F&Co Inc

A 7½% Convertible Bond

Tax Refund in Pennsylvania

The obligation of a Company in which
Standard Oil Co. of N. J.
Atlantic Refining Co.
Standard Oil Co. of N. Y.
have a substantial Cash investment represented by Common Stock.

Send for Descriptive Circular

FRAZIER & Co.
INCORPORATED
1433 Walnut St., Philadelphia
Spruce 8591

City of New Castle, Pa.

School District 4½% Bonds

Due Jan. 1, 1931 to 1940

Prices to yield 4.10%

Circular upon request

Harris, Forbes & Co
Pine St., Cor. William
NEW YORK

PHILADELPHIA OFFICE
Widener Bldg.
Telephone Spruce 7040

PENNSYLVANIA STATE TAX FREE RAILROAD BONDS

PHILADELPHIA, BALTIMORE & WASHINGTON R. R. FIRST 4s NOVEMBER 1, 1943
PRICE, 92 AND INTEREST, TO NET 4.58%

ALLEGHENY VALLEY RY. FIRST 4s MARCH 1, 1942
PRICE, 91½ AND INTEREST, TO NET 4.68%

NEW YORK, CHICAGO & ST. LOUIS R. R. FIRST 4s OCTOBER 1, 1937
PRICE, 90½ AND INTEREST, TO NET 4.90%

REILLY, BROCK & CO.
206 CHESTNUT ST.
PHILADELPHIA

THE NATIONAL CITY COMPANY NATIONAL CITY BANK BUILDING NEW YORK

To Yield 6½%

To Maturity—March 1, 1947

We offer The Northern Ohio Traction and Light Company General and Refunding Mortgage Gold Bonds, Series A, 6%, due 1947, at
91 and accrued interest
Circular describing this issue on request

The National City Company
Philadelphia—1417 Chestnut St.
Atlantic City — Chalfonte Block
1225 Boardwalk

NEW YORK STOCK EXCHANGE MEMBERS

WE OFFER
A New Jersey Municipal Bond (tax free) running from 35 to 40 years, on a basis to yield 5%.
It is the municipality's only funded debt.

F. P. Ristine & Co.
Widener Building, Philadelphia
New York Elizabeth, N. J.
Members New York and Philadelphia Stock Exchanges

MARKET MOVEMENT CONTINUED MIXED

Pool Specialties Again Held the Center of the Speculative Stage

New York, Dec. 27.—The market started out this morning like a house on fire, there being a general resumption of the vigorous buying movement in a number of pool specialties, with quite a few establishing new high records for the year. Speculative enthusiasm, however, soon received a chill in the stiffer opening rate for call money, and therefore early gains were not long maintained.

The whole performance was entirely of professional origin and actuated independently of outside conditions, although the general run of news this morning could easily have been placed in the constructive category. The traders, however, had the game practically to themselves, and it was conglomeration of further pool manipulation, profit-taking, sales to establish loss for income tax returns, short selling and operations bearing familiar finger prints of the laundry process, the latter maneuvers being quite unmistakable in some of the lower-price, but known to be closely held specialties.

In other words, it required a considerable amount of imagination to attach any long-distance significance to the various movements. At the outset yesterday's leaders, comprising Stewart Warner Speedometer, Stromberg Carburetor, Baldwin Locomotive and Studebaker, remained at the head of the procession, breaking into new high ground. Good buying was also noted in American Locomotive, Butte and Superior, the sugar stocks and some of the lesser steel shares. It was called good buying because the most of them were marked readily from large fractions to 1½ points.

On the other hand, Consolidated Gas, American International and Mercantile Marine preferred continued under pressure, the last named reaching the lowest price of the year. Some heaviness also was noted in the Pan-American Petroleum shares, du Pont, Westinghouse and Mexican Petroleum, the last named dropping 10 points.

Lack of aggressive support seen in the preceding sessions and a weakened technical position resulting from the rapidity of the recent advance among certain industrials contributed to undermine the position of the list as the morning progressed. Toward noon the general market showed signs of fresh recuperative power and rallied well.

Commodity Markets

GRAIN MARKET

Chicago, Dec. 27.—Fresh upturns in the value of wheat took place today during the early dealings, higher quotations at Liverpool counting as a bullish factor. Talk was also current that there had been a liberal amount of export business done overnight. Besides, advices regarding the abnormally low condition of the domestic winter crop were a subject of comment.

The opening, which ranged from [illegible] to 1c higher, with May $1.20 to $1.20⅛, and July $1.15 to $1.15⅛, was followed by a moderate reaction and then by further new gains.

Corn and oats were firmer in sympathy with wheat and as a result of scarcity of offerings. After opening [illegible] to ⅝c higher, May 72½c to 72⅞c, the corn market scored a slight additional advance.

Oats started a shade to [illegible] to [illegible] advance, May 45⅞c to 46c, and later ascended a little more.

Higher quotations on hogs gave a lift to provisions.

[illegible]

COTTON MARKET

New York, Dec. 27.—New high levels for the present movement were established in cotton this morning when May sold at 26.09c, but the rise of 9 to 25 points in first sales attracted heavy general realizing which caused sensitiveness after the opening. Japanese interests were heavy sellers. Wall Street followed. The buying was by Liverpool, New Orleans and spot interests.

Realizing sales were readily absorbed during the opening, and prices by the end of the first fifteen minutes had reached the 27-cent level for both March and May.

[illegible]

NEW YORK COFFEE MARKET

New York, Dec. 27.—The market for futures opened irregular with prices on the call being 2 points lower and an advance of 6 points, the relative strength being noted in the far months.

[illegible]

DIVIDENDS DECLARED

[illegible]

STOCK DIVIDENDS

New York, Dec. 27.—[illegible] Montreal Cotton Company has declared an extra dividend of one share of common stock for every [illegible] held, payable March 1 to stock of record February 15.

MONEY-LENDING RATES

NEW YORK—Money on call, both classes of collateral, opened today at 5 per cent, renewing and remaining.

PHILADELPHIA—Call, 5 per cent; time, 5 per cent for commercial paper, three to six months, 5 per cent.

London Metal Market

London, Dec. 27.—Standard copper, spot, [illegible] futures, £65 15s. Electrolytic copper (£7) [illegible] futures, £72. Tin, spot, £158 7s; futures, £148 12s 6d. Lead, spot, £36 2s 6d; futures, £36 2s 6d. Zinc, spot, £37 7s 6d; futures, £34 7s 6d.

BANK CLEARINGS

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

	1922	1921	1920
Phila.	$57,000,000	$67,000,000	$82,835,785
N. Y.	[illegible]	[illegible]	84,084,840

NEW YORK STOCK EXCHANGE TRANSACTIONS

Only Afternoon Report in Philadelphia Quoting Full List

Sales	Div. in $	STOCK	High	Low	1:30 P. M.	Net Chge.
1300	..	Ajax Rubber	12⅝	11⅝	12⅛	+¼
1000	..	Alaska Gold Mines	¼	¼	¼	..
1300	..	Alaska Juneau G M	1⅛	1	1	..
900	4	Allied Chem & Dye	77¾	77⅛	77¾	+⅝
600	4	Allis-Chambers	44⅞	44½	44½	−¼
200	..	Am Agric Chem	31⅛	31⅛	31⅛	−⅞
1000	..	Am Beet Sugar	40¾	39½	40¾	+⅞
4400	..	Am Bosch Magneto	45	41½	45	+4
3100	6	Am Can	73⅛	72½	72½	−⅝
200	7	Am Can pf	111⅛	111⅛	111⅛	−1½
200	12	Am Car & Fdy	185	185	185	+¼
200	..	Am Chicle	67⅞	67⅞	67⅞	..
300	..	Am Cotton Oil	17⅛	17⅛	17⅛	..
100	..	Am Drug Syn	6¼	6¼	6¼	+¼
600	..	Am Hide & Leath pf	63	62	62	−1⅝
1500	7	Am Ice	107	105½	105½	−1¾
1800	..	Am Internat Corp	26½	25⅝	26	−½
200	1	Am La France Eng	11½	11½	11½	−⅛
100	..	Am Linseed	30½	30½	30½	−1
2900	6	Am Locomotive	127¼	126	126½	..
1100	3	Am Metals	52½	51	51⅝	−⅛
400	¼	Am Safety Razor	6¾	6⅝	6¾	..
1500	..	Am Ship & Com	19	18⅞	19	..
1000	..	Am Smelt	55½	55¼	55½	−½
100	7	Am Smelt pf	99¼	99¼	99¼	−⅝
500	3	Am Steel Foundries	37⅞	37¾	37⅞	..
5900	..	Am Sugar Ref	81	78½	80⅞	+2½
400	7	Am Sugar Ref pf	107	106⅝	107	−½
200	..	Am Sumatra	28⅞	27⅞	27⅞	−⅛
100	..	Am Sumatra Tob pf	58¼	58¼	58¼	−¾
50	5	Am Tel & Cable	56½	56½	56½	..
1700	9	Am Tel & Tel	123⅛	122⅝	122⅝	−⅝
100	12	Am Tobacco	154	154	154	−2
100	..	Am Waterworks	28½	28½	28½	+½
200	7	Am Woolen	95¼	95⅛	95¼	..
200	..	Am Writ Paper pf	28⅛	28⅛	28⅛	+1
100	..	Am Zinc Ld & Smelt	15⅝	15⅝	15⅝	−¼
3700	..	Anaconda Copper	50	49¼	49⅝	−⅞
600	..	Ann Arbor pf	34½	32½	32½	−2½
100	..	Assets Realization	⅞	⅞	⅞	−⅛
700	4	Asso Dry Goods	65¾	65	65	−⅞
200	6	Atch Top & San Fe	101¾	101¾	101¾	−¼
700	5	Atch Top & S F pf	91⅝	91⅝	91⅝	−⅛
100	7	Atlantic Coast Line	111¼	111¼	111¼	..
200	..	Atlantic Fruit	2	2	2	−¼
400	..	Atlantic Fruit ctfs	1½	1½	1½	−⅛
300	..	Atl Gulf & W I S S	21½	21½	21½	−½
100	..	Atl G & W I S S pf	15⅛	15⅛	15⅛	−⅞
100	..	Atlas Tack Corp	15½	15½	15½	+¼
900	..	Austin Nichols	33⅛	33⅛	33⅛	..
22000	7	Baldwin Locomotive	138	134	138	+3⅛
100	7	Baldwin Loco pf	114	114	114	..
3400	..	Baltimore & Ohio	42	41¼	41¾	−⅛
100	4	Balt & Ohio pf	58¼	58¼	58¼	..
900	..	Barnsdall Class A	29¾	29¼	29¼	−⅝
400	..	Barnsdall Class B	19	19	19	−½
100	..	Bayuk Bros	49	49	49	..
1500	..	Batopilas Min	⅝	⅝	⅝	−¼
300	2.40	Beechnut Packing	51½	51¼	51½	+⅛
300	5	Bethlehem Steel	59⅝	58½	59⅝	−2
100	7	Beth Steel pf new	94⅞	94¾	94⅞	−⅛
3900	5	Beth Steel B	60½	59⅞	60⅛	+⅛
200	..	Booth Fisheries	4¾	4¾	4¾	−⅛
400	8	Brooklyn Edison	112	111	111	−1⅞
50	..	do odd lots	110⅞	110⅞	110⅞	..
300	..	Bklyn Rapid Transit	15⅞	15¾	15¾	−½
100	7	Brit Em Steel 1st pf	70	70	70	+1
200	..	Bklyn R T ctfs	13⅝	13¼	13⅝	..
9300	..	Brown Shoe	58½	58	58	−2
100	4	Buff & Susq pf	50	50	50	..
1200	10	Burns Bros A	146⅝	145½	145½	−1½
1400	2	Burns Bros B	43⅝	43	43	..
200	..	Butte Cop & Zinc	9¼	9¼	9¼	..
600	2	Butte & Sup Cop	32¾	32¼	32¼	−¼
300	..	Butterick Co	17½	17½	17½	−⅛
100	..	Caddo Cen O & R	7⅝	7⅝	7⅝	+⅛
6200	..	California Petro	66½	65	65⅝	+½
600	..	Cal Zinc and Lead	9¾	9½	9½	−¼
100	2	Calumet & Arizona	57¼	57¼	57¼	−¼
400	10	Canadian Pacific	144½	143½	143½	−1½
3900	..	Central Leather	32⅛	30⅝	30⅝	−1⅞
200	..	Cen Leather pf	68	67	67	−1½
1200	..	Cerro-de-Pasco	44½	43¾	44	−¾
4100	6	Chandler Motors	65⅝	64	65¾	+1¾
500	4	Chesapeake & Ohio	71½	71	71	−⅝
200	6½	Chesapeake & Oh pf	102⅝	102¼	102⅝	−⅛
1100	..	Chicago & Alton	2	2	2	−⅛
600	..	Chicago & Alton pf	3⅝	3½	3½	..
500	..	Chi & E Ill	28	28	28	−⅛
400	..	Chicago & Gr West	4	4	4	−⅛
1200	..	Chi & Gr West pf	8½	8½	8½	−⅛
2700	..	Chi Mil & St P	20⅛	20⅛	20⅛	−⅝
5200	..	Chi M & St P pf	32⅝	31½	31⅝	−⅝
1100	5	Chi & Northwestern	79⅝	79	79⅝	+⅝
900	7	Chi & Northwest pf	115	114	115	..
3700	..	Chi R I & Pac	32	31	31⅞	+⅞
200	6	Chi R I & Pac 6% pf	82⅞	82⅝	82⅞	+¼
100	7	Chi R I & Pac 7% pf	91½	91½	91½	−½
11200	..	Chile Copper	27⅞	26⅝	25⅞	−1
1100	..	Chino Copper	26⅝	26⅝	26⅝	−½
700	..	Cluett-Peabody	66¼	66	66¼	−1½
1400	6	Coca-Cola	76	75⅛	75½	−⅝
300	..	Col Fuel & Iron	26	25½	25½	−½
100	6	Colum Gas & Elec	104½	104½	104½	..
700	..	Colum Graphophone	2⅛	2	2⅛	..
100	..	Col Graphophone pf	8	8	8	..
400	8	Comput Tab Rec	69¾	69⅝	69⅝	−1⅛
400	..	Consol Cigar	39⅝	39¼	39¼	−¼
100	..	Consol Dis Inc	⅞	⅞	⅞	..
2100	8	Consolidated Gas	117¼	116¼	117¼	−1½
3400	..	Con Gas of N Y w i	58⅝	58⅛	58⅝	+¼
9300	..	Con Gas rts	1⅝	1½	1⅝	..
6100	..	Consol Textiles	11⅞	11⅛	11⅛	−¼
1300	..	Continental Motors	11⅞	11¼	11¼	..
800	6	Corn Prod Ref	129⅞	129¼	129⅞	−⅛
5600	4	Cosden & Co	53¾	52¾	53⅝	−⅝
1600	..	Crucible Steel	70½	69⅞	69½	−⅝
200	..	Cuban Am Sugar	26⅝	26	26	−⅝
400	7	Cuban Am Sugar pf	102	101	101¼	+¼
300	..	Cuba Cane Sugar	14¼	14	14¼	+¼
2400	..	Cuba Cane Sugar pf	40⅝	39⅝	40	..
100	8	Delaware & Hudson	113¼	113¼	113¼	..
1900	8	Del Lack & West	128	125	126	−1½
600	2	Dome Mines	44	43¾	43¾	−⅛
700	8	Du Pont (E. I.) Co	154	152¼	154	+⅝
100	4	Elec Storage Bat	55¾	55¾	55¾	+¼
300	..	Elk Horn Coal	20¾	20	20	−¾
2200	5	Endicott-Johnson	91½	90⅛	90⅛	−⅝
1800	..	Erie	10⅛	10	10	−⅝
1700	..	Erie 1st pf	14½	14	14	−½
100	8	Famous Players L	91¾	91¾	91¾	−½
1400	3	Fed Min & Smelt pf	50	49	49	−2
900	..	Fifth Ave B Sec wi	9	8⅞	8⅞	−⅛
750	..	Fisher Body	205	203	205	..
300	8	Fisher Body of O pf	97¾	97½	97¾	−⅛
600	..	Fisk Rubber	13⅛	12½	12½	−½
1000	..	Freeport Texas	19⅞	18½	18½	−1
200	3	Gen Am Tank	67½	67½	67½	−½
4400	..	General Asphalt	49⅝	47¾	48½	−¼
400	5	General Asphalt pf	79½	78½	78½	−3
200	6	General Cigar	81¾	81⅝	81¾	..
800	8	Gen Electric	185⅝	185	185	−⅝
300	6	Gen Elec special pf	11⅛	11	11⅛	−⅛
3200	4	General Motors	13⅞	13¾	13⅞	+⅛
100	6	General Motors pf	83½	83½	83½	−⅛
300	6	Gen Motors deb 6%	83½	83¼	83½	+½
200	7	Gen Motors deb 7%	97	97	97	−½
100	7	Gimbel Bros pf	98¼	98¼	98¼	..
1500	..	Goldwyn Pictures	5⅛	4⅞	4⅞	−⅛
800	..	Goodrich B F	34⅝	33¾	33⅞	−⅝
300	5	Goodrich B F pf	83½	83¼	83¼	−⅝
500	..	Granby Mining	25½	25½	25½	−⅝
1100	..	Gray & Davis	12¾	12¼	12¼	−⅝
400	6	Great Northern pf	78¼	77¾	77¾	−⅝
1200	3	Gre North Ore ctfs	30¼	30¼	30¼	−¼
1100	..	Gulf States Steel	80¾	79	80⅛	−¾
100	..	Habirshaw Elec	1⅛	1⅛	1⅛	−¼
1000	..	Houston Oil	71⅛	70⅞	71⅛	−⅛
800	2	Hudson Motor Car	25⅝	25	25¼	−⅝
600	1	Hupp Motor Car	25⅝	25⅛	25⅛	+⅝
600	..	Hydraulic Steel	5⅛	4⅝	4⅞	−⅛
200	7	Illinois Central	112	112	112	−1
100	6	Ill Cent pf A	114¾	114¾	114¾	..
800	..	Indiahoma Ref	13½	13	13	−1
100	..	Indian Refining	6⅛	6⅛	6⅛	−⅝
1300	..	Inspiration Con Cop	38¾	35	35	−1
3200	..	Inter Con Corp	⅞	¾	¾	−¼
100	..	Inter Con Corp pf	½	½	½	−½
600	..	Inter Rapid Tran	18⅝	18½	18½	..
100	..	Inter Agric pf	30⅛	30⅛	30⅛	−⅛
500	2½	Internat Cement	35	35	35	..
700	2	Inter Com Eng	24⅝	24¼	24⅝	+¼
300	..	Int Great North	22⅞	22⅞	22⅞	−⅛
200	..	Int Harvester new	90	90	90	−⅝
2400	..	Inter Mer Marine	9¼	8¾	9	+¼
4500	3	Inter Mer Marine pf	43¾	42⅞	43¼	+1
1600	..	Inter Nickel	13⅞	13¼	13⅝	−⅛
60	6	Inter Nickel pf	65½	65½	65½	..
200	..	International Paper	51½	51½	51½	..
800	..	Invincible Oil Corp	14⅝	14⅝	14⅝	−¼
3500	..	Island Oil	⅞	¾	⅝	..
100	4	Jones Bros Tea	53⅝	53⅝	53⅝	−⅛
300	7	Jones & Lough pf w i	107½	107½	107½	−¼
100	..	Kan City & South	19	19	19	−¼
200	4	Kan City & So pf	54	54	54	−⅛
300	..	Kansas & Gulf	1⅝	1⅝	1⅝	−⅛
300	..	Kayser & Co new	42⅝	42⅛	42⅛	−1⅛
4100	..	Kelly-Springfield	45⅝	44⅛	45¼	+1
100	6	Kelly-Spg T 6% pf	82½	82½	82½	−1½
4400	8	Kennecott Copper	36⅞	36⅛	36⅝	−⅛
2100	..	Keystone T & R	9	8⅞	8¾	..
100	7	Kresge S S	182	182	182	+1¼
100	7	Laclede Gas of St L	82¼	82¼	82¼	+1¾
100	..	Lake Erie & West	34½	34½	34½	−½
500	2	Lee Rubber	26½	26	26½	+½
8500	3½	Lehigh Valley	70⅞	70	70	+½
200	7	Liggett & Myers pf	117	117	117	+½
800	4	Lima Locomotive	59½	59⅛	59⅛	−½
600	..	Loews Inc	19⅝	19⅝	19⅝	..
100	12	Lorillard (Pierre)	164¾	164¾	164¾	−⅛
100	7	Louisville & Nash	133⅞	133⅞	133⅞	−⅛
200	..	Mack Truck	56	56	56	−⅝
400	..	Macy & Co	61¾	61½	61¾	+⅛
600	..	Magma Copper	31	30½	30½	−½
3400	..	Mallinson Co	36⅞	35¾	36¼	−⅝
100	..	Manati Sugar	48½	48½	48½	+½
100	7	Manati Sugar pf	82⅞	82⅞	82⅞	−1⅛
1100	..	Manhat Elev ctfs	40¾	37½	40¾	+3¾
100	3	Manhat Shirt	45	45	45	−1
1800	4	Marland Oil	28⅝	28⅛	28⅝	..
100	..	Marlin Rockwell	10⅛	10⅛	10⅛	..
100	2	Martin Parry Corp	28½	28½	28½	..
700	..	Max Motors Class A	50¼	49½	50¼	+1
2300	..	Max Motors Class B	15⅞	15½	15⅝	−¼
200	10	May Dept Stores	67¾	67¾	67¾	−⅝
100	12	Mex Petroleum	290	290	290	−10
1700	2	Mex Seaboard	17⅛	16½	16⅝	−½
1400	2	Mex Seaboard Oil pf	16½	16	16	−½
2200	1.20	Middle States Corp	11⅝	11⅛	11⅝	..
6700	..	Midvale Steel	27	26½	26½	−⅝
300	2	Miami Copper	27½	27½	27½	..
700	..	Min & St Louis	6¼	6	6	−½
100	4	M St P & S S M pf	83	83	83	..
600	..	Mo Kan & Tex (wi)	14¾	14¾	14¾	−⅛
100	..	Mo Kan & T (wi) pf	39	39	39	−½
1600	..	Missouri Pacific	16⅛	15½	15½	−½
1200	..	Missouri Pacific pf	43⅝	42½	42½	−½
500	..	Montgomery Ward	22½	22¼	22⅜	−¼
2000	1	Moon Motor Car	18¾	18½	18½	..
1000	½	Mother Lode Mining	11⅛	10⅞	11	..
200	..	National Acme	11⅛	11⅛	11⅛	−⅛
5200	3	Nat Biscuit wi	36¼	36	36	−½
100	6	Nat En & Stamp	66¾	66¾	66¾	−⅝
300	8	National Lead	125⅛	125¼	125¼	+⅛
700	..	Nat R R of M 2d pf	2⅞	2⅞	2⅞	..
1400	..	Nev ConC opper	16	16	16	+¼
300	6	N O Tex & Mex	85	84⅞	85	..
1400	..	N Y Air Brake	27½	26	27½	+1
400	4	N Y Air Brake A	48⅛	48	48	..
5200	5	N Y Central	96¼	95½	96	+⅝
2500	..	New York N H & H	20⅝	20⅝	20⅝	−⅝
200	2½	New York Dock	23	23	23	−⅛
2100	2	New York Ont & W	20	18½	18½	−1½
100	..	N Y Shipbuilding	12	12	12	−½
100	..	Norfolk & Southern	13⅞	13⅞	13⅞	−⅛
600	7	Norfolk & Western	112⅝	111	111⅛	−⅞
800	5	North American	97	96½	96½	−½
100	3	North Amer pf	44¼	44¼	44¼	−¼
1700	5	North Pacific	75⅞	75¼	75½	−¼
600	½	Nunnally Co	9	9⅝	9⅝	−⅝
200	..	Ohio Body & Blower	6⅞	6⅞	6⅞	−⅛
1800	..	Okla Prod & Ref	1⅞	1¾	1⅞	+⅛
1700	..	Orpheum Circuit	19¾	18¾	19¾	+1⅛
200	8	Otis Elevator	155	155	155	+2
2600	..	Otis Steel	8⅝	8⅛	8⅝	+⅛
200	..	Otis Steel pf	45	45	45	−¼
1000	2	Owens Bot Mach	37½	36⅞	37½	+½
700	..	Packard Motor	10½	10⅛	10½	..
600	..	Pacific Devel Corp	¾	⅝	¾	..
400	6	Pac as & Elec	88	87⅝	87⅝	−⅝
5100	3	Pacific Oil	46¼	45½	46⅛	−⅛
26900	8	Pan Amer Petrol	93⅞	91⅝	93½	−⅛
23700	8	Pan Amer B	87	85	87	−⅛
1100	..	Panhandle	5	4⅞	4⅞	−⅛
1500	3	Pennsylvania R R	46½	46½	46½	..
1500	..	Penn Seaboard Steel	2⅞	2¾	2⅞	..
100	6	Peoples Gas Chicago	93¼	93¼	93¼	+1
1500	..	Pere Marquette	37⅝	36½	37⅝	+⅞
300	3	Philadelphia Co	40⅝	40¼	40⅝	+⅛
100	7	Phillips-Jones pf	96	96	96	+⅞
6100	2	Phillips Pet	47⅞	46⅛	46⅝	+⅞
400	..	Pierce-Arrow Motor	13	12¾	13	..
500	..	Pierce Oil	4⅛	4	4	−⅛
1200	..	Pierce Oil pf	37⅝	35¾	37⅝	+1⅞
3900	4	Piggly Wiggly Store	55⅞	55	55½	+1½
3100	..	Pitts Coal	60	59	59½	−⅝
200	7	Pitts Steel pf	91	91	91	−¼
600	..	Pitts & W Va	33½	33	33	−1
9700	1½	Pond Creek Coal	37½	35	36½	−1
600	..	Porto Rico Tobacco	66	66	66	−1
100	..	Pressed Steel Car	82¾	82¾	82¾	−⅝
100	7	Pressed Steel Car pf	99½	99⅛	99⅛	−⅝
22900	..	Producers & Ref	47⅝	45½	47⅛	+1⅝
1500	8	Pub Ser of N J	92½	91½	92	−⅞
100	8	Pub Ser of N J pf	106	106	106	..
1000	8	Pullman Co	130⅝	130	130⅝	−⅝
1800	..	Punta Allegre Sugar	49	48	48¾	+1
2700	2	Pure Oil	27¼	26⅞	26⅞	−⅛
200	8	Pure Oil pf	99⅝	99⅝	99⅝	−⅛
8200	8	Railway Steel Spg	116	116	116	..
1300	..	Ray Con Copper	14⅞	14½	14⅞	+⅝
4700	4	Reading	81⅝	80⅛	80⅝	+⅝
100	2	Reading 1st pf	53½	53½	53½	−⅛
9300	..	Replogle Steel	23¾	22¾	23¾	+1¾
3800	..	Repub Iron & Steel	47¾	46½	47¾	+1⅜
1300	..	Republic I & S pf	87	85¼	87	+6
700	3	Reynolds Tob B	48	48	48	..
300	7	Reynolds Tob pf	116⅛	116⅛	116⅛	+⅛
2400	4.13	Royal Dutch N Y	53½	53	53⅜	+¼
1600	..	St Louis San Fran	21⅞	21¼	21¼	−¼
100	..	St Louis S Fran pr	38⅝	37½	37½	−1½
100	..	St Louis Southwest	29	29	29	−¼
200	6	St L Southwest pf	56	56	56	−½
300	..	San Cec Sugar	2½	2½	2½	+¼
900	..	Savage Arms	19	19	19	..
200	..	Saxon Motor	1½	1½	1½	+¼
200	..	Seaboard Air Line	5	5	5	..
400	..	Seab Air Line pf	8½	8½	8½	+½
700	..	Sears-Roebuck	88	87¼	87½	−1
1200	..	Seneca Copper	7¾	7½	7½	−¼
300	155¼	Shell Transport	38¾	38⅝	38⅝	−⅛
2100	..	Shell Union Oil	13⅛	12¾	13	−⅛
9200	2	Sinclair Consol	32⅝	31⅝	32¼	+¼
400	8	Sinclair Con pf	98⅞	98½	98⅞	+⅛
1200	..	Skelly Oil	9½	9½	9½	..
100	..	Sloss-Sheffield	39	39	39	−½
1500	6	Southern Pacific	89⅝	88⅞	89	−⅛
1100	..	Southern Rail	25⅛	24⅞	25	..