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(Explanatory Digest)

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Canton-Akron 5's 1922
Caddo Central Oil & Ref. 6's 1950
Arizona Power 6's 1933
Louisville & Jeff. Bridge 4's 1945
Ruberoid Co. 8's 1936
New York, Penna. & O. 4½'s 1955
United Natl Gas 6's 1936
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INTEREST SHIFTS TO INDUSTRIALS

Movement Suggested Concerted Pressure Against a Stale Short Interest

New York, Dec. 6.—Trading in today's stock market continued to run strongly toward the specialties. The cleavage lines between the railroads and industrials were definitely drawn, as it was in selected issues of the latter division interest was focussed. Almost every branch of the list, however, excepting the rails and the oils, displayed strength, but by reason of the shifting of activity to the various specialities, the market had a very lumpy appearance.

Curiously while the rails were laggards, the equipment group assumed a commanding position, and for a time were the real leaders. American Locomotive springing into prominence in a spirited rise of over 4 points, and other similar movements in scattered parts of the industrial division, suggested concerted demonstrations against what is activities were in evidence in many quarters.

A continued buoyant bond market, with new high records for the second and fourth Liberty 4¼s, and for the Victory 4¾ and a 5 per cent call money market once more supplied a strong underpinning and gave fresh encouragement for broadening of operations of the various speculative combinations. The strength and rising trend of the list attracted the more attention in view of the cautionary advices sent out by most all the leading wire houses, most of them being of the opinion the top of the current swing had been reached or was nearly in sight.

Over the week-end developments were without importance or special interest. The reconvening of Congress was without influence, although there were apparently quite a few who felt disposed to restrict further large commitments until some line was obtainable on the possible program of the new Congress. The stubborn attitude of the so-called agricultural bloc in the upper house gave little hope of an early passage of contemplated new legislation in which the market community is most interested.

Reasons for the apathy of the railroad group were partly to be found in the marked falling off in tariff as suggested in the increasing number of idle cars and the growing recognition of the fact there must be further liquidation of labor before the transportation industry can be put solidly on its feet again. Profit-taking would probably answer best the cause of the sluggishness of the oils. Subsidy reports from Washington accounted for the strength of the shipping group. This group were the early attractions, but during the morning such specialties as Harvester, Pullman, General Electric, American Woolen, United States Rubber, Allied Chemical, Crucible Steel and Transcontinental Oil were taken up in turn. Motors and their subsidaries also came in for an inning as featured by Studebaker, Chandler, Pierce Arrow, preferred, Bosch Magneto and Stromberg.

NEW HIGH GROUND FOR U. G. I. AND P. X.

Electric Storage Battery and American Gas Also Make Fresh Tops

Some of the local stocks broke into new high ground in today's stock market with fairly animated trading. The more prominent being U. G. I. common stock, which reached 41½, a new top for the year, and Philadelphia Electric common, which sold up to 24¾. Neither of the preferred stocks of these companies did much, or at least made headway. U. G. I. preferred ruled firm at 51 and Philadelphia Electric preferred at 24¾.

In U. G. I. the strength of the stock was attributed to the growing chances of the lease controversy being shifted to the consideration of the Public Service Commission. That of the Philadelphia Electric issues lacked definite explanation.

Electric Storage Battery was another to make a new peak price at 119½, being a ½ point above the previous high record of the year. American Gas was still another to make the higher ground, touching 47, an advance of 2 points on very small transactions. J. G. Brill at the same time, on limited dealings, mounted 4 points to 40, or 15 points above the low of the year, and 16 points under the high. Lake Superior Corporation also enjoyed a broader and stronger market advancing to 6¾. Penn Central Light preferred, was up a point at 50.

Pennsylvania Railroad continued in supply, indicating the same dribbling pressure which caused a further fractional shading to 34. While Philadelphia Rapid Transit was fractionally better at 18½, the heavy feeding out of the stock by banking interests on Friday last apparently took all the courage out of the newly formed pool, which started out last week with flying colors. It is understood the same banking interests still have lots more of the stock to offer for the account of a large "holding" utility corporation. On nominal transactions Philadelphia Company lost a point to 53, but Union Traction was ½ better at 36¼.

MONEY-LENDING RATES

NEW YORK.—Money on call, both classes of stock, opened today at 4 per cent for lending and relending.

PHILADELPHIA.—Call, 5@7½ per cent; time, 7½@8 per cent; commercial paper, three to six months, 5½@6 per cent.

BANK CLEARINGS

Bank clearings today, compared with corresponding day last two years:

	1921	1920	1919
Phila.	$[illegible]	$[illegible]	$[illegible]
New York	$[illegible]	$[illegible]	$[illegible]
Boston	[illegible]	[illegible]	[illegible]

Paris Bourse Active

Paris, Dec. 5.—Trading was active on the Bourse today. Three per cent rentes 55 francs 50 centimes; exchange on London, 55 francs 17 centimes; 5 per cent loan, 80 francs 20 centimes. The dollar was quoted at 13 francs 60½ centimes.

Raw Sugar Market Steady

New York, Dec. 5.—The raw sugar market continued steady and unchanged at 4.[illegible] cost and freight for centrifugals, [illegible] duty paid, [illegible] Block [illegible] are reported [illegible]. The refined market is unchanged, [illegible] at prices ranging from 5.90c to 6.30c [illegible] per cent for fine granulated. Refiners are making prompt shipments.

Meat Shipments Increase

Chicago, Dec. 5.—Last week's shipments of cured and fresh meats from Chicago were 39,252,000 pounds, against 36,[illegible] the previous week and 54,[illegible] a year ago. Lard shipments were 12,983,000 pounds, against 9,437,000 the previous week and 7,570,000 a year ago. Carlot meat shipments were 12,801 cases, against 11,771 the previous week, and 33,122 a year ago.

RAILROAD EARNINGS

CANADIAN PACIFIC

	1921	Increase
Fourth week Novem.	$4,590,000	*$1,998,000

*Increase.

NEW YORK STOCK EXCHANGE TRANSACTIONS

Sales	Div. in $		High	Low	1:30 P. M.	Net Chge.
300	..	Adams Express	50½	50½	50½	+ ½
100	3	Advance Rumely pf	37½	37½	37½	..
1000	..	Ajax Rubber	18⅝	18⅝	18⅝	+ ⅝
600	..	Alaska Gold Mines	⅝	⅝	⅝	..
300	..	Alaska Juneau G M	⅝	⅝	⅝	..
100	7	All-American Cables	103	103	103	..
1000	4	Allied Chem & Dye	57½	56¾	56¾	..
100	7	Allied Chem & Dye pf	100½	100½	100½	+ ⅝
700	4	Allis-Chalmers	38½	37½	37½	..
200	7	Allis-Chalmers pf	87	87	87	+ 1
200	..	Am Agr'c Chem	31	31	31	..
600	..	Am Beet Sugar	29¾	29	29¾	+ 1⅝
100	4	Am B Shoe Fdy new	56	56	56	+ ⅝
700	..	Am Can	32⅞	32¾	32¾	..
100	..	Am Can pf	93½	93½	93½	+ 1½
200	12	Am Car & Fdy	149½	149½	149½	− ½
100	..	Am Chicle	8¾	8¾	8¾	..
100	..	Am Cotton Oil	22½	22½	22½	+ 1
200	..	Am Hide & Leather	13	13	13	+ ⅝
300	..	Am Hide & Leather pf	57½	56½	57½	− ½
800	7	Am Ice	76¾	76	76¾	+ 1⅝
100	6	Am Ice pf	72	72	72	..
5200	..	Am Internat Corp	42½	41⅞	42	+ ½
100	..	Am Linseed	32½	32½	32½	− ⅝
4100	6	Am Locomotive	101	98	101	+ 3½
100	7	Am Locomotive pf	111	111	111½	+ ½
700	..	Am Malt & Grain	14½	14½	14½	+ ½
100	4	Am Radiator	88	88	88	..
200	..	Am Safety Razor	4½	4½	4½	+ ¼
2300	..	Am Ship & Com	6⅝	6½	6½	..
1000	..	Am Smelt	43¾	43	43	− ⅝
300	7	Am Smelt pf	88	88	88	+ ⅞
200	3	Am Steel Foundries	34½	34½	34½	..
100	7	Am Steel Fdys pf	93¼	93¼	93¼	+ ½
6000	..	Amer Sugar	56⅛	55	56⅛	+ ⅝
200	..	Am Sugar Ref pf	86½	86½	86½	+ 1½
100	..	Am Sumatra	32¼	32¼	32¼	− ¼
100	7	Am Sumatra Tob pf	72	72	72	..
1500	12	Am Tobacco	134	133	134	..
200	6	Am Tobacco pf new	99½	99	99½	+ 1½
15	5	Am Tel & Cable	55	55	55	+ 1
600	9	Am Tel & Tel	115⅞	115⅝	115⅞	+ ¼
1100	12	Am Tobacco B	129⅞	128	129⅞	+ ¼
100	7	Am Waterwks 7% pf	96¼	96¼	96¼	− ¾
4000	7	Am Woolen	81¾	80⅞	81¾	+ 1½
100	..	Am Zinc Lead & Smlt	11½	11½	11½	..
4100	..	Anaconda Copper	47	46⅝	47	+ ⅛
800	4	Asso Dry Goods	47½	46¾	47½	+ ⅝
400	6	Atch Top & Santa Fe	90	89¾	90	+ ⅛
100	5	Atch Top & S F pf	87	87	87	+ ½
100	..	Atlantic Fruit	2¼	2¼	2¼	+
5000	..	Atl Gulf & W I S S	32¾	31¾	32¾	+ ¾
600	..	Atl Gulf & W I S S pf	24¼	23¾	24	+ ½
1000	..	Atlantic Pet	22½	21¾	22	..
100	..	Austin Nicholas	10	10	10	− ⅝
10400	7	Baldwin Locomotive	96½	94¾	96½	+ ⅛
100	..	Baltimore & Ohio	37¼	37¼	37¼	− ⅛
100	..	Barnsdale Class B	21⅞	21⅞	21⅞	− ⅛
100	5	Bethlehem Steel	53	53	53	+ ⅛
2000	5	Bethlehem Steel B	57½	56¾	57½	+ ⅝
200	7	Bethlehem Steel 7%	91½	91½	91½	− 1
100	..	Booth Fisheries	4½	4½	4½	..
100	..	Brklyn Rapid Transit	7⅝	7⅝	7⅝	..
400	..	Brklyn R T ctfs of dep	6⅛	6⅛	6⅛	+ ⅛
1000	10	Burns Bros	116½	116½	116½	− ¼
100	..	Butte Copper & Zinc	5¼	5¼	5¼	+ ⅛
500	..	Butte & Superior Cop	17⅛	16¾	17	..
100	..	Butterick	27¼	27¼	27¼	− ¼
500	..	Caddo Central O & R	12¼	12⅛	12⅛	− ⅛
500	6	California Packing	71½	70½	70½	− 1
900	..	Californ a Petroleum	45	44¼	44¾	+ ¼
1200	2	Cal Zinc & Lead	6¼	6¼	6¼	..
100	2	Calumet & Arizona	54⅞	54⅞	54⅞	− ⅛
1630	10	Canadian Pacific	118¾	118	118¾	+ ½
100	..	Carson Hill Mining	12¼	12¼	12¼	+ ⅛
4000	6	Chandler Motors	48⅞	47	48⅞	+ 1⅞
3600	..	Central Leather	30	29	30	− ⅛
3000	..	Central Leather pf	63⅛	61¾	63	− ⅝
1000	..	Cerro-de-Pasco	34½	34¼	34¼	+ ¼
200	4	Chesapeake & Ohio	57⅛	57	57⅛	− ⅝
1600	..	Chi & E Ill wi	16½	16⅜	16½	+ ⅛
800	..	Chi & E Ill wi pf	36½	35½	36½	+ 1⅜
100	..	Chi & E Ill Eq T ctfs	6⅞	6⅞	6⅞	..
600	..	Chi & E Ill pf ctfs	6¾	6¾	6¾	..
200	..	Chi & E T 1st as pd	12	12	12	− ⅛
200	..	Chicago & Gt West	7⅜	7⅜	7⅜	..
800	..	Chi & Great West pf	18½	18	18	− ½
100	..	Chi Milwaukee & St P	23	23	23	..
600	..	Chi Mil & St P pf	38¼	38	38¼	− ⅛
600	5	Chic & Northwest	69¾	69	69	.
100	2	Chicago Pneu Tool	52	52	52	+ 1
700	..	Chi R I & Pac	33½	33¼	33⅜	+ ¼
100	7	Chi R I & Pac 7% pf	89	89	89	+ ⅛
200	..	Chile Copper	12⅝	12⅝	12⅝	+ ⅛
200	..	Chino Copper	27½	27	27	..
100	..	Clev Cin Chi & St L	48	48	48	− ¾
200	4	Coca-Cola	38¾	38¾	38¾	..
100	..	Colorado Fuel & Iron	26½	26½	26½	+ ½
100	6	Colum Gas & Elec	64¾	64¾	64¾	− ¼
1200	..	Colum Graphophone	4	3⅝	3⅝	+ ⅛
2400	..	Col Graphophone pf	10	14⅞	15½	+ ½
200	4	Comput Tab Recorda	42½	42½	42½	− ¼
100	..	Consolidated Cig Ins	¾	¾	¾	− ¼
100	7	Consolidated Gas	93⅛	93⅛	93⅛	− ½
200	..	Consolidated Textiles	13¾	13¾	13¾	+ ¼
100	7	Continental Can	47½	47½	47½	− 1
200	7	Continental Insurance	68	68	68	+ 1
4000	5	Corn Products Ref	90	89	89¼	+ ½
100	7	Corn Products Ref pf	108½	108½	108½	+ ⅝
1300	2.50	Cosden & Co	33½	33⅛	33¼	..
2300	4	Crucible Steel	66⅛	64¾	66⅛	+ ¼
100	..	Cuban-Am Sugar	14¼	14¼	14¼	+ ¼
100	..	Cuban Cane Sugar	7¼	7¼	7¼	..
100	..	Cuban Cane Sugar pf	16⅝	16⅝	16⅝	+ ⅞
11[illegible]	4	Davison Chemical	52⅛	51⅞	52	+ ⅞
200	6	Del Lack & Western	111¼	111	111¼	+ ¾
100	1	Dome Mines	19⅝	19¼	19¼	..
100	..	Elk Horn Coal	18½	18½	18½	..
300	..	Erie	12	12	12	+ ¼
2000	5	Endicott-Johnson	77½	77	77	− ½
100	7	Endicott-Johnson pf	104¼	104¼	104¼	− ¾
100	..	Erie 1st pf	17⅝	17⅝	17⅝	..
1400	3	Famous Players L	69¼	69	69¼	+ ¼
100	8	Famous Players L pf	84½	84½	84½	..
200	4	Federal Min & Smlt pf	29½	29¼	29¼	+ 2¼
200	8	Fisher Body of O pf	77½	77½	77½	+ ¾
400	..	Fisk Rubber	10¼	10	10¼	+ ¼
100	..	Gaston Wms & W g	¼	¼	¼	+ ⅛
100	2	Gen Am Tank Car	58½	58½	58½	+ 1
128	0	General Asphalt	66½	64⅞	66½	+ 1⅝
300	6	General Cigar	68⅝	68⅞	68⅞	+ ⅞
3800	8	General Electric	143¾	143	143	..
8830	1	General Motors	11¼	10⅞	11⅛	+ ¼
100	8	Gen Motors deb 6%	73½	73½	73½	+ ⅝
500	7	Gen Motors deb 7%	82¾	82¼	82¼	..
5800	..	Goodrich B F	34½	33	34½	+ 1½
100	..	Granby Consol M & M	27½	27½	27½	+ ⅝
2000	7	Great Northern pf	77¼	76½	76¾	− ½
300	4	Great North Ore ctfs	33¼	33	33¼	..
400	..	Guantanamo Sugar	7⅝	7	7⅝	+ ⅛
100	..	Gulf Mobile & Nor	6¼	6¼	6¼	+ ¼
100	..	Gulf State Steel	49	49	49	− ½
1200	4	Haskell & Barker Car	81⅞	81	81⅞	+ ⅞
100	..	Homestake Mining	55	55	55	..
2900	..	Houston Oil	81	78½	81	+ 2¼
3600	1	Hupp Motorcar	12⅛	11½	12	+ ⅝
900	..	Indiahoma Ref	4⅝	4½	4⅝	− ⅛
1100	..	Inspiration Con Cop	38¼	37¾	37¾	− ½
100	..	Interb Con Corp	1⅜	1⅜	1⅜	..
100	..	Interb Con Corp pf	4¾	4¾	4¾	+ ¾
100	..	Internat Agricul	9	9	9	..
100	..	Int Agricul Corp pf	37⅞	37⅞	37⅞	+ ⅞
100	..	International Cement	27½	27½	27½	− ¼
300	7	Int Harvester new	85½	82¼	85	+ 2⅝
7800	..	Int Mer Marine	15¾	14⅞	15¼	+ ½
600	6	Int Mer Marine pf	66¾	65	66¾	+ ¾
100	..	Internat Motortrucks	26	26	26	..
500	..	Internat Nickel	11⅝	11⅝	11⅝	− ⅛
2500	..	International Paper	52½	51⅝	52	− ⅛
200	6	Inter Paper pf stpd	73	73	73	− ⅛
3900	..	Invincible Oil Corp	13	12⅝	12⅝	− ⅛
3500	..	Island Oil	3	2⅞	3	+ ⅛
200	..	Jewel Tea	11¼	11¼	11¼	− ¼
100	..	Kansas City Southern	24⅞	24⅞	24⅞	+ ⅛
2600	..	Kansas & Gulf	8¼	7⅞	8⅛	+ ⅛
7900	4	Kelly-Springfield Tire	43½	42¼	43	+ ¾
100	8	Kelly-Spg Tire 8% pf	90	90	90	+ 1
300	3	Kennecott Copper	25⅝	25⅝	25⅝	+ ⅛
400	..	Keystone T & R	10	9¾	10	+ ⅛
700	5	Kresge S S	174¾	173¾	174¾	+ 2¾
26[illegible]0	..	Lackawanna Steel	48⅝	47⅝	47⅝	− ½
100	2	Lee Rubber Tire	28¾	28¾	28¾	+ ¼
1000	2.80	Lehigh Valley	58	57½	57½	− ⅝
800	12	Liggett & Myers	168	166	168	+ 6
100	7	Liggett & Myers pf	110	110	110	..
2000	..	Lima Locomotive	99	96	99	+ 1¼
100	..	Lima Locomotive pf	95	95	95	+ 3
100	..	Loewe Co	14½	14½	14½	..
700	..	Loose-Wiles Biscuit	41	38	41	+ 5¼
1500	12	Lorillard Tobacco	155⅝	153½	154¾	+ 3
100	..	Mallinson & Co	15½	15½	15½	..
100	7	Mallinson & Co pf	59	59	59	+ 4
1300	..	Manati Sugar	29⅝	27¾	29⅝	+ 1⅞
100	7	Manhattan Elev guar	36	36	36	+ ⅝
700	..	Math Alkali	22½	22	22½	+ 2½
200	..	Marlin Oil	28	28	28	+ ⅝
100	..	Max Motor Class B	11½	11½	11½	+ ½
100	..	Maxwell Motor ctfs	1½	1½	1½	− ¼
100	..	Max Motor 2d pf ctfs	2½	2½	2½	+ ½
100	8	May Dept Stores	90½	90½	90½	+ 1½
8700	12	Mexican Petroleum	112¾	111¾	113¼	+ 1½
100	2	Miami Copper	26	26	26	..
5400	1.20	Middle States Corp	15½	15⅛	15⅛	− ⅝
8800	..	Midvale Steel	26½	25⅛	25⅝	− 1¼
100	..	Minn & St Louis	6½	6½	6½	− ¼
100	7	Minn St P & S St Me	72½	72½	72½	+ 1½
300	..	Mo Kansas & Texas	1⅞	1⅞	1⅞	− ½
1200	..	Mo Kan & Tex pf	3½	3	3	− ⅛
800	..	Mo Kan & Texas wi	9¾	9½	9¾	..
200	..	Mo Kan & Tex pf wi	23½	23½	23½	..
200	..	Missouri Pacific	18⅞	18⅞	18⅞	− ⅛
400	..	Missouri Pacific pf	47¾	47¾	47¾	+ ¾
200	..	Montana Power	59	59	59	− ½
700	..	Montgomery Ward	15½	15	15	− ⅝
100	..	National Acme	12½	12½	12½	− ⅛
4000	7	National Biscuit	128¼	124	126¼	+ 2¼
100	..	Nat Cloak & Suit	28	28	28	+ 1
200	..	National Con & Cable	1¾	1¾	1¾	− ⅛
100	6	Nat Enam & Stamp	42½	42½	42½	+ ⅝
100	6	National Lead	80⅞	80⅞	80⅞	+ ⅝
100	..	Nev Con Copper	14	14	14	+ ⅛
100	6	N O Tex & Mex	60½	60½	60½	+ ½
700	..	N Y Air Brake	61¾	60¼	61¾	+ 1¼
100	5	New York Central	75½	75½	75½	+ ⅛
100	2.00	New York Dock	32⅞	32⅞	32⅞	− ⅛
2500	..	New York N H & H	13	12⅞	12⅞	− ⅝
200	4	N Y Shipbuilding	14½	14	14	+ ¼
100	..	Norfolk & Southern	10¼	10¼	10¼	+ ¼
200	7	Norfolk & Western	99	98⅞	99	+ ⅛
3300	..	North American ctfs	45	44½	44⅞	+ ⅝
300	..	No American pf ctfs	40⅞	40⅞	40⅞	+ ⅛
2500	7	Northern Pacific	82	81¼	81½	− ⅝
100	..	Okla Prod & Ref	3¼	3¼	3¼	..
100	2	Orpheum Circuit	14⅝	14⅝	14⅝	+ ¼
200	8	Ot's Elevator	115	115	115	..
1600	..	Otis Steel	10¼	9½	9⅞	− ⅛
100	6	Otis Steel pf	39¾	39¾	39¾	− ¼
100	..	Pacific Devel Corp	8	8	8	− ¼
400	..	Pacific Gas & Elec	64⅞	64	64	− ¼
200	..	Pacific Mail	12	12	12	+ 1
800	..	Pacific Oil	45⅝	45⅝	45⅝	− ⅛
4300	6	Pan-Amer Petrol	52	50½	52	+ 1⅝
400	6	Pan-Amer B	47	46¾	47	+ ⅛
200	..	Panhandle	13	12⅞	13	+ ⅜
100	..	Parish & Bingham	14½	14½	14½	− ¼
1100	2	Pennsylvania R R	34¼	34	34¼	− ⅛
800	..	Penn Seaboard Steel	10⅝	10¼	10⅝	+ ⅛
100	..	Peoples Gas Chicago	55⅝	55⅝	55⅝	− ¼
2600	..	Pere Marquette	23	22¾	23	+ ¼
100	3	Philadelphia Co	54	54	54	..
3000	..	Phillips Pet	22½	21⅛	22½	+ 1
3800	..	Pierce-Arrow Motor	15¼	14½	15	+ ⅛
800	..	Pierce-Arrow Mot pf	34½	33¾	34	+ ⅝
3300	..	Pierce Oil	13½	13	13⅛	− ⅛
400	8	Pierce Oil pf	70½	70	70	+ 1⅝
4700	5	Pitts Coal	63½	61½	63	+ 1⅝
1100	..	Pitts & West Va	27¾	27¾	27¾	+ ⅝
200	6	Pitts & West Va pf	80	80	80	+ 1
300	..	Pond Creek Coal	15⅝	15	15⅝	+ ⅝
900	..	Pressed Steel Car	69	68	69	+ 1½
2100	..	Producers & Ref	26¾	25	26¾	+ 1⅝
1100	8	Pullman	110	109½	109½	..
1200	..	Punta Alegre Sugar	30⅝	29⅝	30⅝	+ ⅝
6000	2	Pure Oil	37¾	36½	37	− ½
1100	8	Railway Steel Spring	92½	91½	92	+ 2¼
100	3.41	Rand Mines	21	21	21	− 1⅝
500	..	Ray Con Copper	14¾	14½	14½	− ⅛
1300	4	Reading	73⅞	72⅞	72⅞	− ⅝
200	2	Reading 2d pf	43	43	43	− ½
2500	..	Replogle Steel	26½	24½	26½	+ 2
5800	..	Republic Iron & Steel	55¾	54¼	55	+ ¼
100	7	Repub Iron & Steel pf	92	92	92	+ 1
100	..	Republic Motors	6⅝	6⅝	6⅝	+ ⅛
900	5.20	Royal Dutch Amer	48⅛	47⅝	48	+ ⅝
100	..	St Louis San Fran	23	23	23	+ ⅝
100	..	St Lou's San Fran pf	37½	37½	37½	..
100	..	St Louis & S W R R	22	22	22	− ¼
100	..	Savage Arms	10⅛	10⅛	10⅛	+ ⅛
500	..	Seaboard Air Line	3⅛	3⅛	3⅛	− ⅛
200	..	Seaboard Air Line pf	4⅝	4⅝	4⅝	− ¼
2200	..	Sears-Roebuck	58⅝	57¾	57⅞	− 1¼
300	..	Seneca Cop Corp	23	23	23	− ¼
2100	..	Sinclair Oil	23	22⅞	23	+ ¼
2400	6	Southern Pacific	80⅞	80½	80½	− ⅝
100	..	So Porto Rico Sugar	36	36	36	+ ½
200	..	Southern Rail	10⅝	10⅝	10⅝	..
800	..	Southern Railway pf	48⅝	47⅞	48	..
600	4	Standard Oil of Calif	91⅞	91½	91½	− ¼
1800	5	Standard Oil of N J	189¾	187	187½	− 2½
700	7	Stand Oil of N J pf	112⅝	112⅛	112⅝	+ ⅝
200	2	Stewart Warner Speed	23½	23½	23½	− ¼
100	7	Stern Bros pf	86⅝	86⅝	86⅝	− ¼
1700	..	Stromberg Carb	33½	31¾	33½	+ 2⅛
84800	7	Studebaker	79	77	78⅝	+ 1⅝
1100	1	Submarine Boat Corp	3⅞	3⅝	3⅞	..
1000	..	Tenn Cop & Chem	10¼	10	10	..
3700	3	Texas Co	45⅝	45¼	45¾	+ ⅝
39[illegible]0	2.50	Texas G Sul	74¼	34	34¼	+ ¼
50	..	Texas & Pacific	24⅝	24½	24⅝	..
4200	1	Texas & Pac C & O	29¾	28¾	29	..
4300	6	Tobacco Products	58¾	56⅞	58½	− ⅛
28000	..	Transcon Oil	12¾	11⅞	12	+ ⅛
* 500	8	Union Bag & Paper	73½	71½	71½	+ 1½
500	..	Union Oil	19⅞	19¾	19¾	..
300	10	Union Pacific	126½	126½	126½	..
200	4	Union Pacific pf	72½	72½	72½	− 1
100	..	Union Tank Car	96	96	96	− ½
100	..	Union Tank Car pf	103	103	103	− ¼
100	..	United Alloy Steel	23	23	23	..