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Chartered 1822
16-22 William St.
Branch: 475 Fifth Ave., New York
LONDON
ADMINISTRATOR GUARDIAN

$35,000,000
REPUBLIC OF CUBA
5% Gold Bonds of 1904
Coupons due September 1, 1922, of the above Bonds will be paid on presentation at our office on and after that date.
SPEYER & CO.
New York, August 31, 1922.

Dividends

Extra

The directors of the Reo Motor Car Company yesterday authorized the payment of a 1 per cent cash dividend in addition to the regular quarterly dividend of 1½ per cent. Both are made payable October 2 to stockholders of record September 15.

	Rate.	Period.	Payable.	Stockholders of rec.
Sears-Roeb'k pf.	$1.75	Q	Oct 1	Sept 15
S W Penn Pipe..	1.00	Q	Oct 2	Sept 25
Humphreys Oil..	5%	Q	Sept 15	Aug 31
Pet-Mull 1st pf..	1¾%	Q	Oct 1	Sept 21
do 2d pf.....	1¾%	Q	Oct 1	Sept 21
Amer Tob pf....	1½%	Q	Oct 2	Sept 9
Det Edison.....	2%	Q	Oct 15	Sept 20
Tono Belmont...	5%	Q	Oct 2	Sept 15
Con Gas B pf A.	2%	Q	Oct 2	Sept 15
do pf B.....	2%	Q	Oct 2	Sept 15
Ill Bell Tel.....	2%	Q	Sept 30	Sept 29
Reynolds S pf A.	1¾%	Q	Sept 30	Sept 24
do pf B.....	1¾%	Q	Sept 30	Sept 24
Public Nat Bank	4%	Q	Sept 30	Sept 23
Surf Inlet Mines.	2½%	Q	Oct 2	Sept 15
Am W G Mch....	1½%	Q	Oct 2	Sept 8
do pf.....	1¾%	Q	Oct 2	Sept 8
Col Power pf....	1¾%	Q	Sept 15	Aug 31
Gen Ry Sig pf...	1½%	Q	Oct 1	Sept 20
Gold & Stock T..	$1.50	Q	Oct 1	Sept 30

Equipment Bonds

(Quoted on income percentage basis)

			B'd.	Ask.
A T & S F.....	6	1923-'35	5.15	5.00
Atl Coast Line.	6	1922-'27	5.40	5.15
do	6½	1923-'36	5.25	5.10
Boston & Alb..	4½	1922-'27	5.25	5.00
B & O.....	4½	1922-'27	5.35	5.00
do	5	1923-'37	5.35	5.05
do	6	1922-'35	5.60	5.25
Bethlehem Steel	7	1922-'30	6.50	5.50
Buff R & P....	4½-5-6	1923-'35	5.50	5.00
Canadian North.	5-6	1923-'29	5.75	5.25
Canadian Pac..	4½-6	1923-'32	5.40	5.00
C R R of N J..	6	1923-'35	5.30	5.00
Ches & Ohio..	5½-6-6½	1923-'27	5.50	5.20
Chic & N W...	4½	1923	5.25	5.00
do	6	1923-'35	5.40	5.15
do	6½	1925-'30	5.40	5.15
C R I & Pac...	4½-5	1923-'27	5.50	5.00
do	6	1923-'35	5.30	5.25
C St L & N O..	5	1923-'24	5.25	5.00
C St P M & O..	6-7	1923-'31	5.60	5.20
C M & St P....	5-6	1923-'25	5.80	5.30
C N O & T P...	4½-6	1923-'26	5.85	5.40
C C C & St L..	5-6	1923-'25	5.50	5.00
Colo & R R....	5-7	1923-'30	5.60	5.00
Col & Hudson..	6	1923-'35	5.40	5.20
Erie R R.....	4½-5-6	1923-'35	6.00	5.40
Ft Worth Wstn.	6	1923-'35	5.85	5.40
Great Nor Ry..	6	1923-'35	5.45	5.15
Illinois Central.	4½-5	1922-'27	5.25	5.00
do	6	1925-'35	5.35	5.10
do	5½-7	1923-'36	5.30	5.10
Ind Har Belt...	6	1923-'35	5.60	5.20
Kan City South	5	1923-'24	5.50	5.25
do	6	1923-'35	5.75	5.25
Louis & Nash..	5	1922	5.35	5.00
do	6	1923-'35	5.20	5.15
do	6½	1925-'36	5.30	5.10
Michigan Cen..	5-6	1923-'35	5.25	5.10
M St P & S S M.	4½-5	1923-'36	5.75	5.40
do	6-6½-7	1923-'35	5.85	5.40
M K & T.....	6	1922-'27	6.10	5.70
do	6	1923-'35	6.00	5.70
Missouri Pacific	6-6½	1923-'35	5.60	5.25
N Y Central...	4½-5	1923-'37	5.10	4.90
do	6	1923-'35	5.35	5.15
do	7	1923-'35	5.25	5.15
N Y N H & H..	4½-5-6-7	1923-'27	5.50	5.15
Norfolk & West	4½	1923-'24	5.20	4.75
do	6	1923-'35	5.40	5.15
North Pacific..	7	1923-'30	5.25	5.10
Pac Fruit Exp.	7	1925-'35	5.25	5.10
Penn G F.....	4-4½	1922	5.25	4.75
Pennsylvania...	6	1923-'35	5.20	5.10
Pitts & Lk Erie	6-6½	1922-'35	5.35	5.15
Reading Co....	4½	1923-'27	5.25	4.75
Seaboard Air L.	4½-5-6	1923-'27	6.10	5.70
Southern Pac..	4½	1922-'26	5.25	5.05
do	7	1924-'35	5.25	5.15
St Louis-S Fran.	5-6	1922-'35	5.15	5.00
Southern Ry...	4½-5	1922-'35	5.30	5.10
do	6	1923-'35	5.65	5.35
do	5½	1923-'37	5.25	5.10
Union Pacific..	5-7	1924-'37	5.25	5.00
Virginian Ry...	6	1923-'35	5.75	5.15
Wabash R R...	5-6	1924-'27	5.75	5.25

Investment Information

Questions of general interest to investors will be answered in this column, in which case only initials will be used. Others will be answered by mail. Address all inquiries, inclosing a stamped, addressed envelope, to Financial Editor, The Tribune, 154 Nassau Street, New York City.

Young Couple's Problem

Question—I am a young man just starting out in married life. My wife and I have been able to save approximately $500 by extremely careful management. She insists upon leaving the $500 or practically all in the bank. I insist that a good bond is easily turned into cash in an emergency, and that it would be better to invest our money so as to receive at least a fair rental for our money. Kindly let me know what you would consider a good investment for us. I believe that we would be satisfied with a short-term investment just as well as a long-term investment.—P. A. B.

Answer—Your proposition to invest your money in a readily marketable security is a logical one. We suggest a $500 United States Rubber 5 per cent bond, 1947, selling recently to yield about 5.7 per cent.

Prospect of New Haven Dividend

Question—Will you be kind enough to give me some idea of the condition of the New York & New Haven R. R. and if there is any prospect if a dividend on the stock? What do you think of Union Oil of California investment?—A. M.

Answer—The earning position of the New Haven system has shown substantial improvement in recent months, but it is yet too early to determine whether the better balance of income over expenses is more than temporary. Without appearing to be enthusiastic on the outlook, we would say that the prospect of fixed debt charges being earned by a reasonably safe margin is brighter now than it has been in several years. The likelihood of the stock being placed on a dividend basis again is another matter. The New Haven has been through a more trying ordeal than almost any other railroad and it is extremely improbable that the management will commit itself to the payment of any dividend until the company has been placed beyond the danger of another financial "strike." Union Oil stock contains an element of speculation which renders it unsuitable for any one not financially fitted to assume a business man's risk and to keep posted on developments in the company.

Hudson & Manhattan Adj. 5s

Question—In your reply to a correspondent recently in relation to the advisability of such correspondent purchasing Hudson & Manhattan Railroad Company 5s adjustment income bonds, your recommendation was that because of the speculative character of these bonds you did not advise their purchase. The speculative nature was predicated upon the fact that the bonds paid no interest unless earned. You have frequently recommended for purchase as an investment some of the best known industrial corporations' preferred stock. Since the dividends from preferred stock are generally paid only if earned, I am curious as to your discrimination against the adjustment 5s of the Hudson & Manhattan Company. Does not the financial report of this company relating to the earnings of the railroad company and the terminal building justify their rating as an investment? It would seem from the financial reports that this company had turned the corner. Is there any justification for the thought that the business of the Hudson & Manhattan Company will in any way diminish? Isn't it to be supposed that the business of this corporation will show a gradual and material increase as time goes on?—D. R. I.

Answer—As a general rule it is probably true that preferred dividends are paid only if earned, but there are numerous companies whose conservatism in distributing earnings to common stockholders in times of great profits provides the wherewithal for the continuance of preferred dividends when a period of depression or insufficient earnings arrives. You will note that the preferred stocks that we recommend are those of corporations coming under this head. You will also note that although the indenture of an adjustment or income mortgage provides that interest shall be paid only if earned, there is no such restriction on preferred stocks. Another point worth noting is that we do not rate a preferred stock as a good investment until it has established its right to that classification by seasoning as a dividend payer over a period of years. The earnings of a single year do not make or destroy investment value. The earnings of the Hudson & Manhattan Company have shown remarkable improvement, thanks mainly to the action of a public regulatory body in raising fares in a period of excessive costs. We doubt whether anyone will deny that those purchasing the adjustment bonds are speculating, if only in a mild form, on the prospect of these fare rates remaining undisturbed. It is only just to add that the bonds in question are suitable for a business man in a position to keep in touch with the earnings of the company.

Wants Better Than 4 Per Cent

Question—Can you tell me of bonds or anything else that is as safe as savings banks to invest some money, on which I can get better returns than 4 per cent? You have been recommended to me as a good adviser on such matters. I will be grateful to you for such advice.—M. S. C.

Answer—You do not state how large a sum you have available for investment. If it is large enough to purchase a $1,000 or $500 5 per cent bond of the United States Rubber Company, 1947, selling to yield about 5.7 per cent, we suggest that you make this investment. If the amount is smaller you can purchase a few shares of New York Telephone 6½ per cent preferred stock, which is selling around 107½.

Worried Over Goodyear 8s

Question—Will you kindly tell me if you consider the following holdings safe and wise to keep, or if any should be exchanged at this time, which ones, to better the investment condition of a woman who needs the income to live on: New York Central Railroad collateral 7s, 1920; Bethlehem Steel Company 7s, fifteen years; Marine Equipment Trust certificate No. 1935; French government 8s, 1945; Swiss government 8s, 1940; General Motors Building Corporation 7s, 1942; Savannah Electric & Power Company 7½s; Goodyear Tire and Rubber Company 8s. Any suggestion you make will be very much appreciated. I have heard that the Goodyear Company was not very stable and yet I don't know but that they are as good as any industrial bonds. Would you consider them shaky? It would not be possible to get 8 per cent in any other bond now I presume.—Miss M. R. D.

Answer—Your New York Central 7 per cent bond has been called for redemption on September 1. We suggest that when you receive this fund you purchase ten shares of New York Telephone 6½ per cent preferred stock. Your other bonds are reasonably sound, including the Goodyear 8s, if they are the first mortgage issue due 1941 and not the debentures of 1931.

Elgin Motor Price

Question—Having invested in twenty shares of the Elgin Motor Car Corporation about two years ago I would appreciate your estimate of the value of such investment through the columns of your paper. No dividends have been paid.—J. F. M.

Answer—Elgin Motor stock is quoted in the market for unlisted securities at $1.50 bid, $2.50 asked.

Four full columns of investment questions and answers will be published in The Tribune every Sunday and Monday. On other days one full column will appear.

Day's Dealings in Bonds

The Market

The activity and strength of local traction issues on expectations that the Interborough - Manhattan adjustment plan would be declared operative shortly gave color to yesterday's bond market. Firmness ruled in most other divisions, but the advance of these bonds and the contrasting break in Chicago & Alton issues furnished the only important movements of the day. The weakness of the latter, as reports of impending unfavorable developments persisted, caused a slackening of interest in the speculative rails generally. Liberty bonds remained quiet, fluctuations being narrow.

Transactions

	Sales.	Yield.
Liberty 4¼s, 1947.....	$96,000	3.40
do 1st 4s, 1947.....	5,000	3.93
do 2d 4s, 1942.....	9,000	3.97
do 1st 4¼s, 1947.....	78,000	4.26
do 2d 4¼s, 1942.....	651,000	4.22
do 3d 4¼s, 1928.....	752,000	4.24
do 4th 4¼s, 1938.....	260 000	4.29
Victory 4¾s, 1923.....	253,000	3.85
do 4¾s, called.....	166,000	3.69

Quotations

	High.	Low.	Last.	Net chge.
Liberty 3½s.....	100.94	100.76	100.80	—.04
do 1st 4s.....	100.62	100.52	100.52	—.04
do 2d 4s.....	100.20	100.18	100.18	—.02
do 1st 4¼s.....	100.70	100.58	100.58	—.12
do 2d 4¼s.....	100.22	100.06	100.12	—.10
do 3d 4¼s.....	100.46	100.28	100.30	—.14
do 4th 4¼s.....	100.60	100.38	100.40	—.18
Victory 4¾s.....	100.72	100.66	100.70	—.04
do 4¾s, called.	100.30	100.28	100.30	+.02

Bid and Asked Quotations

	Yesterday.	Tuesday.
4¼s, '37-'47....	100.76@100.80	100.92@100.94
2d 4s.....	100.16@100.40	100.70@100.76
1st 4¼s, '32-'47.	100.56@100.70	100.16@100.40
2d 4¼s, 1942..	100.12@100.16	100.20@100.22
3d 4¼s, 1928..	100.30@100.34	100.44@100.46
4th 4¼s, 1938.	100.40@100.48	100.56@100.60
Vic. 4¾s, 1923.	100.30@100.32	100.28@100.30
do 4¾s, clld.	100.28@100.32	100.34@100.36

Pre-war issues:

2s, coup, 1930..	103 @103½	103	@103¼
2s, coup, 1930.	103 @103¼	103	@103¼
3s, reg, 1946...	92¼ @ 94¼	92¼	@ 94¼
3s, coup, 1946..	92¼ @ 94¼	92¼	@ 94¼
4s, reg, 1925...	104½ @105	104½	@105
4s, coup, 1925..	104½ @105	104½	@105
2s, Pan, reg, '36.	103 @103¼	103	@103¼
2s, Pan, coup, '36.	103 @103¼	103	@103¼
2s, Pan, reg, '38.	103 @103¼	103	@103¼
2s, Pan, coup, '38.	103 @103¼	103	@103¼
3s, reg, Pan, '61	91 @ 93	91	@ 93
3s, coup, Pan, '61	91 @ 93	91	@ 93
P I 4s, '34.....	91 @ 94	91	@ 94
P I 4s, '35.....	91 @ —	91	@ —
P I 4s, '36.....	91 @ —	91	@ —
D of C 3.65s...	99 @100	99	@100

Foreign Govt. and Municipal Bonds, Interest to Be Added

	Bid.	Asked.
Argentine Nat Gvt 5-yr 7s.....	101⅝	102
do Intern 5s, 1945	—	85
Belgian 5-yr 6s	99⅞	100
do 7½s, 1945	104	104¼
do 8s, 1945	104	104¼
Bergen 8s, 1945	109	109½
Berne 8s, 1945	112½	114
Bolivia 8s	97½	97¾
Bordeaux 6s, 1934	80½	81
Brazil 7½s, rcts	87½	87¾
do 8s, 1941	100⅝	101
do 7s	91¼	93
Canada 5s, 1926	100	100¼
do 5½s, 1929	102¼	102⅝
Canada 5s, 1931	100	100½
do 5s, 1952	99¼	99⅝
Chile 8s, 1941	103¾	104¼
do 8s, 1926	102	102¼
do 25-yr 8s, 1946	104	104¾
Christiania 8s, 1945	109	110
Copenhagen 5½s, 1944	93	93½
Cuba Extern 5s, 1944	93	—
do 5s, ser A 1914	—	90
do 4½s, 1949	82	—
Czecho-Slovak Rep 8s, 1951..	95	95¼
Danish 8s, A 1946	109	110
do 8s, B 1946	110	111
Denmark 8s, 1945	110½	111
do 6s, 1942	99¼	99½
Dutch East Indies 6s, 1947.....	95	95¼
do 40-yr 6s, 1962	94⅝	94⅞
Framerican Indus Devel 7½s..	94⅝	95
France 7½s, 1941	96⅞	97
do 8s, 1945	100¼	100½
Italy 5-yr 6½s	96⅛	96⅝
Japan 4s, sterlg loan 1931	79⅝	80
do 4½s, strlg loan 1925	94⅝	95
do 4½s, 2d ser 1925	93⅝	94¼
Lyons 15-yr 6s, 1934	80½	81
Marseilles 15-yr 6s, 1935	80½	81
Mexico Exter gold 4s, 1954	43½	44
do stlg 5s, 1945	58	58½
Netherlands 6s, rcts	97⅞	98
Norway 8s, 1940	112	112½
Paris Lyons Med R R 6s.....	75	75½
Porto Alegre	100	100½
Queensland 6s, 1947	102⅝	103
do 7s, 1941	111½	111⅞
Rio Grande 26-yr 8s, 1946.....	99½	100
Rio de Janeiro 8s, 1946	99½	100
do 25-yr 8s, 1947 w i	99½	100
San Domingo 5s, 1958	95½	—
San Paulo 8s, 1936	100⅝	101
do City 8s	100⅝	101
Seine 20-yr gold 7s, 1942	88	88½
Sweden 6s, 1939	105⅛	105¼
Switzerland 8s, 1940	120⅝	122
Tokio 5s	72	73
United Kingdom 5½s 1922	107 1/16	107⅜
do 5½s, 1929	108	108⅛
do 5½s, 1937	104⅞	105
Uruguay 8s, 1946	106	107
Zurich 8s, 1945	114½	115
Soissons	78¼	79
Prague	82½	83

(Sales)

Argentine G 7s 1945	3 .... 88⅝	1 .... 88⅛
1 ....101⅞	Dom Rep 5½s	3 .... 88⅛
10 102	1942	Jap 1st ser
4 ....101⅞	1 .... 90¼	4½s 1925
4 102	5s 1958	1 .... 94⅝
6 ....101⅝	5 .... 85½	2 95
1 102	5 .... 95½	2d ser 4½s
5s 1945	Dom Can 5½s	1925
1 .... 84⅝	notes 1929	1 .... 93⅞
2 84	1 102	stlg loan 4s
Cy of Bergen	1 ....102¼	1931
8s 1945	5 ....102⅝	2 .... 80⅛
1 109	2 ....102¼	3 .... 80¼
City of Bord	5s 1926	1 80
6s 1934	1 100	K of Belg 8s
1 80	1931	1941
3 .... 80¼	2 ....100½	10 104
3 .... 80½	10 ....100⅝	1 104
9 .... 80⅝	5 ....100½	2 ....103⅝
3 81	2 ....100¼	3 104
City of Copenhagen 5½s	1952	s f 7½s 1945
1944	21 .... 99½	3 ....104¼
1 93	1 .... 99½	4 ....103⅞
1 .... 93¼	3 .... 99½	1 ....103¾
2 93	4 .... 99⅝	6 ....104⅛
Cy of Greater	Dut E Ind 6s	1 ....103⅞
Prague 7½s	1947	1 ....103⅝
1 83	2 .... 95¼	6s 1925
21 .... 82⅝	1 .... 95¼	1 .... 99⅞
City of Lyons	1 .... 95½	1 100
6s 1934	1 .... 95½	18 .... 99⅞
18 80	1 95	K of Denmark
4 .... 80⅛	s f 6s 1962	8s 1945
5 80	trust rcts	2 ....110⅞
4 .... 80¼	3 95	4 ....110⅞
10 .... 80½	2 .... 94⅝	6s 1942
8 81	1 95	2 .... 99¼
2 .... 80½	1 .... 94⅝	13 .... 99½
1 80	3 .... 94⅞	2 .... 99⅝
10 .... 80¼	10 .... 94⅝	10 .... 99¼
1 .... 80½	3 .... 94⅞	6 .... 99⅝
10 .... 80¼	1 .... 94⅝	King of Italy
8 81	3 .... 94⅞	6½s ser A
C Montevideo	1 95	1925
Uruguay 7s	15 .... 94⅞	1 .... 96½
1952	3 95	2 .... 96⅝
1 .... 93⅝	4 .... 94⅝	10 .... 96½
3 .... 93¼	1 95	6 .... 96⅝
3 93	4 .... 94⅞	K of Netherlands 6s 1972
C of P Alegre	French Rep 8s	11 98
8s 1961	1945	2 .... 98⅛
10 .... 99¼	5 ....100¾	2 98
Cy of Rio de	4 ....100⅝	23 98
Janeiro s f	5 ....100½	3 .... 98⅛
8s 1946	1 ....100¾	5 98
1 .... 99½	10 ....100½	1 .... 98⅞
2 99	2 ....100½	30 98
1947 w i	1 ....100¾	2 .... 98⅛
1 .... 99¾	1 ....100½	2 .... 98½
1 .... 99⅝	1 ....100½	7 .... 97⅞
3 .... 99¾	1 ....100¾	1 98
Cy of S Paulo	1 ....100½	2 98
Brazil 8s	10 ....100½	K of Norway
2 ....100⅝	1 ....100¼	8s 1940
1 ....100¾	12 ....100⅝	10 112
1 101	5 ....100¼	K of Sweden
C of Solissons	4 ....100¼	6s 1939
6s 1936	2 ....100¼	15 105
4 .... 78½	1 ....100¾	9 ....105⅛
8 78	1 ....100½	12 ....105½
1 79	1 ....100⅝	2 ....105¼
City of Zurich	2 ....100½	Par-Lyons-M
8s 1945	6 ....100⅝	6s 1958
2 ....114¼	1 ....100⅞	5 .... 75⅝
1 ....114⅛	7½s 1941	1 .... 75⅝
Compania Az	1 97	9 .... 75¼
Bara 7½s	10 .... 97¼	2 .... 75⅛
1937	2 .... 97½	11 .... 75⅝
5 101	3 .... 97¼	2 .... 75⅝
7 ....100½	4 97	2 .... 75⅝
Czecho-Slovak R 8s	6 .... 97¼	10 .... 75½
1951	12 .... 97¼	16 .... 75¼
2 .... 95⅛	1 .... 97¼	5 .... 75¼
2 .... 95¼	5 97	15 .... 75¼
2 .... 95⅛	10 97	1 .... 75⅝
5 95	1 .... 97⅛	2 .... 75¼
2 95	1 98	2 .... 75½
1 .... 95¼	1 .... 97⅛	3 .... 75⅝
Danish C M s	15 97	4 .... 75⅛
f gold 8s ser	5 .... 96⅞	1 .... 75⅛
A 1946	2 97	1 .... 75¼
2 109	1 97	3 .... 75¼
ser B 1946	1 .... 96⅞	2 .... 75¼
1 110	1 97	2 75
1 ....110¼	4 .... 96⅞	3 .... 75¼
Dept of Seine	1 97	1 75
France 7s	1 97	1 75
1942	1 .... 97⅛	2 .... 75½
2 .... 88⅛	5 .... 96⅞	R of Bolivia
1 .... 88⅛	5 97	8s 1947
1 .... 88⅛	5 97	2 .... 97½
2 .... 88⅛	1 .... 97⅛	2 .... 97⅝
1 .... 88⅞	2 97	1 .... 97½
2 89	1 .... 97⅛	2 .... 97½
3 .... 88⅞	2 97	1 .... 97⅝
1 .... 88⅞	47 97	1 .... 97⅞
1 .... 88¼	2 .... 97⅜	Rep of Chile
15 .... 88⅛	1 97	8s 1926.
1 88	2 97	8 ....102⅛
1 .... 88⅝	Hol-Am Line	2 ....102½
2 .... 88⅝	6s 1947	8 102
12 88	1 .... 88⅝	1 ....102¼
6 .... 87⅞	8 .... 88⅝	

1 102	U K of Gt B &	2 ....100⅞
1941	I 5½s 1921	1 ....100⅝
1 ....103⅝	4 ....107⅛	1 101
1 ....103⅝	21 ....107⅛	1 ....100⅞
1 ....103⅝	8 ....107⅛	1 ....100⅝
1 ....103⅝	2 ....107⅛	1 ....101⅛
2 ....103⅝	2 ....107⅝	2 101
1946	3 ....107½	1 101
5 ....104⅛	11 ....107⅝	Cen Ry Elec
7 104	46 ....107 7/16	7s 1952
Rep of Cuba	10 107	2 .... 91¼
4½s 1949	17 ....107½	5 91
1 82	9 ....107 7/16	4 91
St of Queensland s f 7s	6 108	1 .... 91¼
3 ....111⅛	31 ....107 7/16	2 .... 91½
1 ....111½	1929	Coffee Sec L
2 ....111¼	1 ....108¼	7½s 1952
6s 1947	1 ....108¼	3 .... 87¼
1 103	10 ....108⅛	10 .... 87⅝
1 ....102½	43 108	1 .... 87¼
2 103	2 ....107⅞	1 .... 87½
3 ....102⅝	1 108	U S of Mex 5s
St of Rio Gr do Sul 8s	1 ....107⅞	1945
1946	2 108	1 .... 57⅝
1 .... 99⅝	1 108	14 58
S of Sao Paulo s f 8s 1936	1937	5 .... 58¼
5 ....100⅞	10 ....105⅛	1 .... 58¼
5 101	43 105	1 .... 58½
Swiss Conf 8s	3 ....104⅞	4s 1954
1940	70 105	5 .... 43¼
10 ....120⅝	1 ....104⅝	1 .... 43½
1 ....120⅝	1 105	4 .... 43¼
1 ....120⅝	56 ....104⅞	Un S S Co of Copen 6s
1 ....120⅝	U S of Brazil	1937
2 ....120⅝	8s 1941	5 .... 93¼
5 121	10 ....101⅛	1 .... 93¼
1 ....120⅝	1 101	N Y City 4½s
4 121	1 101	1957 May
4 121	7 101	1 107
	1 ....101¼	4¼s 1960
	1 101	2 ....101⅛

Railway and Other Corporations

Adams Exp 4s	Cen R R &	1934
1948	Bkg Co of	1 .... 77⅝
4 .... 80¼	Ga 5s 1957	Col & South
Ajax Rub 8s	3 .... 96⅛	4½s 1935
interim ctf	Cen R R of N	1 .... 89⅝
1945	J 5s 1987	1 .... 89¼
1 .... 97⅞	9 110	Col G & E 5s
1 .... 97⅞	Cerro de	1937
Am Ag Ch	Pasco cvt s f	1 .... 93⅞
7½s 1941	8s 1931	stamped
1 ....104⅝	4 127	1 .... 96⅝
6 ....104½	10 ....127½	Com Cable 4s
2 ....104¼	2 128	2397
6 ....104⅝	Ch & O con	7 76
1 ....104½	5s 1939	Cu Coal of M
Am Smelt 5s	1 ....103⅛	5s 1950
1947	cv 6s 1946	6 .... 91⅛
5 .... 95¼	3 .... 97⅝	2 92
1 96	1 98	Cu Cans Sug
1 .... 94⅝	2 .... 97⅝	cvt deb 8s
1 .... 94⅞	1 .... 97⅞	1930
1 95	7 98	2 93
4 .... 95¼	5 .... 97⅞	8 .... 92⅞
Am Sug R 6s	14 98	2 .... 92⅝
1937	1 .... 98⅛	10 93
10 ....103⅞	3 .... 98⅛	cvt deb 7s
2 104	1 .... 98⅛	1930
1 ....103⅝	2 .... 98⅛	1 .... 89½
11 104	6 98	Cub Am Sug
5 ....103½	gn 4½s 1992	col 8s 1931
10 ....103⅝	2 .... 90¼	5 107
2 ....103⅝	1 .... 90⅛	Cumb Tel 5s
6 ....103⅛	cv 4½s 1930	1937
5 ....108⅝	1 .... 90¼	1 94
1 ....103⅝	11 .... 90¼	Del & Hud
4 ....103⅞	Ch & O-R &	5½s 1937
Am Cot Oil 5s	A div 1st 4s	temporary
1931	1989	2 ....102⅛
5 .... 91⅝	1 86	2 102
Am T & T cv	C & Alt rfg	cv 5s 1935
6s 1925	8s 1946	20 .... 98¼
3 ....117½	19 .... 62½	rfg 4s
20 118	2 .... 60⅞	4 .... 92⅝
1 ....118⅝	8 61	1 .... 93¼
1 ....118⅝	1 .... 58⅝	Den Gas El
2 ....118⅝	1 .... 61⅞	L rf 5s 1951
1 113	22 58	2 .