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Pittsburg & Lake Erie Equipment 7s
Pressed Steel Car Equipment 7s
Westinghouse Machine 6s, 1940
Union Steel 1st 5s, 1952
Jones & Laughlin Steel 5s, 1939
U. S. Steel Corp. 1st 5s, 1951
Carbon Steel

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PLAN $100,000,000 EDGE LAW CONCERN

Meeting to Organize Foreign Trade Financing Corporation in Chicago Dec. 10.

WILL GIVE LONG CREDITS

American Exporters Require Loans of $4,000,000,000, Says John McHugh.

A meeting of bankers, producers and importers to organize the new $100,000,000 Foreign Trade Financing Corporation fostered by a committee of the American Bankers' Association which was appointed to investigate the project has been called for December 10 and 11 in Chicago. The new company will be a large and important piece of financial machinery to finance foreign trade and maintain it at satisfactory figures under the Edge law.

The present time loan requirements in connection with foreign trade of American exporters are estimated by John McHugh, chairman of the committee of the American Bankers' Association, as approximately $4,000,000,000, a great deal of which is carried by the banks of the country in short time form. Under the corporation's plan those credits can be converted into longer ones through an investment corporation, which will relieve the strain on banks.

"There are twelve Federal Reserve banks," Mr. McHugh said, "operated in the interest of the commercial business of this country under the supervision and direction of a central body known as the Federal Reserve Board. These banks have an aggregate capital of approximately $100,000,000. That capital has been supplied under compulsion of law, known as the Federal Reserve act, by the national banks of the country and such State banks as elected to conform to the Federal Reserve law requirements in order to become members of the system.

"Foreign trade of this country has expanded to such an extent that a contraction to pre-war conditions would have a most depressing effect, and it has come to be recognized that another large piece of equally important financial machinery is needed to finance that foreign trade and maintain it at such figures as will keep our people at work and our avenues of production adequately employed. This can likewise be done under the Federal Reserve law, owing to the fact that a recent amendment to that law, known as the Edge act, makes it possible but not compulsory for the banks of the country to furnish the needed capital therefor.

"It is to be seen whether the banks of this country, required as they were by the Federal Reserve law to furnish the capital for the present Federal Reserve Bank system, will, without compulsion of law and of their own free will and accord, rise to the occasion and bring into existence another equally important and potential piece of financial machinery.

"It is estimated that at the present time loans or credits in connection with the foreign trade of American importers aggregate approximately $4,000,000,000, and it is a well known fact that a great deal of this is directly or indirectly carried by the banks of the country in short time form. But as much of it must be renewed from time to time, it, in fact, represents long time credits. Long time credits are undesirable from the standpoint of prudent commercial bank management and are not in harmony with the spirit of the Federal Reserve act in so far as it applies to commercial bank business. Such long time credits should be handled by an investment corporation of wide and extensive distributing ability, and if they are so handled there would be a marked improvement in the banking situation."

TRADE THROUGH PORT OF N. Y. DROPS 20 P. C.

Merchants Blame Washington for Discriminating.

The policy of discrimination against the port of New York, which, according to the latest issue of *Greater New York*, organ of the Merchants Association, has been persistently carried on during the last few years by Washington officials, is bearing fruit, the publication states.

In the three months ending September 1 it is said New York's share in the total commerce of the country has declined nearly 20 per cent. The statement continues:

"For the three months preceding July there was little change in the proportion of the value of foreign trade handled through New York. In April this port's share was 48.5 per cent., in May 48.2 per cent. and in June 48.1 per cent. For the fiscal year ended June 30 New York's proportion was 47.1 per cent.

In July, however, the proportion fell to 44 per cent., and in August, the latest month for which figures are available, to 39 per cent.

Comparison of the percentages of trade carried through the port of New York are shown in the following table for the last fiscal year, June and subsequent months:

1920.	Imports.	Exports.	Total.
Fiscal year	55.4	41.7	47.1
June	57.0	40.2	48.1
July	50.0	30.7	44.0
August	51.6	27.7	39.0

OFFER NASSAU COUNTY BONDS.

Bankers Placing Issue of $970,000 to Yield 4.60 Per Cent.

Hornblower & Weeks, Barr & Schmeltzer and B. J. Van Ingen & Co. are offering $970,000 of Nassau county (N. Y.) coupon 5 per cent. gold bonds, yielding about 4.60 per cent. They are dated November 1, 1920, and are due serially as follows: $97,000 on November 1, 1931, to November 1, 1940, both inclusive, at prices ranging from 103.42 to 105.19, respectively.

The bonds are free from Federal and New York State income taxes and interest is payable on May 1 and November 1 at the office of the County Treasurer, Mineola, N. Y., in United States currency. They are also a legal investment for savings banks and trust funds in New York and New Jersey and are in denominations of $1,000 coupon bonds, registerable as to principal and interest.

NEW U. S. CERTIFICATES.

Houston Announces Offering of About $200,000,000.

WASHINGTON, Nov. 7—Secretary Houston announced to-night a new offering of Treasury certificates of indebtedness for "$200,000,000 or thereabouts."

The issue, which will bear 5¾ per cent. interest, will be dated November 15, and will mature May 16 of next year.

State Bank
Stock
CLINTON GILBERT
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BONDS IN NEW YORK STOCK EXCHANGE

WEEK ENDED NOVEMBER 6, 1920.

	1920.	1919.	1918.
Sales for week	$74,612,000	$75,904,000	$74,166,000
January 1 to date	$3,852,866,000	$2,867,339,000	$1,539,388,000

Sales.		High-est.	Low-est.	Clos-ing.	Net Ch'ge.	1920 High.	1920 Low.
4316	Liberty 3½s	95.10	93.50	94.86	+1.68	100.40	89.30
24	Liberty 1st 4s	90.18	89.56	89.90	+ .04	93.48	83.00
299	Liberty 2d 4s	88.90	88.08	88.08	— .50	92.42	81.40
877	Liberty 1st 4¼s	90.50	89.50	89.70	— .18	94.00	84.00
3	Liberty 1st 4¼s reg	88.60	88.60	88.60	+ .80	88.40	83.30
11	Liberty 1st 2d cvtd 4¼s	96.50	95.50	95.50	— .50	101.10	90.00
6927	Liberty 2d 4¼s	88.90	88.08	88.06	— .50	92.86	81.10
2	Liberty 2d 4¼s reg	88.12	88.10	88.12	+3.90	88.12	82.00
4286	Liberty 3d 4¼s	90.80	90.40	90.46	+ .04	94.98	85.80
30	Liberty 3d 4¼s reg	90.46	90.34	90.34	+ .24	90.60	86.36
12100	Liberty 4th 4¼s	88.90	83.40	88.44	— .10	93.00	82.00
15	Liberty 4th 4¼s reg	90.20	88.40	88.46	+ .16	90.20	82.44
6596	Victory 4¾s	96.40	96.20	96.36	+ .20	99.40	94.70
23	Victory 4¾s reg	96.14	96.08	96.08	— .04	96.40	95.12
2460	Victory 3¾s	96.40	96.16	96.40	+ .26	99.40	94.64
472	French Republic 8s	102	101¾	102	+ ¼	102¾	101⅛
22	City of Bordeaux 6s	83¾	83	83	— ½	92¾	82¾
4	City of Lyons 6s	83	83	83	— ¼	92¾	83
5	City of Marseilles 6s	84	83	84	+ ¼	93½	81
140	City of Paris 6s	95¾	95	95⅛	— ⅝	95⅞	88½
351	United King 5½s 1921	98⅞	98⅝	98¾	+ ⅛	99 3	92⅝
475	United King 5½s 1922	95	94⅝	94¾	— ¼	95⅞	89¼
905	United King 5½s 1929	89	88⅝	88¾	— ⅛	95¾	83
261	United King 5½s 1937	87¾	87	87¼	— ¼	90⅛	81¼
184	Belgian Gov 7½s	100¼	99¾	100¼	+ ½	101	96¾
15	Belgian Gov 6s 1921	99⅝	99½	99⅝	+ ¼	100	98⅛
54	Belgian Gov 6s 1925	92¾	91¾	92	— ⅛	98	89½
139	Swiss Gov 8s receipts	104	103½	103½		104½	100¼
577	City of Berne 8s w i	99⅝	99	99		99⅝	99
40	City of Christiania ctfs	99	98⅞	99		99	98⅞
75	City of Copenhagen 5½s	76	75½	75¾	— ¼	80¾	74
45	Dom Canada 5½s 1921	98⅞	98⅝	98⅝	— ¼	99	93⅞
48	Dom Canada 5½s 1929	93¼	92½	93		97⅛	89¼
66	Dom Canada 5s 1931	99	98¾	98⅞		99	96
48	Dom Canada 5s 1926	91¼	90¾	91	+ ¼	95	87
17	Dom Canada 5s 1931	91	90¾	90¾		92½	84½
11	Dominican Republic 5s	77	76	77	+1	87¾	76
29	Republic of Cuba 5s 1904	81	77⅞	79½	— ⅛	92⅛	77⅞
10	Republic of Cuba 4½s	74¼	74¼	†74¾		76	66½
1045	U S of Mexico 5s	47¾	44¾	47⅛	+1⅛	47¾	29¾
194	U S of Mexico 4s	36¾	35¾	36¼	+ ¼	37	26
1	Argentine Gov 5s	71½	71½	71½	+ ½	75	63
44	Chinese Gov 5s	42¾	42¾	42¾	— ⅛	50	41
135	Japanese 1st 4½s	75⅛	74¾	74⅞		82	69
249	Japanese 2d 4½s	75	74¾	74¾	+ ⅛	82	67½
284	Japanese 4s	58	57¾	57⅞	— ⅛	71	52½
3	City of Tokyo 5s	51½	51	51	—1¼	61	50
5	Va 6s Brown B & Co ctfs	76	76	76	— ¼	76½	50
2	N Y City 4½s 1936	95	95	95		95	95
6	N Y City 4½s 1957 May	95	94½	95	—2⅛	100⅝	89⅝
1	N Y City 4½s 1957 Nov	94⅝	94⅝	94⅝	—2⅛	100⅛	89⅛
5	N Y City 4½s 1960	90	90	90	—2¼	95¼	81⅞
4	N Y City 4s 1937	86½	86½	86½	+3	90	80¼
4	N Y City 4s 1959	86¼	86¼	86¼	— ⅛	91	80
1	Adams Express 4s	64	64	64	+1¼	64	55
11	Alaska Gold cv 6s series A	19	18¼	18½	+ ½	20	11
13	Alaska Gold cv 6s series B	19¾	18	19¾	+2¼	19¾	10
6	Am Agr Chem conv 5s	93	92¾	92¾	— ⅛	100	87¾
5	Am Agr Chem deb 5s	92	92	92	— ¼	99¾	90
5	American Cotton Oil 5s	77¼	77¼	77¼	+2⅛	89½	75⅛
160	Am Smelt & Refining 5s	77½	76½	77⅛	+ ⅛	86½	73
147	Am Tel & Tel conv 6s	97¼	96½	96¾	— ¼	99⅞	92
61	Am Tel & Tel clt 5s	81	80⅛	80½	+ ¼	83¾	72⅛
4	Am Tel & Tel conv 4½s	82½	82⅛	82⅛	— ⅛	85	77½
66	Am Tel & Tel clt 4s	78	77⅛	77⅞	+ ¼	80⅛	73
5	Am Tel & Tel conv 4s	67½	67½	67½		68¼	62⅛
6	Am Writing Paper 7s	79½	78¾	78¾	—1	83¾	74
14	Ann Arbor 1st 4s	54	53	55	—1⅛	58	47¾
25	Armour 4½s	78½	78	78	+ ½	84⅛	73⅞
9	Atch Top & Santa Fe cv 4s	69	68	68	—1	70½	60
10	Atch Top & S F cv 4s 1960	88½	88	88		91	77¼
376	Atch Top & Santa Fe gn 4s	77⅞	77¼	77½	+ ¼	82¾	69
4	Atch Top & S F adj 4s	72⅞	72⅞	72⅞		73½	62
26	Atch Top & S F adj 4s std	72¼	71¼	71½	—1	74½	62
23	A T & S F Cal 4½s	82	81¼	82		82	69
2	A T & S F East Okla 4s	85	85	85		88	82
4	Atch Top & S F Sh Line 4s	77⅞	77⅞	77⅞	+ ⅛	77⅞	67
1	Atlanta & Charlotte 4½s	81⅛	81⅛	81⅛	+6⅛	81⅛	74½
2	Atlanta & Danville 1st 4s	69	67	69	+1	69	55
60	Atlantic Coast Line 7s	102⅞	101½	102¾	+1	103½	95
1	Atlantic Coast Line 4½s	78	78	78	+1	78½	67¼
34	Atlantic Coast Line 4s	79⅛	78⅛	78⅞	+ ¼	80	69⅞
12	Atlantic C Line col tr 4s	72½	72	72½	+ ½	72½	60¼
5	Atlantic Fruit 7s	85	83½	83½	—1½	85½	82¼
133	Baltimore & Ohio 6s	92⅛	91	91½	— ⅛	92½	81½
81	Baltimore & Ohio 5s 1995	73	71½	72¾	+ ⅞	76½	57¼
141	Baltimore & Ohio cv 4½s	74	72¾	73½	+ ¼	75½	57½
51	Baltimore & Ohio gold 4s	74	73¼	73½	— ¼	74¼	57½
28	Baltimore & Ohio 3½s	84⅛	84⅛	84½	— ⅛	85	78
49	Balt & Ohio S W 3½s	78¼	77¾	77	—1	79	67¾
75	B & O P L E & W Va 4s	68	66½	68	+1¼	69¼	51½
18	Balt & Ohio T & C 4s	57¾	56½	57	+ ½	58¾	44¾
4	Beech Creek 4s	82	81	82	— ½	82½	81
272	Bell Telephone of Pa 7s	101½	101	101¼		101½	95¾
31	Bethlehem Steel 5s	80½	78⅞	80½	+1⅛	88	70
48	Bethlehem Steel 5s 1936	76¼	75¾	76½	+ ¼	86⅞	75½
8	Broadway & 7th Ave con	44	44	44	+2	50	40
4	Brown Copper 6s	89	89	89		93	84
1	Brooklyn Edison 5s	78	78	78	+1	78	71
51	Brooklyn Rap Trans 7s	50	47½	49	+1	50	35
124	Bklyn Rap Trans 7s ctfs	49	45½	46½	+2½	48	34½
5	Bklyn Rap Trans 7s ctfs std	45	45	45	+5	45	31½
5	Brooklyn Rap Trans 5s	36	31	36	+5	38	21
5	Brooklyn Rap Trans 4s	31	31	31	— ⅛	31½	21¼
1	Brooklyn Union El 1st	65½	65½	65½	—1	68	55
2	Brooklyn Union Gas 1st	77½	77½	77½	+1½	79	70
1	Buffalo & Susq Ir deb 5s	74¾	74¾	74¾		74¾	74¾
2	Bush T Bdg 1st guar 5s	74¾	73½	73½	— ⅝	82⅞	71
7	Bush Terminal 5s	74¾	71	72½	+ ½	82	67
3	Bush Terminal 4s	72½	71	71	—2¼	79⅞	65
18	California Gas & Elec 5s	86¼	85½	86¼	— ¼	90¼	79½
23	Canada Southern 5s	89	87	89	+1	91	77¼
1	Central Foundry 6s	70	70	70		81⅛	68
5	Central of Georgia 1st	93¾	93¾	93¾	+1½	94	85
8	Central of Georgia con 5s	86¼	86¼	86¼	— ¼	88	75½
51	Central Leather 5s	90¼	90¼	90¼	+1¼	97¼	89½
1	Central New England 4s	57½	57½	57½	—1¼	60	47½
280	Central Pacific 1st	74½	74½	74½		78	65½
20	Central Pacific 3½s	79	77¼	79		82½	75½
2	Central Pacific 8 Line 4s	71⅛	71⅛	71⅛	— ⅛	74⅛	60¼
1	Cent R R & B Co Ga 5s	83	83	83	— ¼	84	79
7	Central R R of N J 5s	99¾	99¾	99½	+ ⅛	100½	90
12	Chesapeake & Ohio 5s	93½	93	93⅛	+ ⅛	94	84
1	Chesapeake & Ohio fd 5s	86	86	86	+ ¼	87	79
868	Chesa & Ohio conv 5s 1946	89	86	88	+2½	89	70
154	Chesa & Ohio conv 4½s	77	75½	77	+1⅛	78	66¼
78	Chesa & Ohio 4½s	76⅞	75¾	76	— ⅛	79¾	69½
1	Chesa & Ohio R & A 1st	75	75	75		75	58½
3	Chesa & Ohio R & A 2d	72	72	72	+2	72	59
15	Chicago & Alton 3½s	38⅞	38½	38¼	+ ⅛	40½	29½
20	Chicago & Alton 3s	48¾	48⅝	48¾	+ ¼	49½	41
666	Chi Burl & Quincy int 4s	96⅝	96	96⅝	+ ½	96¾	92½
41	Chi Burl & Qy jnt 4s reg	96⅛	96	96½	+ ¼	96¾	93½
74	Chi & Burl & Quincy gn	82	79¾	79¾	+ ¼	82½	67
13	Chi Burl & Quincy Ill 4s	82	80½	81		84	73
15	Chi Burl & Quincy Ill 3½s	73	72½	72½	— ½	76	64
1	Chi Burl & Quincy Neb 4s	89¼	89¼	89¼		92	83¾
4	Chi & East Ill con 6s	93⅝	93⅝	93⅝	—6⅛	100	87½
5	Chi & E Ill 5s US Mtg ctf	84	84	84	—1¼	85¼	50
7	Chicago & Eastern Ill 4s	40	38	38⅞	—1⅞	41	20½
8	Chicago & East Ill 4s ctfs	39	37	37	—1	41	19¾
6	Chicago & Erie 1st	83	82¼	83	+ ⅛	84	66½
38	Chi Great Western 4s	58	56⅞	56⅞	+ ⅛	58¾	50⅛
1	Chi Mil & Puget Sound 4s	70	68½	69½		70	58
107	Chi Mil & St Paul cv 5s	74¼	73	73		77	59⅞
54	Chi Mil & St P gn 4½s	79½	77	79½	+3	80	67⅞
217	Chi M & St P conv 4½s	76	73⅝	74½	+ ⅛	76	67⅞
64	Chi M & St P fd 4½s	65	64½	65	+ ¼	66	52⅛
19	Chi Mil & St Paul 4s	71¾	70⅞	70	—1	72	59¾
81	Chi M & St P 4s 1925	82½	81	82½	+1	83	70
3	Chi M & St P deb 4s	66	66	66	+1⅛	67½	53
2	Chi Mil & St Paul 3½s	61⅞	61½	61⅞	— ⅛	61⅞	53¼
8	Chi M & St P C & P W 5s	99	98¾	99	+ ¼	98¾	94½
41	Chicago & N W 7s	104	103½	104		104	99⅞
22	Chicago & N W gen 5s	95	94½	95	— ⅛	98	84⅞
12	Chicago & N W gen 4s	79½	78¾	79½	+2⅛	80	67
5	Chi & N W gen 4s std	79⅞	79⅞	79⅞	+4⅛	79⅞	70
2	Chicago & N W ex 4s	88	87½	88	+2	92	81¼
1	Chicago & N W 3½s	66¼	66¼	66¼	—2	70½	59½
6	C & N W Mil Spr & N 4s	76½	75¼	76½	+4½	76½	70
31	Chi Railways 1st 5s	68¼	67	67	—1¾	70	57½
25	Chi Rock Isl & Pac 4s	73⅞	73¾	73¾		76½	65
266	Chi Rock Isl & Pac fd 4s	69	68¼	68¾	+ ¼	71	60¼
1	Chicago St P M & O con	102½	102½	102½		105	98
1	Chicago St P M & O 5s	87	87	87		87½	78
21	Chi Union Station 6½s ct	105½	105	105¼	— ⅝	105½	100
19	Chi Union Station 4½s	80⅛	79¾	80⅛	+ ⅛	83	70½
6	Chi & West Indiana 4s	62¼	61¾	62¼		64	53
1	Choc Ok & G con 5s	82	82	82		82	82
7	Chile Copper 7s	96⅞	96¼	96¼	— ⅛	108	92
88	Chile Copper 6s	73	72¼	72½		86	70
2	Cincinnati Gas 5s	86	86	86		86	83
2	Cin Ind St L & Chi 4s	80	80	80	—2	82	74½
10	C C C & St L 4½s	77½	76½	77½	— ⅛	80	69
3	C C C & St L gen 4s	71¼	71	71		72	60
2	C C C & St L Cin W & M 4s	68	68	68	—2	70	56⅛
10	C C C & St L St L 4s	73	71	73		73	60
1	Cleve Short Line 4½s	88¾	88¾	88¾	— ¼	89	74½
6	Colorado Fuel & Iron gu 5s	78½	76½	78	— ½	86	76½
16	Colorado Southern ex 4½s	6½	6¼	6	+ ½	79	66¼
3	Colorado Southern 4s	84	84	84	+1	85¼	74
2	Columbus & Ninth Ave 5s	24	24	24	+3	30	21
5	Computing Tab Rec 6s	83	83	83		88	80
121	Consolidated Gas 7s	101¾	100½	101⅝	+1⅛	101¾	96¼
35	Cuba Cane Sugar conv 7s	91	90	90¼	— ¼	100	87
5	Cuba R R 5s	72	68¼	72	—1	78	63
8	Delaware & Hudson 7s	104½	104	104	+ ¼	104⅝	99⅞
30	Delaware & Hudson cv 5s	86	84½	86	+1	87½	72
5	Denver & Rio Grande 5s	74	74	74	+ ¼	74¼	63
10	Denver & Rio Grande 4½s	70½	70½	70½	— ⅛	72⅞	62¼
76	Denver & Rio Grande 4s	67½	66⅛	67⅛	+ ¼	67⅞	58¾
172	Denver & Rio Gr fd 5s	54⅞	53¼	53¾	—1¼	56	39
17	Des M & Fort Dodge ex 4s	50⅛	48¾	50⅛	+1⅛	50⅛	40
4	Detroit Tunnel 4½s	78	77	78	+5	80	69
9	Detroit United 1st 4½s	65½	67¾	67¾	+3¼	70	58⅛
23	Distillers Sec Corp 5s	79	78½	79		83	75
5	Dul South Shore & Atl 5s	78⅛	78⅛	78⅛	— ⅛	79	77½
2	East Tenn Va & Ga con 5s	89	89	89	—1	91	79⅛
1	E T V & G div 5s	90	90	90		92¼	90
8	Erie 1st con 4s	59	58	58	—1	60	47
10	Erie cv 4s A	45	44½	44½	— ⅛	47	32
21	Erie cv 4s B	46	44	45	+ ¼	46½	30
121	Erie cv 4s D	52	49½	50⅛	+1⅛	54	34
80	Erie gen 4s	48½	47¼	48¼	— ⅛	50	38
1	Erie Genesee River 6s	85	85	85	—6	85	78¼
6	Erie & Jersey 6s	86¾	86¾	86¾	— ½	90	78¾
1	Florida Central 6s	90	90	90		90	90
1	Florida Cen & Pen cn 5s	80	80	80		87	80
3	Ft Worth & Den City 1st	95½	95¼	95¼	+ ⅛	98	91¼
33	General Electric 6s	100⅛	98¼	98	—1⅛	100⅞	95¾
5	General Electric 5s	88	87½	87½	— ½	97	81
1	General Electric 3½s	67½	67½	67½	+1¼	70½	63
1	Georgia Pacific 1st	97¼	97¼	97¼	— ½	100	95⅝
11	Great Northern 4½s	84	83	83	—1	85½	70
10	Hocking Valley 4½s	77¾	77½	77¾	+ ⅛	77¾	60½
4	Houston Belt 5s	83	83	83		83	78
2	Houston & Texas Cen 1st	97¼	97¼	97¼	+3½	97¼	84⅝
116	Hud & Man fd 5s ser A	62¾	61¾	62⅛	+1⅛	63½	54
250	Hudson & Man adj	24⅛	23½	4	+ ⅛	25¾	13
52	Illinois Central 5½s	91⅛	90½	90¾	+ ¾	95	83
19	Illinois Central 4s 1952	74	72¼	72½	— ⅛	74⅞	62
8	Illinois Central 4s 1953	71	70⅛	71		74	59⅛
42	Illinois Central fd 4s 1955	6½	76	76	— ⅛	78½	65
1	Illinois Central ex 3½s	71½	71½	71½	+6½	72	60¾
16	Illinois Cen Chi Jen 5s	84½	84	84¾	+ ½	84¾	70½
2	Ill Central Litchfield 3s	60	60	60	+6	60	54
8	Illinois Steel 4½s	79⅞	79½	79½	+ ½	84	72
5	Indiana Steel 5s	91	90	91	+1¾	93⅞	84
1409	Inter R T fd 5s 1966	57⅞	54	56⅝	+1⅝	58	41⅛
328	Inter-Met col tr 4½s	24	22	22¾	+ ⅛	24¾	11
174	Inter-Met col tr 4½s ctfs	22	20	21½	+3	23½	10
154	Int Mer Marine col 6s	81	80¼	80⅞	+ ⅛	95¼	79¾
2	Iowa Central 1st	74⅞	74	74	+1⅞	75	68¼
33	Kan City Ft S & M 4s	67½	66¼	67		70	58
94	Kan City Southern fd 5s	75¼	74⅛	75	+1	78	63
95	Kan City Southern 3s	54¼	53¾	54⅛	+ ⅝	59	49⅞
18	Kan City Terminal 4s	75	73¼	74½	+ ¼	76⅝	62⅞
3	Lack Steel 5s 1923	92½	92	92½		94	89½
1	Lack Steel 5s 1950	79⅝	79⅝	79⅝	+1⅛	99⅞	79
1	Laclede Gas 5s	79⅛	79⅛	79⅛	+2⅛	81	69⅝
20	Lake Shore & M So 4s 25	83½	84¼	85	—1	87½	76
81	Lake Shore & M So 4s 31	83¼	83¼	83¼	— ⅛	84½	74¼
1	Lake Shore & M So 3½s	70¼	70¼	70¼	— ¼	71½	65
14	Lehigh Valley 6s	98½	98¼	97¾	— ¼	103	92
1	Lehigh Valley Coal 5s	94	94	94	+1	98½	92
5	Lehigh Valley 4½s	83½	83½	83½		88	79
11	Lehigh Valley con 4½s	82	81¼	82	+ ¼	83	69
1	Lehigh Valley of Pa con 4s	71½	71½	71½		73½	60
1	Lexington & Eastern 5s	87	87	87	—1	88	79¾
4	Liggett & Myers 7s	106	105½	105½	+ ½	111	101