**PROBLEMS OF THE PRESENT**

—The attitude of Labor on Wage cuts, the possibility of reducing high freight rates, trend of commodity prices, and increasing competition from foreign manufacturers. These problems confront industrial and railroad companies.

**Buy freedom from these worries, and enjoy the high income yields of public utility securities.**

Write for list of selected issues, H 200

**A.H. Bickmore & Co.**
**111 BROADWAY, N.Y.**



BANKING HOUSE OF
**HENRY CLEWS & CO.**
Members N. Y. Stock and Cotton Exchanges.
11, 13, 15, 17 and 19 Broad St., N. Y.
Interest allowed on deposit accounts subject to cheque. Stocks, Bonds and Notes Bought and Sold for Cash and carried on Conservative terms. Cotton contracts handled
FOREIGN LETTERS OF CREDIT ISSUED.
DEAL IN **LIBERTY BONDS** IMMEDIATE DELIVERY
Branch Offices: 320 Fifth Ave. 38 Union Square 172 Duane St. 145 East 66th St. 16 Court St., Brooklyn.



**Weekly Market Letter on request**
**EDWARD E. EPPS & CO.**
**CURB STOCKS**
ESTABLISHED 1903
Members N.Y. Curb Market Assn.
25 BROAD ST., NEW YORK
Telephone Broad 7171


## THIS WEEK'S BOND OFFERINGS.

New financing amounting to more than $17,000,000 will be offered to investors eorly this week, the Detroit United Railway offering of $4,000,000 to-day and the Cincinnati Gas and Electric of $6,000,000 to-morrow heading the list. The Detroit Edison Company has sold $5,569,000 of its first and refunding mortgage 6s, series B, due on July 1, 1940, to a syndicate composed of Coffin & Burr, Inc.; Spencer Trask & Co. and Harris, Forbes & Co. and the Security Trust Company and the First National Company of Detroit. The bonds are scheduled to be offered for sale early this week by a somewhat larger group of bankers.

Hallgarten & Co. and Burr & Schmeltzer are offering $800,000 5¼ per cent. bonds of the city of Niagara Falls, due serially on May 1, 1941, to May 1, 1948 inclusive, at a price to yield 5⅛ per cent. The bonds are exempt from taxes in New York State, as well as from Federal income taxes, and are legal investments for savings banks and trust funds in New York and other States. Harvey Fisk & Sons, Inc., and P. W. Chapman & Co., Inc., are offering $1,000,000 of closed first mortgage 8 per cent. convertible gold bonds of the Welch Grape Juice Company at 98½ and interest to yield more than 8.20 per cent. The proceeds of the issue will be used to retire bank loans and provide additional working capital.

Announcement is made that the issue of $2,000,000 of the province of British Columbia's five year 6 per cent. gold debenture bonds, due on July 15, 1926, offered by Miller & Co. and Brandon, Gordon & Waddell, has been distributed. The Detroit United Railway's one year bonds are being offered to-day at 99½ and interest and the twenty year bonds at 99.

Remick, Hodges & Co. and Kissell, Kinnicutt & Co. are offering $500,000 of the 5½ per cent. coupon gold bonds of the town of Huntington, L. I., N. Y., due on July 2, 1925, to July 2, 1950, inclusive, at prices of 5.50 to 5.20 per cent. Huntington is situated on the northern shore of Suffolk county, about thirty-seven miles from the Pennsylvania Terminal in New York city, and is almost entirely residential in character. The total debt of the district is approximately 2 per cent. of its assessed valuation.

**New York and Hartford Insurance Stocks.**

| | Bid. | Ask. |
|---|---|---|
| Aetna Casualty and Surety | 390 | 400 |
| Aetna Life Insurance Co. | 475 | 500 |
| Assurance Co. of America | 95 | .. |
| American Alliance | 255 | 265 |
| City of New York | 165 | 175 |
| Continental | 60 | 63 |
| Commonwealth | 500 | .. |
| Fidelity Phenix | 475 | 490 |
| Franklin | 75 | 80 |
| Glens Falls | 45 | 50 |
| Globe and Rutgers | 1200 | .. |
| Great American, new stock | 225 | 233 |
| Hanover | 85 | 95 |
| Hartford Fire Insurance Co. | 500 | 540 |
| Home, new stock | 330 | 336 |
| National Liberty | 165 | 175 |
| National Fire Insurance Co. | 375 | 400 |
| Niagara | 124 | 130 |
| North River | 35 | 45 |
| Northern | 100 | .. |
| Pacific | 45 | 60 |
| Phenix Fire Insurance Co. | 400 | 435 |
| Standard Fire Insurance Co. | 80 | 90 |
| Stuyvesant | 45 | 60 |


***South African Conditions Improving***

**500 BRANCHES IN AFRICA**

THE Trade Commissioner of South Africa cables that during June improvements in general conditions in South Africa were noted, especially in the financial situation. It is also predicted that a period of steady prosperity and progress will be entered in the near future.

American merchants and manufacturers who seek to extend their business activities to the rich South African states are offered the exceptional service of the National Bank of South Africa, Ltd. Nearly 500 branches of this institution in Africa, together with important European and American connections, provide not only banking facilities of unusual completeness, but also a trade information service of material helpfulness. These facilities are readily available through our New York Agency.

**NATIONAL BANK of SOUTH AFRICA**
**LIMITED**
New York Office, 44 Beaver Street
***Paid up Capital and Reserves Exceed $21,000,000***
BOMBAY LONDON ANTWERP


# $20,000,000 NEW BONDS MARKETED

## Prices of Old Issues Advance in Last Week—Several Big Flotations Coming.

### Average Bond Prices

| July 23, 1921. | Saturday. | Net. Change. | Week Ago. | Dec. 31 |
|---|---|---|---|---|
| 10 Rails | 73.14 | +.11 | 72.42 | 73.48 |
| 10 Industrials | 88.42 | +.03 | 88.15 | 86.13 |
| 5 Pub. Util. | 67.40 | —.05 | 66.82 | 60.07 |
| 5 Foreign | 93.67 | +.02 | 93.22 | 90.32 |
| 30 Bonds | 80.70 | +.04 | 80.20 | 78.35 |

New securities to the amount of about $20,000,000 found last week a ready market among investors, and rising prices in the market for old outstanding issues pointed to a better appreciation of the declining money market and the strengthening of the country's credit structure.

The causes for the decline in bond prices are fast being removed and the rush to buy the best issues listed on the New York Stock Exchange, which afford a very liberal return on money invested at present prices, brought many of them more into line with changing conditions.

A survey of last week's new bond offerings brings to light no poper bearing interest of a rate higher than 7½ per cent., indicating that there is not such a competitive demand for new fundh as was anticipated and that corporations are no longer willing to pay 8 per cent. or higher for the use of money.

One of the greatest factors operating against a major movement in bond prices has been fear of the creation of large amounts of new high interest bearing securities issued for domestic and foreign accounts. As far as domestic financing is concerned a canvass of the distributing bankers strengthens the belief that the more urgent requirements have been satisfied. The establishment here of substantial credits for those nations in the most urgent need of funds, moreover, may take the place of foreign bond issues.

The buying movement in bonds was accelerated by the lowering of the rediscount rate by the Reserve Bank from 6 per cent. to 5½ per cent., offering further proof of the improvement in the banking situation.

The largest new issue of last week was $5,000,000 of the City of Philadelphia's fifty year 5½ per cent. bonds, which were distributed quickly, and bankers offering them stated that they could have placed twice their amount with investors. Another sizable issue that was taken up a few hours after the opening of subscription books was the $4,000,000 of the Atlas Powder Company's fifteen year 7½ per cent. convertible bonds. A similar reception greeted the $3,000,000 of the Central Maine Power Company's first and general mortgage 7 per cent. gold bonds, offered toward the end of the week.

An issue of $2,000,000 of British Columbia's five year 6 per cent. bonds and one of $1,500,000 of the Spicer Manufacturing Company's ten year 8 per cent. sinking fund bonds helped to swell the week's grand total.

One of the most interesting items in last wek's bond news was the announcement by J. P. Morgan & Co. that all the French Republic's twenty year 7½ per cent. bonds had been sold and the issue's subscription books closed. That firm discontinued their purchases at 100 and accrued interest of the United Kingdom's five year 5½ per cent. secured gold notes, due on November 1. Approximately $25,000,000 of those bonds were bought in, leaving approximately $55,000,000 of them in the hands of investors who apparently are satisfied with the 5½ per cent. on their money to maturity.

## FAILED TO EARN DIVIDENDS.

**But Great Northern Ore Received $5,952,817 in 1920, Says Report.**

The Great Northern Ore Properties failed in 1920 to earn the dividends on its certificates of beneficial interest by less than $100,000, according to its report for that year, made public yesterday.

The report shows total receipts of $5,952,817 and that the two dividends paid during the year aggregated $6,000,000. Other disbursements amounted to $97,960 for salaries and expenses, leaving a final deficit for the year of $145,143. The balance sheet shows current assets of $4,244,140 against current liabilities of $1,057,692. In its current assets, however, the company does not carry its holdings of securities, aggregating more than $6,000,000, of which many are Liberty bonds and United States certificates of indebtedness.

**NEW ENGLAND MFG. STOCKS.**

BOSTON, July 24.—Sales of manufacturing stocks in Boston last week included:

Two shares American Glue, 105; 10 Arlington Mills, 92; 5 Hood Rubber Company, pfd., ex. div., 82; 5 Ipswich Mills, 60; 5 Merrimac Chemical, 70; 2 New Market Manufacturing, 150; 98 Old Colony Woolen Mills, 2½; 320 Aeolian Weber Piano, pfd., 51, and 1 York Manufacturing, 195.

# BONDS IN NEW YORK STOCK EXCHANGE

WEEK ENDED JULY 23, 1921.

Sales for week... 1921. $56,332,000 1920. $44,523,000 1919. $63,636,000
Jan. 1 to date.. 1921. $1,748,127,000 1920. $2,058,765,000 1919. $1,838,132,000

| Sales. | | High-est. | Low-est. | Clos-ing. | Net Ch'ge. | 1921 High. | 1921 Low. |
|---|---|---|---|---|---|---|---|
| 3 | Adams Express 4s | 62½ | 61⅞ | 61⅞ | +1⅞ | 63½ | 56½ |
| 1 | Alaska Gold cv 6s series B | 10 | 10 | 10 | | 19¼ | 10 |
| 53 | Amer Ag Ch 7½s receipts | 97 | 96 | 97 | +1½ | 97 | 92½ |
| 72 | Am Smelting & Refining 5s | 77 | 76¼ | 77 | + ½ | 78½ | 73 |
| 434 | Am Tel & Tel conv 6s | 99¾ | 97¼ | 99¾ | +2⅜ | 101¾ | 94¼ |
| 90 | Am Tel & Tel cit 5s | 84 | 82½ | 84 | +1 | 84 | 77½ |
| 74 | Am Tel & Tel cit 4s | 79 | 77⅞ | 79 | + ½ | 80 | 73½ |
| 3 | Am Writing Paper 7s | 70¼ | 70¼ | 70¼ | + ¼ | 73¾ | 67 |
| 29 | Armour 4½s | 79¼ | 78 | 79 | +1 | 83 | 75 |
| 35 | Atch Top & Santa Fe cv 4s | 69¼ | 68 | 69¼ | — ⅛ | 72 | 66¼ |
| 2 | Atch T & S F cv 4s 1960 | 83 | 83 | 183 | | 84 | 79 |
| 127 | Atch Top & Santa Fe gn 4s | 77⅜ | 75½ | 77⅜ | +1⅝ | 79 | 73½ |
| 11 | Atch Top & S F adj 4s | 71⅝ | 70½ | 1⅝ | +1½ | 72½ | 67½ |
| 21 | Atch Top & S F adj 4s std. | 71½ | 70 | 71½ | + ½ | 73 | 68 |
| 3 | A T & S F Cal 4½s | 78 | 77½ | 78 | | 84½ | 75¾ |
| 1 | Atlanta & Charlotte 5s | 86 | 86 | 86 | + ½ | 92½ | 84½ |
| 4 | Atlantic Coast Line 7s | 102¼ | 102¼ | 102¼ | | 103½ | 99⅝ |
| 27 | Atlantic Coast Line 4½s | 74 | 73½ | 73½ | — ½ | 79 | 68½ |
| 29 | Atlantic Coast Line 4s | 78 | 75½ | 78 | +2 | 81 | 73½ |
| 30 | Atlantic C Line cit tr 4s | 69¼ | 67⅞ | 69¼ | + ⅝ | 73 | 66½ |
| 1 | Atlantic & Danville 1st 4s | 66 | 66 | 66 | | 70 | 64 |
| 21 | Atlantic Fruit 7s | 39½ | 33 | 39½ | — ½ | 73 | 33 |
| 80 | Atlantic Refining 6½s ctfs | 101 | 100¼ | 101 | + ¾ | 101 | 99 |
| 2 | Baldwin Locomotive 5s | 92 | 92 | 92 | — ½ | 94 | 92½ |
| 59 | Baltimore & Ohio 6s | 89¾ | 88½ | 89 | + ⅛ | 93½ | 87½ |
| 54 | Baltimore & Ohio 5s 1995 | 71½ | 70¼ | 71½ | +1 | 72 | 65½ |
| 51 | Baltimore & Ohio cv 4½s | 69¼ | 68¼ | 69¼ | + ⅝ | 71⅝ | 65 |
| 37 | Baltimore & Ohio gold 4s | 69 | 67½ | 69 | +1[illegible] | 70½ | 64¾ |
| 113 | Baltimore & Ohio 3½s | 84⅞ | 83⅝ | 84½ | + ⅞ | 84⅝ | 70¾ |
| 48 | Balt & Ohio S W 3½s | 80 | 79 | 80 | + ¼ | 80 | 73¾ |
| 44 | B & Ohio P L E & W Va 4s | 64½ | 63¼ | 64½ | — ⅛ | 66½ | 61¾ |
| 23 | Balt & Ohio T & C 4s | 54¼ | 53½ | 54¼ | + ¼ | 55½ | 50½ |
| 33 | Bell Telephone of Pa 7s | 104 | 103⅝ | 103¾ | — ⅛ | 106½ | 100¾ |
| 17 | Bethlehem Steel fd 5s | 82 | 81 | 82 | + ¾ | 86½ | 78 |
| 4 | Bethlehem Steel 5s 1936 | 77¾ | 77¾ | 77¾ | + ½ | 82½ | 74⅞ |
| 22 | Braden Copper 6s | 82¾ | 82½ | 82½ | — ¼ | 85¾ | 81 |
| 6 | Brooklyn Edison 5s A | 80¼ | 80 | 80 | +1 | 80¼ | 76 |
| 10 | Brooklyn Edison 7s C | 98⅝ | 97½ | 98¼ | + ¾ | 98⅝ | 95½ |
| 11 | Brooklyn Edison 7s D | 99 | 98 | 99 | + ½ | 99 | 96 |
| 24 | Brooklyn Rap Trans 7s | 48½ | 48 | 48½ | + ½ | 50 | 40⅝ |
| 1 | Bklyn Rap Tran 7s stmpd. | 44 | 44 | 44 | — ½ | 44½ | 38 |
| 6 | Bklyn Rap Trans 7s ctfs | 48 | 48 | 48 | +2½ | 50 | 37¾ |
| 11 | Brooklyn Rap Tran 5s | 25 | 25 | 25 | | 32 | 23½ |
| 5 | Bklyn Union El 1st stmpd. | 65 | 65 | 65 | | 65½ | 59⅞ |
| 21 | Bush Terminal 5s | 71¼ | 71¼ | 71¼ | — ⅝ | 72 | 67½ |
| 14 | Bush T Bldg 1st guar 5s | 75 | 75 | 75 | — ½ | 76½ | 67½ |
| 11 | California Gas & Elec 5s | 84½ | 84¼ | 84½ | | 86¼ | 82⅞ |
| 314 | Can Nat Can Nor 6½s w i | 97½ | 96¾ | 97½ | + ¼ | 97 | 96¾ |
| 162 | Canadian Northern 7s | 101⅝ | 101 | 101¼ | — ⅛ | 102¾ | 99½ |
| 12 | Canada Southern 5s | 85¼ | 84½ | 85½ | + ⅝ | 88½ | 81½ |
| 5 | Car Clinchfield & Ohio 5s | 74¼ | 74 | 74¼ | +3¼ | 76 | 68 |
| 21 | Central of Georgia 6s | 86½ | 85⅝ | 86½ | + ⅝ | 91 | 84⅞ |
| 15 | Central of Georgia con 5s | 82 | 81 | 82 | — ½ | 89 | 80¼ |
| 12 | Central Leather 5s | 89¾ | 89 | 89¾ | + ¾ | 93 | 86½ |
| 156 | Central Pacific 1st | 73 | 71⅝ | 73⅝ | + ⅞ | 75 | 70½ |
| 6 | Central Pacific 3½s | 78½ | 78¼ | 78¼ | — ½ | 79 | 75¼ |
| 14 | Central R R of N J 5s | 96 | 95 | 95 | | 100 | 92½ |
| 29 | Cerro de Pasco Copper 8s | 107½ | 107 | 107¼ | — ½ | 111 | 104¾ |
| 11 | Chesapeake & Ohio 5s | 91 | 90 | 90¼ | — ¼ | 93¼ | 87 |
| 2 | Chesapeake & Ohio fd 5s | 81 | 81 | 81 | | 84 | 79 |
| 48 | Chesa & Ohio conv 5s 1946 | 81¾ | 80¾ | 81½ | + ½ | 85⅝ | 79 |
| 127 | Chesa & Ohio conv 4½s | 77 | 73¾ | 76½ | +2½ | 78 | 71½ |
| 42 | Ches & Ohio 4½s | 74½ | 73½ | 74½ | + ¾ | 77½ | 71⅝ |
| 3 | Chesa & Ohio R & A 2d | 63 | 63 | 63 | —4 | 70 | 63 |
| 16 | Chicago & Alton 3½s | 34½ | 33 | 34 | — ½ | 39⅞ | 30½ |
| 9 | Chicago & Alton 3s | 45 | 44 | 45 | +1½ | 46 | 41 |
| 970 | C B & Q N P G N col 6½s | 100½ | 98⅝ | 99⅞ | + ⅞ | 100½ | 96½ |
| 13 | Chi Burl & Quincy gen 4s | 77¾ | 77 | 77¾ | + ⅝ | 82 | 74¾ |
| 3 | Chi Burl & Quincy Ill 4s | 80 | 79⅝ | 80 | + ⅝ | 82½ | 77¾ |
| 11 | Chi Burl & Quincy Ill 3½s | 73 | 72½ | 73 | +1 | 74 | 69¼ |
| 10 | Chi Burl & Quincy Neb 4s | 89¾ | 89¼ | 89¾ | +1¾ | 89¾ | 86½ |
| 21 | Chicago & Erie 1st | 76½ | 76 | 76½ | +1 | 81¾ | 74 |
| 35 | Chicago Great Western 4s | 50 | 49½ | 50 | | 54 | 47½ |
| 21 | Chi Ind & Louisville 6s | 93¼ | 92 | 93¼ | +1¼ | 98 | 92 |
| 1 | Chi Ind & Louisville 5s | 78½ | 78½ | 78½ | +3 | 81½ | 75½ |
| 6 | Chi Mil & St Paul conv 5s | 66¼ | 65 | 66¼ | +1¾ | 72½ | 63 |
| 2 | Chi Mil & St P gen 4½s | 74½ | 73½ | 73½ | — ½ | 79¾ | 71½ |
| 63 | Chi Mil & St P conv 4½s | 65½ | 64¼ | 65½ | + ¼ | 72 | 62¾ |
| 49 | Chi Mil & St P fd 4½s | 60 | 59 | 59½ | — ½ | 65 | 57 |
| 15 | Chi Mil & St Paul deb 4s | 57½ | 57 | 57½ | + ¼ | 63¾ | 55 |
| 34 | Chi Mil & St Paul 4s | 65¾ | 65 | 65¾ | — ¼ | 72 | 63½ |
| 19 | Chi Mil & St Paul 4s 1925 | 75 | 74½ | 74½ | — ½ | 78¼ | 71¼ |
| 4 | Chi Mil & St Paul 3½s | 59⅝ | 59⅝ | 59⅝ | +1⅝ | 68 | 57¾ |
| 2 | C & N W Mil Spr & N 4s | 76 | 76 | 76 | + ½ | 79 | 74 |
| 24 | Chicago & N W 7s | 104 | 102⅝ | 103½ | + ⅝ | 104¼ | 99¼ |
| 92 | Chicago & N W 6½s | 100¼ | 99¼ | 100 | + ⅝ | 100½ | 96¼ |
| 96 | Chicago & N W deb 1933 | 90 | 89 | 89 | +1 | 91⅝ | 87⅝ |
| 12 | Chicago & N W gen 4s | 74⅝ | 74 | 74 | — ⅝ | 78⅝ | 71½ |
| 1 | Chicago & NW gen 4s std. | 73½ | 73½ | 73½ | + ½ | 77¾ | 72½ |
| 12 | Chicago & N W 3½s | 64½ | 64½ | 64½ | | 69 | 60 |
| 26 | Chicago Railways 1st 5s | 64½ | 64½ | 64½ | | 66½ | 58 |
| 36 | Chi Rock Island & Pac 4s | 72 | 71 | 72 | + ¾ | 74 | 68 |
| 174 | Chi Rock Isl & Pac fd 4s | 67 | 66¼ | 67 | + ½ | 69½ | 64½ |
| 2 | Chi St L & N O Mem 1st | 71⅝ | 71⅝ | 71⅝ | +1 | 73 | 67¼ |
| 4 | Chicago St P M & O con | 100⅝ | 100¼ | 100⅝ | + ⅝ | 102½ | 97¾ |
| 1 | Chicago St P M & O 5s | 79 | 79 | 79 | —1¾ | 84 | 79 |
| 39 | Chi Union Station 6½s ct. | 104 | 103½ | 104 | + ⅞ | 106½ | 101 |
| 20 | Chi Union Station 4½s | 80½ | 80 | 80½ | + ½ | 82½ | 77 |
| 1 | Chi & W Ind col tr s f 7½s | 95¾ | 95¾ | 95¾ | — ¼ | 100 | 93⅞ |
| 7 | Chi & Western Indiana 4s | 60 | 59¼ | 59¾ | + ⅝ | 62½ | 57 |
| 7 | Chile Copper 7s | 93¾ | 93½ | 93½ | | 96 | 90 |
| 61 | Chile Copper 6s | 72 | 71½ | 72 | | 76½ | 66 |
| 21 | C C C & St L 6s | 88 | 87 | 88 | +1 | 92 | 85¾ |
| 11 | C C C & St L gen 4s | 66¾ | 66¾ | 67 | + ½ | 72 | 65¾ |
| 4 | Cleveland Short Line 4½s | 82 | 81½ | 81½ | + ½ | 84¼ | 79 |
| 2 | Colorado Fuel & Iron gu 5s | 77 | 76 | 77 | +1 | [illegible] | 76 |
| 17 | Columbia Gas & Elec 5s | 84 | 82½ | 84 | +2⅝ | 86 | 78 |
| 25 | Colorado Southern ex 4½s | 74¾ | 73¾ | 74½ | +1 | 76½ | 72 |
| 13 | Colorado Southern 4s | 81⅞ | 80½ | 81¾ | + ½ | 84 | 77½ |
| 2 | Columbus & Toledo 4s | 67½ | 67½ | 67½ | — ½ | 67½ | 67½ |
| 85 | Consolidated Gas 7s | 101¾ | 100¾ | 101¼ | + ⅝ | 102½ | 98¼ |
| 43 | Cuban American Sugar 5s | 99½ | 97⅞ | 99¼ | +1½ | 102½ | 96 |
| 745 | Cuba Cane Sugar conv 7s | 66½ | 60¼ | 66½ | +6½ | 86 | 57½ |
| 5 | Cuba Railroad 5s | 66 | 64½ | 66 | +1½ | 73 | 59½ |
| 6 | Cumberland Tel & Tel 5s | 79½ | 78⅝ | 79½ | +1½ | 81 | 78 |
| 10 | Del & Hudson gold 7s | 103½ | 102¼ | 103½ | +1½ | 106 | 100¼ |
| 2 | Delaware & Hudson cv 5s | 83¾ | 83¾ | 83¾ | +3¾ | 84 | 78¾ |
| 16 | Delaware & Hudson fd 4s | 77¾ | 76¾ | 77¾ | +1 | 82½ | 74⅝ |
| 20 | Denver & Rio Grande 5s | 68¾ | 68 | 68¾ | — ⅝ | 72 | 67¼ |
| 13 | Denver & Rio Grande 4½s | 68¾ | 67½ | 67½ | —1½ | 75 | 67 |
| 50 | Denver & Rio Grande 4s | 64½ | 63¾ | 64½ | +1 | 66 | 62¾ |
| 169 | Denver & Rio Gr fd 5s | 46¾ | 42⅝ | 45½ | +3 | 46¾ | 40½ |
| 6 | Denver & R G fd 5s ctfs | 43 | 41¼ | 43 | +3 | 48 | 37½ |
| 1 | Des M & Fort Dodge ex 4s | 43 | 43 | 43 | | 47 | 40 |
| 20 | Detroit Edison 6s | 88¾ | 87½ | 87⅝ | — ⅝ | 90 | 86½ |
| 8 | Detroit Edison 8s 1940 | 79⅝ | 78¾ | 78¾ | — ¾ | 81½ | 76½ |
| 40 | Detroit Tunnel 4½s | 77½ | 76¾ | 77 | + ⅛ | 77¾ | 74½ |
| 2 | Detroit United 1st 4½s | 59½ | 59½ | 59½ | —1 | 63¾ | 58 |
| 14 | Diamond Match 7½s | 104 | 103 | 103 | — ½ | 104 | 102 |
| 159 | Du Pont de Nemours 7½s | 98½ | 97½ | 98¼ | + ⅝ | 100¼ | 96 |
| 33 | Duquesne Light 6s | 91½ | 90½ | 90¾ | — ½ | 91½ | 88 |
| 3 | East Tenn Va & Ga con | 85 | 85 | 85 | —2 | 89½ | 84½ |
| 2 | Ed El Ill Co of N Y con | 90 | 90 | 90 | +4 | 90 | 86 |
| 105 | Erie 1st con 4s | 56 | 55½ | 56 | +1⅝ | 56½ | 51 |
| 24 | Erie cv 4s A | 38¼ | 38¼ | 38¼ | + ½ | 40¼ | 35¼ |
| 8 | Erie cv 4s B | 38½ | 37⅝ | 38 | + ⅝ | 40 | 34½ |
| 17 | Erie cv 4s D | 42½ | 41½ | 41¾ | — ¼ | 45⅞ | [illegible] |
| 19 | Erie gen 4s | 43¾ | 41½ | 43¾ | + ¼ | 46 | 39 |
| 1 | Erie & Jersey 6s | 76½ | 76½ | 76½ | | 84½ | 76½ |
| 5 | Ft Worth & Den City 1st | 99 | 99 | 99 | | 99 | 93 |
| 29 | General Electric 6s | 101¾ | 100⅞ | 101 | — ¼ | 102 | 99 |
| 27 | General Electric 5s | 86½ | 86 | 86½ | + ¾ | 90 | 84 |
| 8 | General Electric 3½s | 70½ | 70 | 70½ | + ½ | 70½ | 66 |
| 1 | Georgia & Alabama con 5s | 73 | 73 | 73 | —9½ | 82½ | 73 |
| 1 | Georgia Pacific 1st | 98½ | 98½ | 98½ | + ¾ | 98½ | 96¼ |
| 246 | Goodyear Tire & Rub 8s | 100 | 99¼ | 100 | + ⅝ | 102 | 97½ |
| 2 | Granby Mining 8s | 81 | 81 | 81 | +1 | 84 | 80 |
| 66 | Grand Trnk of Can 7s rctcs | 102 | 100¾ | 101 | + ⅛ | 102⅞ | 99¾ |
| 2 | Great Falls Power 5s | 86 | 86 | 86 | + ¾ | 86 | 82 |
| 1002 | Great Northern 7s Series A | 99¾ | 98½ | 99¾ | +1 | 99¾ | 96½ |
| 12 | Great Northern 4½s | 80¼ | 79 | 80¼ | | 82½ | 77 |
| 2 | Havana El Ry conv 5s | 73½ | 73½ | 73½ | — ⅝ | 75 | 66 |
| 1 | Hocking Valley 4½s | 70½ | 70½ | 70½ | + ⅝ | 76 | 67½ |
| 137 | Hudson & Man fd 5s Ser A | 66⅝ | 65¾ | 66¼ | + ¾ | 69¾ | 59½ |
| 299 | Hudson & Man adj | 42 | 40½ | 41 | +1¼ | 42 | 23½ |
| 50 | Illinois Central 5½s | 91 | 88¾ | 91 | +1½ | 92½ | 85¾ |
| 3 | Illinois Central 4s 1952 | 71½ | 70 | 71½ | +1¾ | 74 | 67½ |
| 21 | Illinois Central 4s 1953 | 70 | 68½ | 69⅞ | + ⅝ | 72½ | 65⅝ |
| 30 | Illinois Central fd 4s 1955 | 75½ | 73⅝ | 75½ | +1½ | 77½ | 71¾ |
| 19 | Illinois Cen Chi Junc 5s | 79¾ | 78½ | 79¾ | + ⅛ | 87 | 78½ |
| 1 | Illinois Cen St Louis 3½s | 65⅞ | 65⅞ | 65⅞ | +1⅝ | 66 | 58½ |
| 27 | Illinois Steel 4½s | 80 | 79 | 80 | | 82½ | 76 |
| 15 | Indiana Steel 5s | 89¾ | 89 | 89¾ | +1½ | 92 | 86 |
| 280 | Inter R T fd 5s 1966 | 56 | 54¼ | 56 | + ¾ | 58¼ | 48¾ |
| 17 | Inter-Met col tr 4½s | 16½ | 15½ | 16½ | — ¼ | 21½ | 13½ |
| 105 | Inter-Met col tr 4½s ctfs | 13½ | 13 | 13⅝ | — ½ | 1 | 11¾ |
| | Inter Agr Chemical 5s | 72 | 71¼ | 72 | + ½ | 76 | 71 |
| 52 | Int Mer Marine col 6s | 78¾ | 78½ | 78¾ | + ¼ | 84 | 77½ |
| 48 | Iowa Central 4s | 39¼ | 38½ | 39 | +1 | 44 | 38½ |
| 14 | Kan City Ft Scott & M 4s | 64½ | 63 | 64½ | +2 | 67½ | 62 |
| 44 | Kan City Southern fd 5s | 76 | 75 | 76 | + ¾ | 77 | 72 |
| 96 | Kansas City Southern 3s | 57¼ | 56½ | 57¼ | + ¾ | 57¼ | 53¾ |
| 56 | Kansas City Terminal 4s | 71½ | 70½ | 71½ | + ½ | 74 | 69¼ |
| 218 | Kelly-Springfield Tire 8s | 95½ | 94 | 95½ | +1¼ | 99¾ | 92½ |
| 2 | Kentucky Central 4s | 70½ | 70 | 70½ | + ½ | 72 | 70 |
| 9 | Lack Steel 5s 1923 | 95 | 95 | 95 | + ¾ | 96¼ | 91 |
| 7 | Lack Steel 5s 1950 | 74¾ | 74¼ | 74¾ | — ⅝ | 78 | 73 |
| 2 | Laclede Gas 5s | 76 | 76 | 76 | +1 | 76 | 68½ |
| 6 | Lake Erie & Western 1st | 81¾ | 81½ | 81½ | +1½ | 82 | 79 |
| 9 | Lake Shore & M S 4s 1928 | 84½ | 83¼ | 84½ | | 86 | 82 |
| 39 | Lake Shore & M S 4s 1931 | 82¼ | 81 | 82¼ | ¼ | 85 | 75½ |
| 1 | Lake Shore & M So 3½s | 67 | 64⅝ | 64⅝ | —1⅝ | 71¼ | 64⅝ |
| 1 | Lehigh & N Y 1st 4s | 70 | 70 | 70 | —3 | 70 | 70 |
| 16 | Lehigh Valley 6s | 97½ | 96¼ | 97½ | +1 | 99¼ | 95 |
| 1 | Lehigh Valley Coal 5s | 91½ | 91½ | 91½ | | 93¾ | 91½ |
| 11 | Lehigh Valley of Pa con 4s | 69 | 68⅝ | 69 | — ⅛ | 76 | 67½ |
| 2 | Lehigh Valley Terminal 5s | 90¼ | 90¼ | 90¼ | —1½ | 91¾ | 90¼ |
| 3 | Lexington & Eastern 5s | 86 | 86 | 86 | +1 | 87¼ | 83 |
| 27 | Liggett & Myers 7s | 107 | 106 | 106 | —1 | 108½ | 102 |
| 4 | Liggett & Myers 5s | 86 | 85⅞ | 85⅞ | —2¼ | 88½ | 77⅞ |
| 1 | Long Island 5s 1937 | 59 | 59 | 59 | +1½ | 63½ | 57½ |
| 6 | Louisiana & Arkansas 5s | 67 | 66⅝ | 67 | + ⅝ | 68 | 63½ |
| 6 | Lou Cin & Lexington 4½s | 86½ | 86½ | 86½ | —1 | 89½ | 87½ |
| 24 | Lou & Jefferson Bridge 4s | 66½ | 65½ | 66½ | +1 | 68 | 64¼ |
| 18 | Louisville & Nashville 7s | 104¾ | 104¾ | 104¾ | + ¼ | 105 | 100 |
| 20 | Louisville & Nashville 4s | 82½ | 81½ | 82½ | +1½ | 84½ | 78¼ |
| 14 | Louisville & N St Louis 3s | 51½ | 50¾ | 51⅝ | + ⅝ | 55 | 50¼ |
| 11 | Lou & N So Monon col 4s | 66½ | 66½ | 66½ | | 71¾ | 64½ |
| 2 | Manhattan 4s stamped | 55¼ | 54⅝ | 55¼ | — ¼ | 60 | 53 |
| 31 | Market St Ry 1st con 1944 | 69⅞ | 69 | 69½ | + ¾ | 74 | 68¾ |
| 1 | Marland Oil 8s | 93 | 93 | 93 | —2 | 97¼ | 92½ |
| 85 | Mex Petro of Del conv 8s | 95 | 93 | 95 | +2 | 99½ | 92¾ |
| 5 | Michigan Central deb 4s | 76⅞ | 76⅞ | 76⅞ | + ¼ | 79⅝ | 74 |
| 5 | Milwaukee Gas 1st 4s | 80¾ | 80¾ | 80¾ | — ½ | 81½ | 79 |
| 16 | Midvale Steel 5s | 76½ | 76 | 76 | —¾ | 79 | 73 |
| 11 | Minn & St Louis fd 5s | 40½ | 40 | 40½ | + ¼ | 48 | 39½ |
| 9 | Minn & St Louis 4s | 40½ | 40¼ | 40½ | + ¾ | 44 | 39 |
| 6 | Minn St P & S S Marie 4s | 78¾ | 78¾ | 78¾ | + ⅝ | 85 | 75⅝ |
| 27 | M St P S S M & Atl 4s | 89⅝ | 89½ | 89⅝ | + ⅝ | 90½ | 88¾ |
| 1 | Mo Kan & Oklahoma 5s | 60½ | 60½ | 60½ | — 7½ | 69 | 60½ |
| 15 | Mo Kan & Texas sf 4½s | 36 | 36 | 36 | —3 | 40 | 31 |
| 21 | Mo Kan & Tex sf 4½s ctfs | 37 | 3 | 37 | +2 | 40½ | 34 |
| 86 | Mo Kan & Texas 4s | 61¾ | 60¼ | 61½ | + ¼ | 61½ | 56 |
| 30 | Mo Kan & Texas 2d | 36 | 3 ½ | 36 | — ⅛ | 42 | 34½ |
| 110 | Mo Kan & Texas 2d ctfs | 35⅞ | 34½ | 35¾ | + ¾ | 41 | 34½ |
| 13 | Mo Kan & Texas fd | 51 | 51 | 51 | —1 | 55 | 49½ |
| 19 | Mo Kan & Texas notes | 41¼ | 41½ | 41¼ | — ¼ | 42 | 37 |
| 10 | Missouri Pacific 5s 1923 | 91¾ | 91¾ | 91¾ | — ¼ | 92½ | 86½ |
| 48 | Missouri Pacific 5s 1926 | 87 | 85 | 87 | +5 | 87 | 81¾ |
| 266 | Missouri Pacific gen 4s | 53½ | 52¾ | 53⅝ | + ⅝ | 56½ | 50¾ |
| 1 | Mobile & Ohio new 6s | 97⅝ | 97⅝ | 97⅝ | —1¼ | 100 | 94 |
| 16 | Montana Power 5s | 85 | 84¾ | 85 | — ½ | 88 | 82 |
| 17 | Morris & Co 4½s | 74 | 73 | 73 | —1 | 76½ | 71½ |
| 2 | Nashville Chat & St L 5s | 92¼ | 92¼ | 92¼ | —1 | 95 | 91½ |
| 14 | National Tube 5s | 91¾ | 91¾ | 91¾ | + ¾ | 92 | 87 |
| 5 | New Orleans Tx & Mex 5s | 56½ | 55 | 55 | —1½ | 65 | 53½ |
| 63 | New York Central 7s | 101½ | 100¾ | 101½ | + ½ | 103½ | 98 |
| 162 | N Y Central deb 6s | 91¾ | 90 | 91½ | +1 | 92⅝ | 87 |
| 26 | N Y Central 4½s | 77⅝ | 76½ | 77⅝ | + ⅝ | 82 | 72½ |
| 11 | N Y Central deb 4s | 77 | 76½ | 77 | +1 | 80½ | 74 |
| 34 | N Y Central con 4s | 69 | 67¼ | 68½ | +1¼ | 72½ | 65½ |
| 40 | N Y Central 3½s | 66 | 65⅝ | 66 | + ⅛ | 69⅝ | 62¼ |
| 24 | N Y Cen Lake Shore 3½s | 62 | 61 | 62 | + ⅞ | 64½ | 59½ |
| 2 | N Y Cen Mich Cen 3½s | 62 | 62 | 62 | | 70 | 59 |
| 1 | N Y Chicago & St L 4s | 79 | 79 | 79 | + ¼ | 82 | 77¾ |
| 2 | N Y