suspension of animation in the trading on the big board.

Considerable confusion existed concerning the local gas situation. Instead of provoking apprehension and nervousness, the rank and file apparently adopted the attitude of suspending judgment and were content to sit still and see what would turn up. This at least, was suggested in the relatively steadiness of the stock, which held at 34, unchanged from yesterday's final quotations, and also in the small amount of dealings in the stock.

In most all the other local stocks the trading was entirely perfunctory. Excepting Pennsylvania Railroad and the Philadelphia Electric issues, the transactions comprised small odd lots. Pennsylvania continued firm on the practical assurance of the maintaining of the 4 per cent dividend. Philadelphia Electric preferred reflected the same organized support, holding at 26½.

The reduction of the discount rate on all classes of paper of all maturities by the Philadelphia Federal Reserve Bank was regarded as highly significant. It also served to strengthen belief in the recent predictions of easier money market conditions in the latter part of the current month. The usually heavy July 15 disbursements of interest and dividends, together with the large Government withdrawals, were accomplished without causing even a ripple in the local money market. Most all the larger institutions are assuming a much more liberal attitude toward loan extensions and renewals. Requirements of regular customers are being satisfied without difficulty, and ample funds are being supplied to meet all demands. In brief, the atmosphere is distinctly cheerful.

CHICAGO BANK CLOSED

Michigan Avenue Trust Co. Under Examination by State Officials

Chicago, July 21.—The Michigan Avenue Trust Co. was closed this morning by State bank examiners. An examination of the books was immediately started. It may take three or four days, officials said. They disclaimed any knowledge of a shortage in the bank's accounts, and said the examination was only "routine."

Cashier Clarence A. Beutel said he knew no reason for the action of the State bank examiners. The bank is situated in the heart of "automobile row" and its depositors included both managers and mechanics from many automobile shops. An hour after the notice of closing was posted, nearly one hundred depositors, mostly from nearby garages, were gathered in front of the institution.

BANK CLEARINGS

Bank clearings compared with corresponding days last two years:

	1921	1920	1919
Phila.	$61,000,000	$88,002,583	$70,289,832
N. York	541,500,000	885,833,046	802,749,213
Boston	46,657,557	60,722,013	51,850,008

NEW YORK STOCK EXCHANGE TRANSACTIONS

Sales	Div. in $		High	Low	1:30 Close	Net Chge.
100	..	Adams Express	42	42	42	..
100	7	Allied Chem & Dye pf.	88½	88½	88½ +	½
500	4	Allis-Chalmers	32	31¾	31⅞ +	⅛
100	7	Allis-Chalmers pf	72	72	72	..
100	..	Am Bosch Magneto	33½	33½	33½	..
100	12	Am Car & Fdy	124½	124½	124½ +	½
100	..	Am Drug Syn	4¾	4¾	4¾ +	¼
900	..	Am Hide & Leather pf	52⅞	52	52 +	¼
200	4	Am Ice	56½	56	56½ +	1½
500	..	Am Internat Corp	32½	32½	32½ −	1
100	1	Am-La France Eng	9	9	9	..
100	6	Am Locomotive	82¾	82¾	82¾ +	¾
500	..	Am Safety Razor	4½	4	4½ +	½
700	..	Am Ship & Com	6⅞	6⅝	6⅝ −	⅛
300	..	Am Smelt & Ref	36¾	36⅝	36⅝ −	⅝
100	3	Am Steel Foundries	26	26	26	..
900	7	Am Sugar Ref	67⅞	67⅛	67⅞ +	⅛
500	8	Am Sumatra	47¾	46¾	46¾ −	¾
4600	9	Am Tel & Tel	104	103¾	103¾	..
500	12	Am Tobacco	122¾	121½	121½ −	⅝
1500	7	Am Woolen	69	68½	68½ +	¼
100	..	Anaconda Copper	37¼	37¼	37¼	..
100	6	Asso Dry Goods 1st pf	62½	62½	62½ −	1¼
700	6	Atch Top & Santa Fe	83½	83	83 −	⅝
300	5	Atch Top & S F pf	78½	78½	78½	..
800	..	Atlantic Fruit	5	4½	4⅞ −	⅛
6800	..	Atl Gulf & W I S S	21½	20½	21 −	½
200	7	Atlantic Refining pf	104¾	104¾	104¾ +	1¾
2100	7	Baldwin Locomotive	76½	75½	75½ −	½
100	7	Baldwin Loco pf	97	97	97	..
800	..	Baltimore & Ohio	39	38¼	38¼ −	¾
400	4	Baltimore & Ohio pf	51	50⅞	50⅞ −	⅜
2300	5	Bethlehem Steel B	46¾	46½	46½ −	⅝
100	..	Brklyn R T ctfs of dep	6⅝	6⅝	6⅝ −	⅜
100	..	Butte Copper & Zinc	4½	4½	4½	..
100	6	California Packing	57⅞	57⅞	57⅞ +	⅜
100	..	Case	4½	4½	4½	..
100	2	Cal Zinc & Lead	4½	4½	4½ +	⅛
500	10	Canadian Pacific	110	109⅞	109⅞ −	⅛
2900	..	Central Leather	36¾	36	36 −	½
100	..	Central Leather pf	71¾	71¾	71¾ −	⅛
200	..	Cerro de Pasco	25¼	25¼	25¼ +	½
3430	6	Chandler Motors	49	48½	48½ −	⅞
200	..	Chicago & Gt West	7½	7⅜	7½	..
100	..	Chicago & Gt West pf	17½	17½	17½ +	⅜
100	..	Chicago Mil & St P	26½	26½	26½	..
300	..	Chicago Mil & St P pf	40½	40½	40½	..
400	7	Chi & Northwest pf	97½	97½	97½ +	½
2100	..	Chi R I & Pac	32	31¾	31⅞ −	⅛
100	7	Chi R I & Pac 7% pf	74	74	74 +	½
400	..	Chile Copper	10½	10⅜	10⅜ −	⅛
6900	..	Coca-Cola	30¾	29¾	30½ +	1¼
100	3	Colorado Fuel & Iron	26½	26½	26½	..
300	6	Colum Gas & Elec	55¾	55⅛	55⅛ −	¼
1100	..	Col Graphophone	4⅝	4½	4½ −	½
200	4	Comp Tab Records	31	29⅞	29⅞ −	¼
1400	..	Continental Candy	⅝	⅝	⅝	..
200	..	Consolidated Dis Ins	8⅝	8½	8⅝ +	⅛
100	..	Consolidated Textiles	15¼	15¼	15¼	..
1700	4	Corn Products Ref	66	66	66 −	¼
300	2.50	Cosden & Co	27⅞	27⅝	27⅞ −	¼
2100	4	Crucible Steel	54½	53⅝	53¾ −	1⅛
100	7	Crucible Steel pf	83	83	83 +	5
500	2	Cuban Am Sugar	14½	14¼	14¼	⅛
300	..	Cuban Cane Sugar	9¼	9	9¼ +	⅛
100	7	Cuban Cane Sugar pf	25	25	25	..
100	..	Denver & Rio Grande	⅞	⅞	⅞	..
5100	5	Endicott-Johnson	63¼	62	62¼ +	½
300	..	Erie	13⅛	13⅛	13⅛ −	¼
400	..	Erie 1st pf	19½	19½	19½ −	⅛
2400	8	Famous Players L	47¾	46½	46½ −	½
100	..	Fisk Rubber	11¼	11¼	11¼ −	¼
4800	..	Genearl Asphalt	49¾	48¾	48¾ −	1⅛
2000	8	General Electric	120½	118¾	118¾ −	1¾
1400	1	General Motors	10½	10⅜	10¼ −	¼
100	7	Gen Motors deb 7%	74	74	74	..
100	..	Goodrich B F	30	30	30 −	1
100	..	Gulf Mobile & Nor	7	7	7 −	½
100	1	Hupp Motor Car	11⅞	11⅞	11⅞ +	⅛
100	7	Illinois Central	92¼	92¼	92¼ +	¼
210	60	Indiahoma Ref	2½	2½	2½	..
300	..	Interb Con Corp	3⅜	3⅜	3⅜ +	⅛
500	..	Inspiration Con Cop	33¾	33½	33½ −	¾
100	..	Inter Con Corp pf	10⅝	10⅝	10⅝	..
200	..	Internat Agricul	7	6⅞	6⅞ +	⅛
100	..	Inter Agric Corp pf	37½	37½	37½ −	½
1300	7	Int Harvester new	78	78	78 −	1¾
300	6	Int Mer Marine pf	45½	45½	45½ +	½
100	..	International Nickel	13⅞	13⅞	13⅞ −	⅛
400	..	International Paper	52¼	52	52¼ +	⅛
200	..	Invincible Oil Corp	10⅛	10⅛	10⅛ −	⅛
800	..	Island Oil	3	2¾	2¾	..
100	..	Jewel Tea	9¾	9¾	9¾ +	⅛
100	..	Jewel Tea pf	27	27	27 −	2¼
100	8	Kayser & Co	73½	73½	73½	..
300	..	Kansas City Southern	25⅝	25½	25½	..
100	..	Kennecott Copper	19¼	19¼	19¼	..
300	..	Keystone T & R	11¼	11	11 −	¾
100	..	Lackawanna Steel	37½	37½	37½ +	½
500	8.50	Lehigh Valley	51¾	51½	51½ −	⅛
100	..	Loewe Co	16½	16½	16½ −	⅛
200	1	Loft Candy	9⅝	9⅝	9⅝ +	⅛
100	12	Lorillard Tobacco	146	146	146 +	⅞
200	7	Louisville & Nashville	112	112	112	..
100	4	Mackay Co pf	55	55	55	..
200	10	Manati Sugar	40	40	40	..
100	..	Market St Ry	4	4	4	..
200	..	Marland Oil	14	14	14	..
200	8	May Dept Stores	80	80	80 −	1
11100	12	Mexican Petroleum	103¼	101¼	102 −	2
200	2	Miami Copper	21	21	21	..
600	1.60	Middle States Corp	10⅝	10¼	10½ −	¼
100	..	Midvale Steel	22⅞	22⅞	22⅞ −	⅛
200	..	Minn & St Louis	11½	11½	11½	..
25	7	Minn St P & S St Me	67⅛	67⅛	67⅛ −	⅝
500	..	Missouri Pacific	20	19⅞	19⅞ +	⅝
100	..	Missouri Pacific pf	39¾	39¾	39¾ +	½
200	..	National Acme	15¼	15¼	15¼ +	¾
100	6	National Lead	75¼	75¼	75¼ +	¼
8100	..	Nev Con Copper	10½	10⅛	10⅛ −	⅜
200	5	New York Central	70⅛	70	70 +	⅛
100	..	New York C of St L	50	50	50 +	2¾
50	5	N Y Chi & St L 1st pf	63	63	63 +	3
200	2.50	New York Dock	29½	29½	29½ +	¾
200	..	Norfolk & Southern	10	9¾	9¾ −	¼
200	7	Norfolk & Western	94¼	94¼	94¼ +	¼
500	7	Northern Pacific	73¾	73½	73½ +	¼
100	1.50	Nunally Co	9¼	9¼	9¼ +	¼
200	..	Otis Steel	10⅝	10¼	10¼ −	⅛
100	2	Owens Bottling	28⅞	28⅞	28⅞ +	1¼
200	..	Pacific Devel Corp	8½	8½	8½ −	1
100	5	Pacific Gas & Elec	53	53	53 +	¼
100	..	Pacific Oil	34⅝	34⅝	34⅝ −	⅛
6700	6	Pan-Amer Petrol	48½	46¾	47 −	2
1500	6	Pan-Amer B	41	41	41 −	2½
200	..	Parish & Bingham	10	10	10	..
500	2	Pennsylvania R R	35⅛	35	35 +	⅛
1800	..	Penn Seaboard Steel	9¼	8¾	9 +	¾
100	..	Pere Marquette	19⅛	19⅛	19⅛ −	¼
200	3	Philadelphia Co	29⅞	29⅞	29⅞ +	⅛
200	..	Phillips Pet	17	17	17	..
1300	..	Pierce-Arrow Motor	17¾	17⅝	17¾ −	⅛
100	..	Pierce-Arrow pf	37⅝	37⅝	37⅝	..
100	8	Pierce Oil pf	51	51	51 +	½
200	5	Pitts Coal	54½	54½	54½ +	1⅝
200	..	Pittsburgh & W Va	27½	27½	27½ −	½
200	8	Pullman	96½	96½	96½ +	¾
100	..	Punta Alegre Sugar	28⅛	28⅛	28⅛ −	⅜
100	4	Pure Oil	25⅞	25⅞	25⅞ +	⅛
100	..	Ray Con Copper	12¼	12¼	12¼	..
3100	4	Reading	68¾	67¾	67¾ −	¼
3600	..	Repub Iron & Steel	44⅞	44⅛	44⅛ −	⅜
3200	5.20	Royal Dutch N Y	52¾	50½	50½ −	2½
200	..	St Louis San Fran	24	24	24 −	¾
100	..	St Louis Southwest	24⅝	24⅝	24⅝ +	⅛
100	..	Savage Arms	10⅛	10⅛	10⅛ +	⅛
100	..	Seaboard Air Line pf	9½	9½	9½ −	½
100	..	Sears-Roebuck	66	66	66 −	¼
700	.74	Shell Transport	37¾	37¾	37¾ −	¼
300	..	Sinclair Oil	20¼	20¼	20¼ +	¼
1500	6	Southern Pacific	76½	76⅛	76⅛ −	¼
300	..	Southern Rail	20¼	20	20 −	¼
200	..	Southern Rwy pf	46	46	46 +	⅛
100	8	Standard Mill	93	93	93 −	1
100	8	Standard Oil of N J	133	133	133	..
500	7	Stand Oil of N J pf	106¾	106¾	106¾ −	⅛
100	2	Stewart Warner Speed	24¼	24¼	24¼ −	¼
20700	7	Studebaker	79¼	77¼	77½ −	1¾
200	1	Submarine Boat Corp.	4½	4½	4½ −	⅛
1430	8	Texas Co	33¾	33¼	33¼	..
100	..	Texas & Pacific	22⅞	22⅞	22⅞ −	¼
100	1	Texas & Pac C & O	18⅛	18⅛	18⅛	..
100	8	Tobacco Products	56	56	56 +	⅝
100	..	Trans Con Oil	7⅝	7⅝	7⅝ −	¼
300	..	Union Oil	19	19	19 −	¼
2100	10	Union Pacific	119	118¾	118¾	..
100	4	Union Pacific pf	63	63	63 +	¼
100	8	United Fruit	105	105	105 +	1
500	3	United Retail Stores	54	53⅝	54 +	⅞
2400	8	U S Rubber	51½	50½	50½ −	⅜
13100	5	U S Steel	72⅞	72¼	72¼ −	⅞
1100	7	U S Steel pf	109⅛	109⅛	109⅛	..
1500	..	Utah Copper	48½	47½	48 −	⅛
100	..	Utah Sec	9⅝	9⅝	9⅝ +	1⅝
100	..	Wabash	8	8	8	..
100	..	Wabash pf A	21¾	21¾	21¾ +	¼
700	2	Weber & Heilbroner	10¾	10½	10½ −	1⅜
35	7	Westinghouse A Brake	86⅞	86⅞	86⅞ −	⅛
100	..	Wheeling & L E pf	16⅛	16⅛	16⅛ −	⅞
600	..	White oil Corp	7⅝	7⅝	7⅝ −	⅛
100	..	Willy-Overland	7¼	7¼	7¼ +	¼
100	..	Willys-Overland pf	29	29	29 −	1
100	8	Woolworth F W	111	111	111 +	¾
200	..	Wright Aero	7⅝	7⅝	7⅝	..

NEW YORK BOND TRANSACTIONS

Am A & Ch 5s	16	99¼	Cum T & T 5s	8	65⅝	Mo Pacific 4s	1	53¼	Reading Ry 4s	1	78⅝	U Tank C 7s	2	100¾	U S Brazil 8s
3	68	5	99¼	1	78⅝	Hud & Man 5s	1	40⅞	2	53⅝	1	74	U K of G Brit & I'd 1921	1	99¼
Am Agr & Ch 7½s	4	99⅝	Denmark Con	1	40⅞	2	53⅝	2	74	1	99.15	5	98¼	Va-C Chem 6s	2	79
1	96	1	99⅝	ct A 8s	15	40⅝	Mo Pac 5s '26	25	74	1	99.15	7	98¼	4	86¼
2	96½	2	99⅞	1	100	2	40½	2	86	Rep Chile rcts	1	99.15	2	98¼	Va-C Ch 7½s
A S & R 5s	25	99⅝	4	100	20	40½	Mont'a Pwr 5s	5	96½	U K of G Brit & I'd 1922	2	98¼	1	91	
1	76⅝	8	99¾	1	100¼	Ill Cen'l 4s '53	1	84⅞	5	96⅝	1	98½	1	98¾	Wabash R 1st
1	76⅝	5	99¾	1	100¼	2	69⅝	Nashville Chat & St L 5s	1	96½	5	98.7	1	98½	2	86
1	76⅝	1	99¾	1	100¼	1	60¼	2	92¼	2	96½	1	98½	1	98⅝	1	85
1	76⅝	6	99⅝	Denmark Con	5	99¼	N Y Cent'l 4s	1	96⅝	15	98½	3 (s 6)	98¾	West'n Elec 5s	5	96⅞
Amn T & T col tr	Chi & G W 4s	ct B 5s	Ills Steel 4½s	5	77	1	96⅝	1	98½	5	98¾	2	96⅞	Wn Pacific 1st	1	78¼
3	78¾	2	60	5	100	1	79	New Yk Cit 6s	1	98½	5	98¾	1	99	West Shore 4s	1	71
1	79	2	60	2	100	Ill C St L & N O Jt Bds 5s	1	90⅝	St L Ir'n Mt & Sth Ry 4s	2	98¾	U K of G Brit & I'd 1929	1	98⅝	W & E Mfg 7s	1	71
Amn T & T 5s	Chicago Mil & St P d 4s		Den & R G fd	8	90¾	2	90¾	6	70⅝	1	98⅝	1	89	2	98¾	5	100⅝
8	83¼	9	87¼	1	44⅝	Int'o Met 4½s	28	91	St L Ir'n Mt & S'n Rwy 5s	2	89	3	98¼	1	101
6	88	Chicago Mil & St P cv 4½s		Den & R G 4s	2	63⅝	1	91	8	88	1	88⅝	Utd Rys Inv't Comp'y 5s	4	93¼	2	100⅝
2	88	2	63½	8	63½	Int M ct 4½s	1	91	St L & S F 4s	1	66⅞	1	88⅝	U S Rubber 7s	2	100⅞
Amn T & T 6s	1	65½	1	68⅝	4	13⅝	2	91¼	St L & S F in	5	101¼	1	88⅝	U S Rub 7½s	1	101
1	98	Chicago Mil & St P fd 4½s		2	63½	Intboro R T fd	New Yk Cit 7s	1	101¼	5	54¾	U K of G Brit & I'd 1937	1	97⅝	Wilson Co cv	1	100⅞
3	98½	6	59¾	Det Tun'l 4½s	51	55¼	3	101¼	St L & S F in	2	54½	2	86	1	100	1	78
5	98½	Chicago Mil & St P cv 5s		77	5	53¼	1	101¼	5	54¼	4	86⅝	5	100	1	100⅞
1	98½	1	65	D Match 7½s	5	55½	2	101¼	Nor Tele 4½s	5	54¼	1	86	1	99⅞	Wilson Co cv
1	98¾	48	65	1	103½	9	55⅝	N Y Tele 4½s	1	81	2	54¼	2	86½	1	100	4	78
Armour 4½s	w Nwn 6½s		1	103½	1	53¼	1	81	St L & S Fran Series A	1	80½	1	86½	U S Steel 5s	Wilson Co 1st
5	78¼	1	100	Do Canada '29	Iowa Cent'l 4s	1	81	3	61¼	6	86¼	1	94⅞	3	83⅝
1	78⅝	Chi & Nwn 7s	5	92	16	38½	1	80½	1	61¼	3	86¼	1	94⅞	W C Sup & D
A T & S Fe 4s	3	66½	2	91⅝	3	39	5	80½	3	61¼	2	86¼	1	94⅞	dv & T 4s
19	76	Chi Rwys 5s	Do Canada '31	3	39	4 (s 30)	80½	1	61¼	6	86	1	94	1	66
6	76	5	64¼	7	88½	2	89	N Yk Tele 6s	5	61¼					
2	76	Chi R I & P fd	5	88½	Jap Gove't 1st	3	92	6	61¼						
4	76	5	66⅝	8	88¼	1	84⅝	Nev Y W C & Boat 4½s	St L & S Fran Series B						
7	76¼	1	66⅝	Dom Rep'c 5s	1	81¼	Jap Gove't 2nd	2	86¼	7	72⅞				
1	76	3	66⅝	1	81¼	1	84⅝	N'k So'n R 5s	4	72⅞					
6	76¼	1	66⅝	D De Nemours Pwd'r 7½s	Jap Gover't 4s	5	41	6	73						
1	76¼	5	66½	1	97⅞	1 (s 7)	69¼	Nfk & W'n 4s	1	73					
Atch Topka & S Fe cv 4s	C R I & P 4s		1	97⅞	1	69¼	North We'n B	4	73						
2	68	1	71⅝	1	97⅞	Kan C & S 5s	Telo'n 7s	30	73						
A Coast L ctf	Chicago St P'l M & O 6s		1	100	1	97⅞	1	75⅛	1	73					
4	68⅝	1	100	1	97⅞	5	75⅛	St L & S Fran Series C							
A C Line 4½s	U Sta 4½s		3	97⅞	2	75⅛	1	101¼							
1	73½	2	50¼	Dug Light 6s	5	75½	1	101							
4	73½	Chicago Union Sta ct 6½s		1	90½	K C T Rly 4s	1	101	St P'l Kan C Short L 4½s						
Atlc Fruit 7s	2	108⅝	1	42½	Erie Genl Lien	5	71¼	2	101						
2	33	1	104	1	42½	1	71	2	101¼						
20	34	Chic Copr 6s	3	42⅝	2	70¾	1	101¼							
8	33	20	71⅝	15	42½	Kelly Spring'd Tire Co 8s	N Pacific R 3s	1	63⅝						
1	35	1	71⅝	Erie Ry co 4s	1	54	1	54	St P'l & Sioux City 7s						
Atlantic Ref'g ct 6½s	City of Bergen 7s		1	94¼	3	94⅝	N Pacific R 4s	9	75½	1	92				
7	100⅝	8s rcts	1	94¼	9	94¼	2	94¼	1	75⅝	14	92			
1	100⅝	4	96⅝	2	94¼	3	94⅝	N Pacific R 6s	5	92					
7	100½	1	97	3	94¼	K Belgium 6s	5	99⅞	San Antonia & Arg & Cal 5s						
2	100¼	City Berne 8s	Gene'l Elec 5s	1	93¾	8	93¼	4	89¾	3	62⅝				
1	100½	5	98⅝	1	86¼	K Belg'm 7½s	Oregon R R & Nav Co 4s	Sao Paulo of Brazil ct 8s							
Balt & Ohio cv	1	98⅝	1	86¼	5	101	3	77¼	1	95½					
5	68⅞	1	98⅝	1	86¼	3	101	Oregon S L 1st	1	95½					
Balt & Ohio 4s	3	98⅝