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Opportunities *in the* **Bond Market**

The trend of bond prices is now upward in response to the gradual easing of the money situation and the consequent lowering of interest rates, and many years will probably elapse before money will again have such a high purchasing power in the investment security markets as it has today.

Our circular No. 1773, *The Price of Money and Its Effect on the Price of Bonds*, offers suggestions that should help investors to take advantage of present opportunities in the bond market.

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Federal Land Bank

5% Bonds

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Call May 1, 1931.

Exempt from Federal, State, Municipal and local taxation.

Price 100 and Interest Yielding 5%

Circular on request for AD-425

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FINANCIAL NEWS AND COMMENT

Fear of Strike Causes Slumps in All Markets—Rail Issues Especially Hit.

The railroad strike threat was a decided influence in the markets for securities, cotton and grain yesterday, causing general declines and discouraging purchases at the lower price levels. In stocks it appeared as though most of the selling came from professional sources, and while bonds were unsteady there were few rail issues which receded more than a half point. Strike talk and actual cessation of work long ago lost most of their potency in forcing liquidation of investment holdings, and there was no exception to the rule in the day's transactions. For one thing, the comment from all quarters except the railroad union offices indicated a fairly widespread belief that either the strike would be headed off through negotiation, or, if begun, would not be long lived. The attitude of railway executives strengthened that attitude of Wall Street, as such discussion as developed over Sunday indicated confidence that public opinion would be distinctly against any effort to hamper transportation at the moment when business was beginning to break the thralls of after war stagnation.

The short sellers in stocks, however, found that potential buyers preferred to wait for further events in the railroad situation before taking on shares, which made it easy to cause recessions which ran from 1 to 2 points before noon. Industrial issues, especially the petroleum group, held up fairly well for a time, but later softened and many were down as much as the rails at the close.

The railroad controversy unquestionably contains elements which may well prove to mark a new epoch in the return to normal conditions. It offers a test whether or not the expanded wage schedules of a few classes of workers are to be maintained by force at a time when the wages of most other classes have been carried down by stress of business reaction. So far as the union attitude has been made public it is less because of the proposed wage reduction of 10 per cent. that the strike has been called than because of a vote taken on the 12 per cent. cut of July. It will be a test, also, of whether or not the railroads are to be permitted to help their precarious outlook for reasonable net earnings, as no figures which show that the carriers as a whole will not get into difficulties if rates are lowered without an offset in lowered costs have come to light.

Cotton fell $4 a bale and wheat futures slumped 6 cents a bushel in Chicago. As in September, the markets all acted in concert and it may have been that the spectacle of declining securities reacted on commodities. The news of the day with direct application to wheat was not of a bearish nature, the Government's report of existing stocks being 76,000,000 bushels, or 12 per cent., less than they were a year ago. The report, however, showed some 50,000,000 bushels more in elevators than had been expected, and sentiment doubtless leaned toward the thought that the prospect of a railroad tieup would hasten liquidation in the remaining days before the strike is scheduled to begin.

There was no surprise for anybody who had followed the German financial policy in the sight of the mark rate falling precipitately to .52 of a cent at the start of business. A late recovery put it back to .59 per cent. of a cent. The movement here followed a break in London. It suggested strongly a real panic among business interests in Germany, and a brisk upturn of Dutch and Scandinavian rates as well as a bulge of 3½ cents in the London quotation seemed to disclose hasty conversion of marks into more stable currencies of other countries. Things are clearly drawing rapidly to a head in Berlin.

Call money, as was expected, was easy, going from 5½ per cent. to 4 per cent.

FOREIGN EXCHANGE.

OCTOBER 17, 1921.

GREAT BRITAIN.

Parity.		Monday.	Saturday.	Oct. 10.
$4.8665	Sterling.			
	Demand	$3.92⅝	$3.89⅛	$3.85¼
	Cables	3.93⅛	3.89⅝	3.85¾
	Bankers, 60 ds.	3.89	3.85⅛	3.81⅝
	Bankers, 90 ds.	3.87½	3.84¼	3.80¼

THE CONTINENT.

19.30	France, cents a franc:			
	Demand	7.25½	7.31	7.34⅛
	Cables	7.26	7.31½	7.35
19.30	Belgium, cents a franc:			
	Demand	7.17	7.22	7.19½
	Cables	7.17½	7.22½	7.20
19.30	Switzerland, cents a franc:			
	Demand	18.08	19.23	18.18
	Cables	19.00	19.25	18.20
19.30	Italy, cents a lira:			
	Demand	3.80	4.02	4.05½
	Cables	3.80½	4.02½	4.06
23.80	Germany, cents a mark:			
	Demand	.59	.66½	.82⅝
	Cables	.59	.66½	.82⅝
26.80	Sweden, cents a krone:			
	Demand	23.05	23.13	23.37
	Cables	23.10	23.18	23.42
26.80	Norway, cents a krone:			
	Demand	13.65	12.30	12.25
	Cables	13.10	12.35	12.30
26.80	Denmark, cents a krone:			
	Demand	19.30	19.05	19.25
	Cables	19.35	19.10	19.30
19.30	Greece, cents a drachma:			
	Demand	4.45	4.40	4.25
	Cables	4.50	4.45	4.30
19.30	Spain, cents a peseta:			
	Demand	13.39	13.40	13.43
	Cables	13.40	13.41	13.44
40.20	Holland, cents a florin:			
	Demand	34.63	33.92	33.06
	Cables	34.65	33.94	33.08
51.46	Russia, cents a ruble:			
	100 rubles	.09	.09	.09
	500 rubles	.07	.07	.07
20.26	Austria, cents a crown:			
	Demand	.05½	.05⅛	.05⅜
	Cables	.05⅝	.05¼	.05⅜
23.86	Poland, cents a mark:			
	Demand	.02½	.0255	.02
	Cables	.02⅝	.0255	.02
20.50	Hungary, cents a crown:			
	Demand	.13⅛	.15½	.15½
	Cables	.15¼	.15½	.15½
20.30	Jugo-Slavia, cents a crown:			
	Demand	.40	.39¼	.41½
	Cables	.40⅛	.39¾	.42
19.30	Finland, cents a mark:			
	Demand	1.55	1.57	1.53
	Cables	1.59	1.60	1.56
26.25	Czecho-Slovakia, cents a crown:			
	Demand	1.10	1.10	1.10
	Cables	1.12	1.12	1.12
19.30	Roumania, cents a leu:			
	Demand	.75	.78	.88
	Cables	.78	.79	.89

FAR EAST.

108.32	Shanghai, cents a tael:			
	Demand	$1.50	$1.50	$1.60
	Cables	$2.00	$2.00	$1.50
78.00	Hong Kong, cents a dollar:			
	Demand	58.25	58.25	57.50
	Cables	58.75	58.75	57.75
32.44	Bombay, cents a rupee:			
	Demand	29.00	28.25	27.75
	Cables	29.25	28.50	28.00
49.84	Yokohama, cents a yen:			
	Demand	47.37½	47.37½	47.50
	Cables	47.62½	47.62½	47.75

SOUTH AMERICA.

32.44	Rio de Janeiro, cents a milreis:			
	Demand	13.12½	12.87½	13.12½
	Cables	13.25	13.00	13.25
42.45	Buenos Aires, cents a peso:			
	Demand	32.50	31.87½	32.00
	Cables	32.62½	32.00	33.12½
103.42	Uruguay, cents a dollar:			
	Demand	66.00	67.62½	
	Cables	66.25	67.87½	

CANADA.

New York funds in Montreal, $9.49 premium per $1,000; Montreal funds in New York, $86.25 discount per $1,000.

MONEY MARKET.

MONDAY, OCTOBER 17.

Renewals	5½	Last	4
High	5½	Year's high	9
Low	4	Year's low	3½

TIME LOANS.

Mixed collateral, 60 to 90 days	5½
Mixed collateral, 4 to 6 months	5½
Industrials, 60 to 90 days	5½
Industrials, 4 to 6 months	5½

COMMERCIAL PAPER.

Best names, 4 to 6 months	5¼@6
Other names, 4 to 6 months	5¾@6

DISCOUNT RATES, RESERVE BANK.

Commercial paper, *15 days, 5; 60 to 90 days, 5; Liberty bonds and Victory notes, 15 days, 5; 16 to 90 days, 5; bankers' acceptances, 15 to 90 days, 5.

*Fixed September 21. Previous rate, 5½. ‡Fixed July 21.

OPEN MARKET RATES.

Call loans on acceptances.....5%

Discount rates on prime bankers' acceptances eligible for purchase by Federal Reserve Banks.

	Bid.	Ask.		Bid.	Ask.
30 days	4⅝	4½	90 days	4⅝	4½
60 days	4⅝	4½	120 days	4⅝	4½

CLEARING HOUSE STATEMENT.

Clearing House exchanges, $540,000,000; balances, $73,000,000; Federal Reserve credit balances, $63,400,000.

SILVER MARKET.

Official bar silver in New York, domestic, 50c. an ounce, unchanged; foreign, 75⅝c., up ⅝c.; London, 42½d., unchanged; Mexican dollars, 56⅝c., up ½c.

The range of silver prices this year:

	Highest.		Lowest.	
London	43⅝d.	Sept. 27	30⅝d.	Mar. 5
New York	71⅝c.	Sept. 27	53c.	Mar. 5

INDIANA HARBOR BELT REPORT

The Indiana Harbor Belt Railroad Company reports operating revenues of 1920 as $9,615,785 in contrast to $6,562,912 in 1919; its operating expenses of 1920 are $11,398,762 in contrast to $7,121,284 in 1919 and a deficit of $501,113 after other income and deduction in 1920 in contrast to $191,032 in 1919.

UNITED STATES TREASURY STATEMENT.

Special Despatch to THE NEW YORK HERALD.

New York Herald Bureau,
Washington, D. C., Oct. 17.

Revenue receipts and expenditures as at close of business October 14,:

Receipts ordinary:	This month.	Corresponding period last year.	*Fiscal year 1921.	Corresponding period fiscal year 1920.
Customs	$10,712,483	$11,719,098	$80,314,528	$95,777,093
Internal revenue:				
Income and profits tax	17,580,001	17,015,459	649,669,028	857,668,780
Miscellaneous	71,092,098	80,470,367	435,494,042	480,196,359
Miscellaneous revenue	12,844,424	300,506	84,707,119	222,849,673
Panama Canal tolls, &c.	801,921	304,024	33,706,125	1,397,932
Total ordinary	113,090,944	117,815,715	1,233,930,845	1,657,898,978
Excess of ordinary receipts over ordinary disbursements	37,606,361	.....	298,945,912	257,840,803
Excess of ordinary disbursements over ordinary receipts	.....	31,383,900	.....	.....
Total ordinary disbursements	75,484,583	149,199,616	934,984,932	1,400,049,172

Balance to-day, $724,349,926.

*Receipts and disbursements for June reaching the Treasury in July are included.

NEW YORK STOCK EXCHANGE QUOTATIONS.

MONDAY, OCTOBER 17, 1921.

Day's sales.....

	1921.	1920.	1919.
	606,185	473,070	1,805,325

1921 High.	1921 Low.	Closing Bid.	Closing Ask.	Div. in $.	Sales.		Opening.	Highest.	Lowest.	Closing.	Net Ch'nge.
50¾	26½	44	46	..	200	Adams Exp...	45	45	45	45	— 2
19¾	11	11¾	12½	..	100	Adv Rumely...	12	12	12	12	— ¼
39½	17	19¾	19¾	..	400	Ajax Rubber..	20⅝	20⅝	19⅝	20	..
1¾	⅝	½	¾	..	4500	Alaska Juneau	¾	¾	⅝	¾	..
55½	34	43⅛	44	4	1000	Allied C & D.	43	43⅞	43	43⅞	— ⅝
39¼	20¼	33¼	33½	4	900	*Allis Chalm..	33½	33½	33⅛	33½	— ¼
65⅛	26½	32	32¼	..	800	Am Ag Chem..	32¾	32¾	32⅛	32⅛	— ⅞
51	25	24¼	25	..	100	Am Beet Sug..	24½	24½	24½	24½	— ½
65½	29⅛	33½	34	..	100	Am Bosch M..	34	34	34	34	..
32¾	23½	26	26½	..	800	Am Can	26	26⅛	25⅝	26⅛	..
133	115¼	126	126¾	12	600	Am Car & F..	126¾	126¾	125⅝	126	— 1½
114	108	109	112	7	100	Am Car & F pf	110⅞	110⅞	110⅞	110⅞	+ ⅛
22½	15⅞	18	18⅜	..	100	Am Cot Oil...	18⅜	18⅜	18⅜	18⅜	— ¼
8¼	4⅛	4¾	5	..	160	Am Drug Syn.	5	5	5	5	+ ⅛
135	113	117	125	8	100	Am Express..	123	123	123	123	— 2
13⅜	8	10	10½	..	200	Am Hide & L..	10	10	10	10	..
57¾	40½	49½	50	..	900	Am H & L pf..	49⅝	50¼	49⅝	49⅝	— 1⅜
61	42	59	60	6	100	Am Ice	59	59	59	59	— 1
66	57	62½	65	6	100	Am Ice pf.....	62¾	62¾	62¾	62¾	+ 1¼
53⅜	21¼	30¾	31	..	1900	Am Inter Corp	30⅞	31	30½	30⅝	— ⅞
93	39⅞	47	49	7	100	Am Linseed pf	47½	47½	47½	47½	— 2
92½	73⅛	88¼	89	6	1200	Am Loco	82	89	88	88	— 1⅞
14	4¾	5½	5¾	..	700	Am Ship & C.	5¾	5¾	5½	5⅝	— ⅛
44¾	29⅝	35⅝	36	..	1000	Am Sm & R pf.	36	36	35⅞	36	— ¼
83	62¼	74	75	7	100	Am Sm & R pf	74⅞	74⅞	74⅞	74⅞	— ¼
112½	95	103	110	11	300	Am Snuff.....	102¾	103	102¾	103	— 2
85	77	83	88	6	100	Am Snuff pf..	83	83	83	83	— 2
31¾	18	23⅝	24	3	1300	Am Steel F...	24⅛	24⅛	23½	24	— ⅛
91	78	80½	82	7	100	Am Steel F pf.	82	82	82	82	— 1
96	51¾	51⅞	52⅛	..	9200	Am Sugar....	52¼	53	51¾	51⅞	— 1¼
107¼	72¼	72½	72½	7	600	Am Sugar pf..	73	73	72¼	72½	— 1½
88	34¼	34½	34¾	..	6400	Am Sum Tob.	35⅝	36	34¼	34½	— 1⅞
108½	95¾	107⅞	108	9	1400	Am Tel & T...	107⅞	108	107⅞	108	..
129¾	111½	123½	124	12	500	Am Tobacco..	123⅛	123⅞	123⅛	123⅛	— ⅞
96¼	90⅛	91¼	94	7	200	Am Whole pf..	92	92	92	92	..
15¾	8⅛	14	15	..	200	AW&E 6 pc pf	15	15	15	15	..
82½	57	73⅛	73⅜	7	4100	Am Woolen ..	73⅞	73⅞	72¾	73¼	— ⅞
10⅝	6¾	8	10	..	200	Am Z, L & S..	9	9	9	9	— ⅛
33⅛	22	32	33	..	100	Am Z, L & S pf	32	32	32	32	— 1
43½	31¾	38⅝	39	..	4300	Anaconda	39	39	38½	38⅞	— ⅝
87¼	76½	84⅛	84¾	6	2300	Atch. T & S F	85⅛	85¼	84½	84½	— 1¼
81½	75½	80½	80¾	5	100	A, T & S F pf.	81	81	81	81	+ ¼
81¼	75½	80½	80¾	5	25	A, T & S F pf.	80½	80½	80½	80½	..
89¼	77	82¾	83	7	100	Atlantic C L..	84	84	84	84	— ½
9	1¾	2⅛	3	..	200	Atlantic Fruit.	2⅛	2⅛	2⅛	2⅛	— ½
23¾	10	17	18⅝	62½	800	Atlantic Petrol	19	19	19	19	..
76	18	26⅝	26¾	..	2000	A. Gulf & W I	26⅛	26⅝	26⅛	26½	— ⅝
44½	15¾	20	21½	..	200	A. G & W I pf	20½	20⅝	20½	20⅝	— ¾
13¼	8⅛	9	10	..	100	Austin Nichols	9	9	9	9	..
94¼	62¼	84	84⅛	7	27000	Baldwin Loco.	85⅝	85⅝	83¼	84	— 2½
42⅜	30⅜	35⅛	35¼	..	9700	Balt & Ohio...	35¼	35⅜	34⅝	35⅛	— 1⅛
54	47	50⅝	51¼	4	400	Balt & Ohio pf	51½	51½	50⅞	50⅞	— ⅝
93¼	87	89⅞	91	7	300	Beth S 7 pc pf	90⅛	90⅛	90⅛	90⅛	— ⅞
107½	93¾	97½	99	8	500	Beth S 8 pc pf	99	99	98	98	..
65	41½	52¼	52½	5	7500	Beth Steel B..	52½	52¾	51½	52¼	— 1
14⅞	6¾	7¼	8	..	800	Brooklyn R T.	7¼	7¼	7⅛	7¼	— ¼
5¼	2½	3	3⅛	..	200	Bruns T & RR	3⅛	3⅛	3⅛	3⅛	— ⅜
112	81¼	102½	104	10	300	Burns Bros ..	103¾	104½	103¾	104½	+ ½
6	3¾	4⅛	4½	..	900	Butte Cop & Z	4¼	4¼	4¼	4¼	— ⅛
15¾	10¼	14	14½	..	700	Butte & Sup..	14	14	13½	13¾	— ½
19⅜	7¾	11¾	12	..	400	Caddo C O & R	12	12	11⅞	11⅞	— ⅞
67¾	52⅝	64⅝	65	6	600	Cal Packing ..	65	65¼	64⅝	65	..
49⅜	25	39	39½	..	3000	Cal Petrol	39½	39¾	38⅝	39¼	— 1
79	68½	77½	79	7	100	Cal Petrol pf..	78½	78½	78½	78½	..
119¼	101	109	109½	10	11300	Canadian Pac.	110⅛	110⅝	108¾	109⅛	— 1¾
10¼	3⅞	3¾	4	..	200	Case (JI) P W	3⅞	4	3⅞	4	..
48¼	22½	26⅞	27¼	..	1500	Cen Leather..	26⅞	27½	26⅝	27¼	..
96	57⅛	59¼	60¾	..	300	Cen Leath pf..	60¾	60¾	60¾	60¾	..
209	186	183	190	x10	200	Cen of N J....	191	191	186	186	— 7
32½	23	28	28½	..	1800	Cerro de Pasco	29	29	28	28¼	— 1½
86	38¼	40½	40¾	6	2600	Chandler Mot.	40	40⅞	39⅝	40⅞	+ ⅞
65½	46	51¾	53	..	2100	Chesap & Ohio	51⅝	52¼	51⅝	52	— 1¼
8¾	6	6½	8	..	100	Chi & Alton...	6⅝	6⅝	6⅝	6⅝	— ⅛
12	9⅛	9⅛	12	..	100	Chi & Alt pf..	9⅛	9⅛	9⅛	9⅛	..
9¼	6⅝	6¾	7	..	800	Chi Gt West..	7	7	7	7	— ⅛
20⅞	14	15¼	16	..	500	Chi G West pf	16	16	15¼	15¼	— 1
31	22	22½	22¾	..	6300	Chi, M & St P	22¾	23	22	22½	— 1
46⅝	32	35⅝	35⅝	..	9700	Chi, M&St P pf	35½	36	35	35½	— 1
71	60⅝	65	66	5	1200	Chi & Nwn...	65	65½	64	65	— ½
35	22⅝	30¾	31	..	6400	Chi, R I & Pac	31¼	31¼	30⅝	30⅞	— 1⅛
68⅛	56½	64	64⅝	6	400	C,RI&P 6 pc pf	66	66	64⅝	64⅝	— 2⅜
80	68¾	76½	77	7	100	C,RI&P 7 pc pf	77½	77½	77½	77½	— 1½
80	70	72	80	7	200	C, St PM&O pf	73	73	73	73	— 3
12¾	9	11⅝	11¾	..	1600	Chile Copper..	11⅝	11¾	11⅝	11⅝	— ¼
27¼	19½	24	24¾	..	1500	Chino Cop....	24¼	24¼	24	24	— ¾
48	32	40¼	42	..	400	C, C, C & St L.	41	41	41	41	— 1⅛
62½	36¼	38½	39	..	100	Cluett, P & Co.	39	39	39	39	+ ½
37⅝	19	24¼	35	..	200	Coca-Cola	34⅝	34⅝	34½	34½	— ½
32¾	22	24	24½	..	100	Col Fuel & Ir.	24¼	24¼	24¼	24¼	..
53⅛	49	51½	53	4	100	Col & S 1st pf.	52	52	52	52	— ⅛
63	52	60	60¾	6	800	Col Gas & Elec	60½	60½	60	60¼	— ½
12⅝	2¾	3⅝	3¾	..	3700	Col Grapho....	3¾	3¾	3½	3⅝	— ⅛
62¼	9¼	15	17	..	900	Col Graph pf..	15	15	14	15	..
91⅝	77½	87½	88	7	400	Consol Gas....	88½	88½	88	88	— ⅞
21⅞	12¾	15½	15⅞	..	900	Consol Textile.	15⅞	15⅞	15½	15⅝	— ¾
98	82½	90	95	7	100	Contin Can pf.	90	90	90	90	+ 6¾
79	59	77¼	77⅝	x6	6500	Corn Prod Ref	77½	77¾	75⅞	77¼	— ¼
107⅛	96	106⅛	108	7	100	Corn Prod R pf	106⅝	106⅝	106⅝	106⅝	..
44⅞	22½	30⅛	30¼	2½	14400	Cosden & Co...	31	31⅜	30	30⅛	— 1⅞
107½	49	57⅞	58¾	4	700	Crucible Steel.	58½	58¾	57½	58¼	— ⅞
33½	11	11⅛	11½	..	200	Cuban Am Su.	11⅛	11⅛	11⅛	11⅛	— ⅜
26	5⅝	6¼	6½	..	1600	Cuba Cane S..	5⅞	6	5⅞	6	— ⅛
67⅞	13⅛	15⅛	15½	..	1000	Cuba C S pf..	14⅝	15	14¼	15	+ ½
44	23	36	38	..	100	Davison Chem	36	36	36	36	— 1½
104⅛	90	96	98	9	500	Del & Hudson.	97½	97½	96½	96½	— 2½
249	93	102	102½	6	1200	Del, L & West	102½	103½	102¼	102¼	— 1⅞
75	59	66	68	e10	200	Detroit Un Ry	68	68	68	68	+ 3
21¾	10⅛	17⅞	18	1	900	Dome Mines..	18	18	17⅝	17⅞	— ⅝
69¼	52	63	63½	5	1000	End Johnson..	63⅛	63½	63	63⅛	— ⅝
15¼	11⅞	11⅝	11⅞	..	2400	Erie	12	12	11⅝	11¾	— ¼
22¾	16½	17½	18	..	800	Erie 1st pf....	17⅝	17⅝	17⅛	17⅛	— ½
15⅞	11½	11⅝	12¼	..	100	Erie 2d pf....	11¾	11¾	11¾	11¾	— ½
82½	44¾	58	58¾	8	3300	Fam Play-Las	57¾	58¼	57⅝	58⅛	— ⅝
90	74¾	75	77½	8	100	Fam P-L pf..	76	76	76	76	— 2½
29½	21	24	26	4	100	Fed M & S pf.	25	25	25	25	..
68¼	57	67	69	8	100	Fisher B O pf.	68¼	68¼	68¼	68¼	+ ¼
19⅝	8¾	10	10¼	..	1000	Fisk Rubber..	10½	10½	10	10	— ¾
20½	9½	13⅛	14	..	300	Freeport Tex.	13¼	13¼	13¼	13¼	— ¼
5¾	¼	¼	½	..	700	Gas, W & W..	½	½	¼	¼	— ¼
78⅝	39½	50⅞	51¼	..	13200	Gen Asphalt..	52½	52⅝	50	51	— 2
117½	77	86	89	5	200	Gen Asphalt pf	89	89	88	88	..
62½	54	58½	60	6	100	Gen Cigar	58½	58½	58½	58½	— ¼
138½	109½	124	124⅛	x12	1100	Gen Electric..	124	124½	123½	124⅜	— ⅛
16	9¾	9¾	10	1	11480	Gen Motors...	9⅞	10	9¾	10	+ ⅛
70⅜	60	61	62	6	300	Gen Mot deb..	61	61	61	61	— 2
44⅛	26⅝	30	31	..	300	Goodrich	30⅛	30½	30⅛	30½	+ ¼
85	62½	71	71¼	7	100	Goodrich pf...	73½	73½	73½	73½	— 1½
79⅛	60	68	68½	7	5800	Great Nor pf.	68¾	68¾	68	68	— 1⅜
32½	25⅝	29	29¼	4	1500	Great Nor Ore	28⅝	29¼	28⅝	29	+ ⅛
26	18¼	18¼	18½	..	100	Gulf M & N pf	18¼	18¼	18¼	18¼	..
48½	25	36¼	37	..	400	Gulf States S.	36½	36½	36	36½	— ½
61¾	50½	56½	57¾	4	400	Hask & Bark..	58	58	57	57	— 1⅝
61	49½	56	57	3	100	Homestake ...	55¾	55¾	55½	55½	— ½
16¾	10½	10⅞	11	1	600	Hupp Motor...	11¼	11¼	10⅞	10⅞	— ¾
86	40½	62	62½	..	3500	Houston Oil..	63½	64	61½	62⅞	— 2⅛
98	85½	94¾	95	7	600	Ill Cent.....	95⅜	95⅜	94¼	94¼	— 1¾
7⅛	2	3½	3⅝	160c	1200	Indiahoma	3⅝	3⅝	3½	3½	— ⅛
15¾	7¼	9	10¾	..	100	Ind Ref	10	10	10	10	— ½
37⅝	29⅝	33¼	33½	..	1200	Inspiration C.	34⅛	34⅛	33¼	33¼	+ 1¼
5⅞	1½	1¾	1⅞	..	400	Interboro C...	1¾	1⅞	1¾	1⅞	..
16	5¾	5⅞	6½	..	100	Inter C pf....	6	6	6	6	..
100½	67⅝	75	75½	5	1400	Int Harv Co..	75⅛	75½	74⅞	75¼	— ¼
17¼	7⅛	9¾	9¾	..	300	Int Mer Mar..	9⅞	9⅞	9	9	— 1
63¾	36	44⅞	47¼	6	400	Int Mer M pf.	45⅛	45⅛	45	45	—