BUYERS PILE UP OVER THE HOLIDAY

Week's Developments Constantly Strengthened Position of Constructive Leaders

New York, April 15.—The fresh outburst of speculative enthusiasm in the oil stocks in today's brief session was characteristic of the present market. Although this particular group commanded the foremost attention the trading in the general list continued broad and active. The heavy accumulation of buying orders over the holiday supplied a striking illustration of the contagious nature of the speculative fever which shows signs of running rampant. The tremendous buying wave increased in intensity during the short session and swept everything before it. Substantial additions to the recent advances of prices was virtually recorded all through the list. The only discrimination being shown was the seeking for something that had not yet advanced.

New highs for the year were established not only by the oils, but also in a number of the other industrials and some of the lower-priced rails. Although quite a good bit of profit-taking was encountered the constant shifting to different groups served to keep the trend of the market upward until the closing.

Liberty issues were irregular in the bond market, but other domestic as well as foreign issues continued to strengthen. Mexican, Japanese and Belgian Government issues gained from ⅛ to 1½ points, Mexican 4s leading. Advances of 1 to almost 2 points featured the further demand for Erie general 4s, Pennsylvania general 4½s, Seaboard Adjustment 5s and Interborough Rapid Transit 5s. Fractional improvement was shown by many other rails, notably the coalers, with active buying of Baltimore and Ohio and Chesapeake and Ohio convertibles.

The question uppermost in the mind of virtually all market interests is when the much-talked about and long-looked-for reaction is going to take place. Up to the moment, the market simply has refused to react. On several occasions during the last week, it seemed to be on the brink of a material setback and seemed to be all set for a temporary reversal. The reaction, however, did not extend very far before it uncovered a fresh strata of underlying buying orders, which not only quickly overcome the downward tendency, but invariably started the forward swing on a fresh tack, in many instances carrying the speculative leaders to new high prices for the year. The week closes with virtually the majority of the active issues near the "top" of the current year, which in many cases represent the high marks since 1920.

The supporters of the constructive movement have not suffered because of the lack of ammunition. On the contrary, on almost each succeeding day there crops out some event or development serving to confirm the almost phenomenal transformation taking place, not only in the financial situation, but also in the commercial and industrial as well. About the only remaining stumbling block to a speedy return of business prosperity is the lamentable coal strike. Notwithstanding increasing evidence that curtailed production of coal is already beginning to hamper industrial operations, the powers-that-be and the market world in general are still disposed to treat this unhappy situation with singular indifference.

The 3½ per cent interest rate for the new issue of Treasury Certificates of indebtedness, supplemented by the lowering of the Bank of England minimum rate of discount to 4 per cent, making the British rate, with the exception of Switzerland, the lowest bank rate of the world, is monumental testimony of the complete restoration of the credit situation and releasing of funds for commercial and industrial purposes, besides the rapid approach of a degree of normalcy of the international financial situation.

These events, together with the promises of good influences that are expected to come out of the historical Genoa conference, the wonderful improvement and outlook of the steel industry and many other favorable happenings of the last two months tell, in their own way, the reason for the rising values of the country. The only trouble there seems to be found is the possibility of allowing the imagination to run away with good hard sense and create a weak position which may be somewhat difficult to correct.

In consequence, there are some weak elements to be considered in the current market which naturally have been passed slightly over by reason of the lure of spreading speculative enthusiasm. One of these, which may suddenly precipitate the longed-for reaction, is the increasing number of "stop-loss" orders, which many of the traders are placing to guard against an entire loss of position. This is building a weak understrata to the market structure by which some unforseen accident may cause it suddenly to topple over.

FOREIGN EXCHANGE

New York, April 15.—The market at the opening today was of a nominal character and there was some conflict between the various agencies quoting rates. This morning, sterling was quoted at 4.42 for cables and 4.41¼ for demand, a gain of ¼ cent; francs reached a new high record at 9.29 for cables and 9.28 for checks. There were some nominal rates as high as 9.29½ for cables.

The market continued extremely dull without any appreciable change in quotations. In the middle of the second hour sterling was quoted at 4.41⅝ to 4.41¾ for cables and 4.41¼ to 4.41¼ for demand. Franc cables continued firm within a fraction of the high record. Cables were quoted at 9.28½ and check at 9.27½; lire cables 5.44½, checks 5.44; marks .3414; guilder cables 37.89, checks 37.92.

The Central European exchanges were nominal today at the following quotations: Rumanian, .75; Bulgarian, .70; Serbian, 1.35; Czecho-Slovakian, 2.01; Greek, 4.50; Polish marks, .0270; Finnish, 1.93; Austrian, .0135; Hungarian, .13.

The premium on New York funds in Montreal today was a shade lower at 2⅝ per cent. The discount on Canadian funds in New York was 2 5-16 per cent.

THURSDAY'S CLOSING QUOTATIONS

	Sterling	Francs	Lire	Guilders
Demand	4.41¼	9.28	5.44	37.90
Cables	4.41⅝	9.28½	5.44½	37.93

TODAY'S OPENING QUOTATIONS

	Sterling	Francs	Lire	Guilders
Demand	4.41¼	9.28	5.44½	37.90
Cables	4.42	9.29	5.45	37.95

CLOSING QUOTATIONS

	Sterling	Francs	Lire	Guilders
Demand	4.41⅜	9.28½	5.44	37.87
Cables	4.41¾	9.29	5.44½	37.90

RAILROAD EARNINGS

ERIE RAILROAD

Quarter ended December 31.

	1922	1921	Increase
Gross	$26,161,316	*$6,731,622	
Net after taxes	1,489,540	2,200,661	
Total income	7,395,146	3,499,563	
Surplus after charges	3,547,642	3,403,112	

DELAWARE AND HUDSON

Quarter ended December 31.

	1922	1921	Increase
Gross	$11,368,823	*$1,703,961	
Net after taxes	1,252,194	*446,988	
Total income	3,314,235	302,384	
Surplus after charges	1,950,324	318,927	

*Decrease.

BANK CLEARINGS

Bank clearings today compared with corresponding day last two years:

	1922	1921	1920
Total	$98,090,000	$88,799,159	$85,816,000

NEW YORK STOCK EXCHANGE TRANSACTIONS

Sales in $	Div.	STOCK	High	Low	Today's Close	Net Chge.
100	4	Air Reduction	54⅞	54⅞	54⅞	+ 1⅜
4600	..	Ajax Rubber	18	17½	18	+ ⅞
100	3	Advanc Rumely pf.	49½	49½	49½	− ¼
1000	4	Allied Chem & Dye.	67⅞	67¼	67¼	− ⅜
1000	4	Allis-Chalmers	49½	48¾	48¾	− ¼
200	7	Allis-Chalmers pf.	94½	94	94	+ ⅛
300	..	Am Agric Chem	39⅝	39⅝	39⅝	− ½
100	..	Am Agric Chem pf.	67½	67½	67½	− ½
100	..	Am Bank Note	73⅝	73⅝	73⅝	− ⅝
400	..	Amer Beet Sugar	42	41½	41½	..
100	6	Am Beet Sugar pf.	72	72	72	..
500	..	Am Bosch Magneto.	47	46¾	47	..
1500	..	Am Can	49⅝	48¾	49	+ ⅜
1000	12	Amer Car & Fdy	164	162	162	+ ½
400	..	Am Chicle	12⅞	12⅜	12⅞	+ ⅜
200	..	Am Drug Syn	6⅛	6⅛	6⅛	..
400	..	Am Hide & Leather	17⅜	16⅜	16⅜	..
700	..	Am Hide & Leath pf	72⅝	71⅝	71⅝	− ½
300	7	Am Ice	108½	107⅝	107⅝	− ⅜
2900	..	Am Internat Corp.	47½	47	47⅜	+ ⅞
200	1	Am-La France Eng	11⅝	11⅝	11⅝	− ⅛
1000	..	Am Linseed	34½	34⅛	34⅛	..
1700	..	Am Locomotive	116⅞	115	116½	+ 1
300	..	Am Safety Razor	8	7⅞	7⅞	..
6700	..	Am Ship & Com	16	15¼	16	+ 1
1100	..	Am Smelt	58⅞	58	58⅞	+ ⅞
2600	3	Am Steel Foundries	38½	37½	38	+ ⅜
1500	..	Am Sugar Ref	74	73¼	73¼	+ ¼
500	..	Am Sumatra	34⅞	34⅜	34⅞	+ 1
1500	9	Am Tel & Tel	120⅜	120½	120⅜	+ ½
800	12	Am Tobacco	141⅞	141	141⅞	+ 1
500	12	Am Tobacco B	137⅜	137	137½	+ ½
200	6	Am Tobacco pf new	101¼	101¼	101¼	− ⅛
600	..	Am Waterworks	13½	13	13½	+ ½
100	..	Am Watrwks 6% pf	32	32	32	..
6300	7	Am Woolen	95	92¼	95	+ 3½
100	7	Am Woolen pf	104¾	104¾	104¾	..
400	..	Am Writ Paper pf.	37⅛	37	37⅛	+ ⅜
100	..	Ann Arbor pf	45	45	45	..
1700	..	Anaconda Copper	53⅜	52⅝	53	+ ⅛
200	4	Asso Dry Goods	54⅝	54½	54⅝	+ ⅜
400	..	Asso D Goods 1st pf	82	81⅞	82	+ ½
200	6	Asso Oil	116	116	116	..
4600	6	Atch Top & San Fe	100	99⅜	100	+ ½
100	5	Atch Top & S F pf	90¼	90¼	90¼	..
9800	..	Atlan Bir & Atlantic	5¼	4¾	5⅛	+ ½
200	7	Atlantic Coast Line	98	98	98	+ ¾
5700	..	Atlantic Fruit	5¼	4⅞	5	+ ⅜
1200	..	Atl Gulf & W I S S	34½	33⅝	34⅛	+ ⅛
100	..	At G & W I S S pf	22½	22½	22½	− 1
600	..	Atlas Tack Corp	21⅜	20¼	20¼	− 1¼
1100	..	Austin Nichols	26	25¼	25½	+ ⅜
4400	7	Baldwin Locomotive	117¾	117¼	117½	+ ⅜
6600	..	Baltimore & Ohio	47	46⅞	46⅞	+ ⅜
300	4	Baltimore & Ohio pf	60⅝	60½	60⅝	+ ⅜
100	..	Barnett Leather	46	46	46	..
3600	..	Barnsdale (A)	49½	47	49¼	+ 1¾
400	..	Barnsdale Class B	35⅜	35	35⅜	+ ⅜
100	..	Batopilas Mining	1⅛	1⅛	1⅛	..
700	5	Bethlehem Steel	76	75	76	+ 1¾
4100	5	Beth Steel B	80	79½	80	+ 1½
800	7	Beth Steel 7% pf	101	100	100	+ 4
100	8	Beth Steel 8% pf	111⅞	111⅞	111⅞	..
200	..	Brit Em Steel	13	13	13	+ ¾
200	7	Brit Em Stl 1st pf.	76¾	76½	76¾	+ ¾
200	..	Booth Fisheries	6⅝	6⅝	6⅝	− ¼
500	8	Brooklyn Edison	108	106	106	− 2⅛
7300	..	Bklyn Rapid Transit	24¼	23¼	23¾	+ 1⅜
3300	..	Bkln R T ctfs of dep	22	21	21	+ ¾
100	2	Burns Bros B	39¼	39¼	39¼	+ ¼
800	..	Butte Copper & Zinc	6⅞	6¾	6¾	− ⅛
200	..	Butte & Sup Cop	28½	28½	28½	+ ½
6200	..	Caddo Cen O & R	15⅛	14¼	15	+ 1
200	6	California Packing	78	77½	78	+ ¼
4400	..	California Petrolm	58½	57¼	57¾	+ 1⅛
200	7	California Petrol pf	97½	97¼	97½	+ ¼
500	..	Callahan Zinc & Ld	6⅞	6⅞	6⅞	+ ⅛
2200	10	Canadian Pacific	143	141	143	+ 2
1900	..	Central Leather	40¼	39½	39½	..
500	..	Central Leather pf	73⅜	73¼	73¼	+ 1
600	..	Cerro-de-Pasco	36⅝	36⅛	36⅝	+ ⅛
1800	6	Chandler Motors	77½	77	77	..
300	4	Chesapeake & Ohio	64⅞	64½	64⅞	+ ⅛
500	..	Chicago & Alton	9⅛	8⅞	8⅞	..
100	..	Chicago & Gr West	8¾	8¾	8¾	..
500	..	Chi & Gr West pf	22⅞	22¼	22½	− ⅛
3200	..	Chi Mil & St P	25¼	24¾	25¼	+ 1
7200	..	Chi Mil & St P pf	42⅞	41½	42⅝	+ 1⅝
500	5	Chi & Northwestern	74¾	74½	74½	+ 1
100	7	Chi & Northwest pf	112	112	112	+ 2¼
3000	..	Chi R I & Pac	45¼	44¾	45¼	+ ½
300	6	Chi R I & Pac 6% pf	81⅝	81⅝	81⅝	+ ⅛
400	7	Chi R I & Pac 7% pf	95½	95	95⅛	− ⅞
100	7	Chi St P M & O pf.	93¾	93¾	93¾	+ 1⅜
2700	..	Chile Copper	18⅜	18⅛	18⅜	+ ¼
800	..	Chino Copper	28⅛	28⅛	28⅛	− ⅛
400	..	Clev Cin Chi & S L	65	64	65	+ 1
100	5	Clev Cin C & S L pf	88½	88½	88½	+ 1¼
100	..	Cluett-Peabody	53	53	53	..
600	4	Coca-Cola	49½	49⅜	49½	+ ⅛
300	..	Colo Fuel & Iron	32⅝	32¼	32½	..
200	3	Colorado & Southern	48¼	48	48¼	+ ¾
100	4	Colorado & So 1st pf	61	61	61	..
600	6	Colum Gas & Elec	84	83½	83½	− ½
2600	..	Colum Graphophone	3¼	3⅛	3⅛	− ⅛
800	4	Comput Tab Rec	74¾	74	74¾	+ 1
100	..	Consol Cigar	28⅞	28⅞	28⅞	+ ⅞
100	..	Consol Dis Ins	¾	¾	¾	..
300	7	Consolidated Gas	109⅝	109½	109⅝	+ ½
5900	..	Consol Textiles	13¾	13½	13½	− ¼
300	..	Continental Can	66½	66	66½	+ ½
100	5	Con Insurance	72	72	72	+ ¼
1700	4	Corn Products Ref.	103¾	102⅞	103¾	+ ½
18100	2½	Cosden & Co	42¾	41¼	42½	+ 1⅜
1200	..	Crucible Steel	65¼	64¾	65	+ ¼
1800	..	Cuban Am Sugar	23¾	23¼	23½	+ 1⅛
600	..	Cuba Cane Sugar	16¼	16	16¼	+ ¼
100	..	Cuba Cane Sug pf	35½	35½	35½	+ ¼
1900	..	Davison Chemical	63½	62	62	− 1¼
100	9	Delaware & Hudson	119¼	119¼	119¼	− 1¼
400	..	Del Lack & West	115	114¾	114¾	− ¼
100	8	Detroit Edison	107⅝	107⅝	107⅝	+ ⅝
200	..	Elk Horn Coal	19⅜	19	19⅜	+ ⅜
40	10	Eastman Kodak	785	776	785	+ 15
3700	5	Endicott-Johnson	66½	64½	65½	+ 1¾
1800	..	Erie	13¼	12¾	13⅛	+ ⅜
1000	..	Erie 1st pf	21⅜	21	21¼	+ ⅜
100	..	Erie 2d pf	14¼	14¼	14¼	+ ½
2000	12	Elec Storage Bat	179¾	177	178	+ 1
2200	8	Famous Players L	83	82⅝	82⅝	..
100	8	Famous Players pf.	95⅝	95⅝	95⅝	+ ⅞
300	4	Fed Min & Smlt pf	39⅞	39¼	39¼	− ¾
1900	10	Fisher Body	123	119⅞	123	+ 5¼
100	8	Fisher Body of O pf	95¼	95¼	95¼	+ ⅛
4400	..	Fisk Rubber	18	17½	18	+ ⅝
2200	..	Freeport Texas	18⅜	17⅝	18	+ ⅝
200	..	Gaston Wms & Wig	½	½	½	− ⅛
500	3	Gen Am Tank Car	62⅛	61½	61½	+ ½
2000	..	General Asphalt	65¾	65¼	65¼	+ ½
400	6	General Cigar	75	74½	75	+ ⅜
200	*12	General Electric	164⅛	164	164⅛	+ ⅛
15900	..	General Motors	12⅞	12⅜	12⅜	+ ⅜
400	6	Gen Motors deb 6%	79⅜	79	79	− ½
900	..	Goodrich B F	40⅞	40⅜	40⅞	+ ¾
100	7	Goodrich B F pf	86	86	86	..
100	..	Granby Con M & M	26⅝	26⅝	26⅝	− ⅝
200	..	Gray Davis	18¼	17⅞	18¼	− ¼
800	7	Great Northern pf	75¼	74⅞	75¼	+ ½
1500	4	Great North Ore ctfs	45½	45⅛	45¼	..
300	..	Greene Cananea Cop	29½	29½	29½	+ ⅜
100	..	Guantanamo Sugar	12¾	12¾	12¾	+ 1
400	..	Gulf Mobile & Nor	14⅞	14⅝	14⅝	− ⅜
600	..	Gulf Mob & Nor pf	35⅛	33⅝	35⅛	− ⅜
800	..	Gulf State Steel	84	83¼	84	+ 1⅛
800	..	Habirshaw El Cable	2¾	2⅝	2¾	− ¼
200	..	Hendee Mfg Co	19⅜	19	19⅜	+ ⅜
500	3	Homestake Mining	75	75	75	+ 2
2900	..	Houston Oil	82¾	81⅝	81⅝	..
100	1	Hupp Motorcar	17½	17½	17½	+ ⅛
900	..	Hydraulic Steel	8¾	7½	8¾	− ¼
300	7	Illinois Central	109	108¾	109	..
100	..	Indian Refining	6¾	6¾	6¾	+ ¼
3700	..	Indiahoma Ref	4	3¾	4	+ ⅜
800	..	Inspiration Con Cop	41¾	41½	41½	+ ¼
5900	2	Interb Con Corp	3⅝	3	3¼	− ⅛
3950	..	Interb Con Corp pf	8¾	8¼	8½	+ ¼
100	2½	Int Cement	35	35	35	+ ⅛
1400	2	Inter Comb Eng	27⅞	27	27⅝	+ ⅜
300	5	Int Harvester new	96½	95⅛	96½	+ 1½
1400	..	Int Mer Marine	20⅜	20¼	20⅜	− ¾
4600	6	Int Mer Marine pf	83	81	83	+ 1½
3700	..	International Nickel	18¼	17⅞	18	..
1300	..	International Paper	48¼	47¾	48	− ½
200	6	Inter Paper pf stpd	67½	67¼	67¼	..
11600	..	Invincible Oil Corp	19⅞	18⅞	19⅜	+ ⅜
800	..	Iron Products	33	32¾	32⅞	+ ⅛
1000	..	Island Oil	⅞	¾	⅞	+ ⅛
500	..	Jewel Tea	21⅞	21	21	+ ¼
100	..	Jewel Tea pf	69⅛	69	69⅛	+ 1⅛
800	..	Jones Bros Tea	39½	38⅝	39½	+ ⅝
500	..	Kan City Southern	27⅞	27⅞	27⅞	+ ⅜
300	4	Kan City So pf	57¼	57¼	57¼	+ ⅜
1000	..	Kansas & Gulf	5⅞	5¾	5¾	− ⅛
100	8	Kayser & Co	96½	96½	96½	+ ½
200	..	Kelsey Wheel	107½	107½	107½	− ½
1300	..	Kelly-Spg Tire	48½	48	48½	+ ¾
2500	..	Kennecott Copper	31½	31⅛	31⅛	+ ½
4100	..	Keystone T & R	19⅞	19½	19⅝	+ ⅜
300	6	Kresge S S	141	140	141	+ 1¾
1400	..	Lackawanna Steel	56	55⅛	55⅞	+ 1⅛
100	..	Lake Erie & West	16¼	16¼	16¼	+ 1¼
100	..	Lake Erie & W pf	32½	32½	32½	..
300	2	Lee Rubber Tire	34	33¾	33¾	− ⅛
3100	3½	Lehigh Valley	63¾	62¾	63¾	+ 1¼
200	7	Lima Locomotive	115	114	114	− ¾
100	12	Liggett & Myers	165¼	165¼	165¼	− 3¾

Sales in $	Div.	STOCK	High	Low	Today's Close	Net Chge.
1500	..	Loewe Co.	16⅝	16	16⅝	+ ⅛
200	1	Loft Candy	13	13	13	+ ¼
1000	..	Loose-Wiles Biscuit	51¼	50½	51	..
400	7	Loose-Wiles B 2d pf	110	110	110	+ ¼
200	12	Lorillard Tobacco	150⅛	150⅛	150⅛	− ⅝
400	..	Mack Trucks Inc	39	38½	39	..
400	7	Mack Trucks 1 pf	81	80¼	81	+ ¼
200	7	Mack Trucks 2 pf	75	74½	74½	− ½
1300	.75	McIntyre new	19¾	19	19⅜	+ ⅛
1300	..	Mallinson & Co	23¼	22⅝	23¼	+ ⅝
500	7	Manhat Elev Guar	44¼	43½	43⅞	+ ¼
500	4	Manhat Elec Supply	59⅝	58¼	59	+ ½
100	2	Mannat Shirt	38⅝	38⅝	38⅝	− ⅛
200	..	Market St Rwy pf	42⅞	40½	40½	+ ½
100	6	Mar St Ry pr pf	62	62	62	+ 1
100	..	Mar St Rwy 2d pf	29½	29½	29½	+ 2
2100	..	Marlin Oil	29	28½	29	+ ¼
100	..	Martin Rockwell	16½	16½	16½	+ ½
500	2	Martin Parry	30⅝	30	30	..
100	..	Meth Alkali	31	31	31	+ 1
500	..	Max Motor Class A	65½	65	65½	+ ¼
800	..	Max Class B	20⅝	19⅞	20⅝	+ ⅛
600	8	May Dept Stores	119	118¾	118¾	+ ¼
13900	12	Mexican Petroleum	135½	134	135⅛	+ 1⅝
100	7	Mex Petroleum pf	90	90	90	+ 2
600	2	Miami Copper	29½	29¼	29½	+ ⅜
362001	.20	Middle States Corp.	15¼	14½	15¼	+ ⅜
2300	..	Midvale Steel	36	35¼	35½	+ ⅛
600	..	Minn & St Louis	10	9¾	9¾	− ¼
200	..	Mo Kansas & Texas	7⅝	7⅝	7⅝	+ ⅛
100	..	Mo Kan &Tex pf	8¾	8¾	8¾	+ ¾
3200	..	Mo Kan & Tex (wi)	14⅛	14	14	..
1500	..	Mo Kan & T (wi) pf	37	36⅝	37	+ ⅜
2100	..	Missouri Pacific	24½	24	24½	+ ¼
2700	..	Mo Pacific pf	59½	58⅝	59¼	+ 1
1200	3	Montana Power	72½	71½	71½	− ¾
50	7	Montana Power pf	104	104	104	..
1600	..	Mont Ward & Co	19⅝	19⅛	19⅝	+ ⅛
700	8	Mullins Body	33⅞	33¼	33½	+ 1
300	7	National Biscuit	136½	134	136½	+ 1⅜
600	..	Nat Cloak & Suit	42	41⅞	42	+ 1⅞
300	..	Nat Con & Cable	4	4	4	..
700	..	Nat En & Stamp	37⅞	37	37	− ¼
100	6	National Lead	91½	91½	91½	..
400	..	Nat R R of M 2d pf	5¾	5⅛	5¼	+ ¼
1200	..	Nev Con Copper	16⅝	16¼	16⅝	+ ⅛
200	6	N O Tex & Mex	66	66	66	..
100	..	N Y Air Brake	75	75	75	..
8700	5	New York Central	92½	89⅛	92½	+ 3⅜
400	5	New York C & St L	64	63	64	− ½
500	2½	New York Dock	33⅜	33	33	..
3100	..	New York N H & H	22½	22	22¼	+ ½
100	2	New York Ont & W	27½	27½	27½	..
800	7	Norfolk & Western	106	105⅜	105⅜	+ ⅜
100	4	Norfolk & West pf	74⅝	74⅝	74⅝	+ ⅛
1300	3	North Amer ctfs	57½	57	57⅜	+ 1⅛
600	3	N American pf ctfs	42⅝	42⅜	42⅜	+ ⅛
100	..	N Amer Co rts	7	7	7	..
700	5	Northern Pacific	77⅜	76⅝	76⅝	+ ¼
100	2	Nunally Co	11	11	11	+ ¾
4400	..	Ohio Body & Blower	14	13½	14	+ 1⅛
1800	..	Okla Prod & Ref	2¾	2½	2⅝	..
400	..	Orpheum Circuit	19⅝	19⅝	19⅝	− ¼
400	8	Otis Elevator	135	134	135	+ 1
1700	..	Otis Steel	16	15¼	16	+ ⅛
1600	..	Otis Steel pf	66⅞	65⅝	66	+ ⅝
2530	2	Owens Bott Mach	37	36⅛	37	+ 1¼
200	..	Pacific Devel Corp.	9	8⅝	8⅝	− ¾
1900	5	Pacive Gas & Elec	70⅝	70⅛	70½	+ ¾
100	..	Pacific Mail	15⅛	15⅛	15⅛	+ ⅛
11500	3	Pacific Oil	60	59¼	60	+ 1⅛
5700	6	Pan-Amer Petrol	65⅞	64½	65⅜	+ 2⅛
2200	6	Pan-Amer B	59	57	59	+ 1½
200	..	Panhandle	8¾	8½	8¾	+ ⅝
600	..	Parish & Bingham	16½	16⅜	16½	+ ¼
4700	2	Pennsylvania R R	42½	42⅛	42⅜	+ ¾
2700	..	Penn Seab Steel	10⅞	10⅝	10¾	..
400	5	Peoples Gas Chicago	84¾	84	84¾	+ ¼
930	..	Pere Marquette	30	29⅝	30	+ ⅛
400	5	Pere Marquette pf	65½	64⅞	64⅞	− ⅝
400	3	Philadelphia Co	39¼	39	39¼	+ ¾
4600	2	Phillips Pet	39¼	38½	39¼	+ ¾
4600	..	Pierce-Arrow Motor	23¾	23¼	23⅜	+ ⅜
1000	..	Pierce-Arrow Mot pf	49	48	48⅞	+ ⅞
6200	..	Pierce Oil	9⅞	9⅝	9⅞	+ ⅜
100	8	Pierce Oil pf	56	54	56	+ 2⅛
600	5	Pitts Coal	59⅞	59½	59½	− ⅜
1600	..	Pitts & West Va	33½	33	33	..
100	6	Pitts & W Va pf	85	85	85	+ 2
400	1½	Pond Creek Coal	17¼	16⅞	16⅞	− ¼
800	..	Postum Cereal	67¾	67¼	67¾	+ ¼
400	8	Postum Cereal pf	106½	106¼	106½	+ ¼
500	..	Pressed Steel Car	81	79¾	81	+ 1½
100	7	Pressed Steel Car pf	96	96	96	+ ¼
200	..	Producers Refiners	30	30	30	+ ⅛
200	6	Pub Service of N J	86½	86	86½	+ ½
800	8	Pullman	125	124½	125	+ 1
300	..	Punta Alegre Sugar	40	39¾	40½	+ ½
6100	2	Pure Oil	35	34⅜	35	+ 1
300	8	Railway Steel Spg	102	100½	102	+ 1⅞
2000	..	Ray Con Copper	16¼	15⅞	16¼	+ ⅜
1200	4	Reading	78⅞	78½	78¾	+ ½
200	..	Remington Typewrit	35	34⅛	34⅛	− 1⅜
1100	..	Replogle Steel	33½	32¾	33¼	+ ½
700	..	Repub Iron & Steel	57⅛	56½	57⅛	+ ½
200	2	Rep Iron & Steel pf	81¾	81½	81½	+ ½
1300	..	Robert Reis & Co	21	20½	20½	− ⅜
2700	..	R T Reynolds Tob B	46⅞	46½	46⅞	+ ⅞
57005	.20	Royal Dutch N Y	65¾	64⅜	65¾	+ 1⅜
1700	1	St Joseph Lead	14⅞	14⅜	14¾	+ ¼
1300	..	St Louis San Fran	30	29¼	30	− ½
100	..	St L San Fran pf	50½	50½	52½	− ½
900	..	St L & S W R R	30⅛	29⅛	29¾	− ¼
100	..	St L Southwest pf	44	44	44	..
400	..	Savage Arms	21¼	20½	21	+ ½
100	..	Saxon Motor	4½	4½	4½	..
4500	..	Seaboard Air Line	10	8¼	9⅜	+ 2⅛
3300	..	Seab Air Line pf	14⅞	13	14⅞	+ 2⅛
200	..	Sears-Roebuck	76¾	76½	76½	+ ¾
200	..	Seneca Cop Corp	14⅛	14	14⅛	..
200	..	Shattuck Ariz Corp