# ACTIVITY IN BOND MARKET LESSENS

## Transactions Are Fewer and Prices Receded During Last Week.

With the demand for bonds listed on the New York Stock Exchange gradually decreasing last week's bond market exhibited little of interest. Since the big volume of sales day in bonds a few weeks ago transactions in bonds have been smaller daily and their prices have receded moderately. The total of sales of bonds on the Exchange last week was approximately $10,000,000 smaller than it was in the preceding week.

That condition has not been due to any changed attitude toward the investment market. It was conceded generally that the rise in bond prices had been proportionate to the decline in commodity prices and money rates, and that to start the market up again fresh impetus must be forthcoming in the shape of a further easing of the money situation. Last week's tendency of call and time money was toward firmness.

While first grade municipal bonds continued to be sold to bankers at higher prices it was a matter of comment last week that industrial companies had to pay dearly for their accommodations. Industrial bonds issued last week bore coupons of 7 to 8 per cent.

It is believed that those high rates are deterring a large number of industrial corporations from undertaking new financing. Such concerns are holding their securities off the market in expectation of a lower rate. Whether or not their attitude is justified is a matter that probably will be decided early next year. Bankers are refraining from making predictions about next year's trend of money on the ground that it is any one's guess.

It is pointed out that if the expected business revival comes next year money again will flow out of investment channels. On the other hand it is asserted that even if there should be an industrial boom it would be a long time before money would be needed for extensions, as most industries are geared much higher than is necessary to handle their present trade.

It is certain that there will be active demand for money for financing the flotation of large amounts of railroad and foreign Government securities. Already two large blocks of railroad bonds —$20,000,000 Great Northern bonds and $20,000,000 Southern Railway bonds— are in sight.

New issues last week totaled something like $132,000,000, including a $55,000,000 offering of 4½ per cent. of the city's corporate stock. About $29,000,000 of the week's total was in the form of industrial bonds, $27,000,000 in municipal bonds and $20,000,000 divided equally among railroad and public utility securities.

The city stock was offered at prices to yield slightly more than 4¼ per cent and a block of Buffalo bonds was sold on 4.20 to 4.05 bases. In addition to last week's corporate and municipal borrowing there was the offering of $250,000,000 of United States Treasury certificates.

## Average Bond Prices

December 17, 1921.

| | Satur-day. | Net Change. | Week Ago. | Dec. 31. |
|---|---|---|---|---|
| 10 Rails | 85.86 | +.13 | 85.60 | 73.48 |
| 10 Industrials | 95.28 | +.03 | 95.00 | 86.13 |
| 5 Pub. Util... | 74.25 | +.25 | 73.55 | 60.01 |
| 5 Foreign | 100.10 | —.10 | 99.83 | 90.82 |
| 30 Bonds | 87.82 | +.07 | 87.45 | 78.35 |

## BOND NEWS AND NOTES.

### New $4,500,000 Maricopa Issue.

Harris, Forbes & Co., William R. Compton Company and the Northern Trust Company of Chicago are offering a new issue of $4,500,000 of Maricopa county (city of Phoenix), Arizona, highway 6 per cent. bonds, due serially on January 15, 1931, to January 15, 1951, inclusive, at prices to yield 5.20 per cent. They are exempt from Federal income taxes and eligible as Postal Savings deposits.

### Offers Cleveland Bonds.

A syndicate headed by Eldredge & Co. and composed of Redmond & Co., Kountze Brothers, Kissel, Kinnicutt & Co. and E. H. Rollins & Sons are offering $1,758,000 of city of Cleveland 5 and 5½ per cent. bonds at prices to yield 4.35 to 4.70 per cent., according to their maturities. The issue is divided into two blocks, one consisting of $958,000 5½ per cent. electric light and hospital bonds, due serially in 1923 to 1958 inclusive. The other is $800,000 of 5 per cent. public hall bonds, due on March 1, 1969. They are legal investments for savings banks and trust funds in New York, Massachusetts and Connecticut and are exempt from Federal income taxes.

### $1,000,000 Wheeling Offering.

R. M. Grant & Co. are offering a new issue of $1,000,000 of city of Wheeling 5 per cent. improvement gold bonds. They are dated January 1, 1920, and are due on January 1, 1930, to January 1, 1954, inclusive, and are direct and general obligations of the city, payable from an unlimited tax. The State Constitution limits Wheeling's debt to 5 per cent. of its valuation. The bonds are offered, according to their maturities, to yield 4.65 to 4.85 per cent.

### Elizabeth Bonds on Market.

J. S. Rippel & Co. of Newark are offering $700,000 of city of Elizabeth 4.98 per cent. gold bonds. They are due on December 15, 1922, to December 15, 1935, inclusive. The bonds are free from Federal income taxes and tax exempt in New Jersey. Their prices, according to their maturities, yield 4.50 to 4.70 per cent.

### Will Pay for Water System.

William R. Compton Company are offering at 100 and interest $450,000 of Hidalgo county, Texas, water improvement district 6 per cent. serial bonds, due on December 1, 1922, to December 1, 1950, inclusive. The district includes 69,438 acres, of which about 800 is improved and being cultivated. The purpose of the bonds is for the purchase and improvement of a water distributing system.

### Toledo Flotation.

H. L. Allen & Co., and Sidney Spitzer & Co. are offering at a price to yield 4.60 per cent. to optional date and 5 per cent. thereafter a new issue of $450,000 of city of Toledo 5 per cent. refunding bonds dated October 1, 1921, and due on October 1, 1951, optional on October 1, 1931. They are issued to refund park and boulevard bonds and are direct obligations of the city.

### Texas Municipal Projects.

C. W. McNear & Co. are offering $95,000 of city of Magnolia Park, Tex., general obligation 6 per cent. bonds, due in June, 1922, to June, 1961, inclusive, at prices to yield 6 to 5.70 per cent. The firm is offering $290,000 of city of Fort Worth general obligation 5 per cent bonds, due on June 1, 1939, to June 1, 1950, inclusive, at prices to yield 4.80 to 4.60 per cent.

# BONDS IN NEW YORK STOCK EXCHANGE

WEEK ENDED DECEMBER 17, 1921.

| | 1921. | 1920. | 1919. |
|---|---|---|---|
| Sales for week.. | $88,322,000 | $125,538,000 | $143,865,000 |
| Jan. 1 to date.. | $3,418,811,000 | $4,347,954,000 | $3,606,464,000 |

| Sales. | | High-est. | Low-est. | Clos-ing. | Net Ch'ge. | 1921 High. | 1921 Low. |
|---|---|---|---|---|---|---|---|
| 3 | Adams Express 4s | 76 | 74½ | 4½ | —½ | 78 | 56 |
| 5 | Alaska Gold cv 6s series A | 12 | 11 | 11 | —1 | 19¾ | 10 |
| 2 | Allegheny & Western 4s | 78½ | 78½ | 78½ | +3½ | 79½ | 75 |
| 88 | Amer Ag Chemical 7½s | 101½ | 100½ | 100½ | —½ | 102½ | 92½ |
| 9 | Am Agr Chem conv 5s | 97 | 96 | 96½ | +½ | 97 | 88 |
| 8 | American Cotton Oil 5s | 82 | 82 | 82 | —2½ | 84½ | 70 |
| 267 | Am Smelting & Refining 5s | 89 | 86¾ | 88½ | +1½ | 89 | 73½ |
| 504 | Am Tel & Tel conv 6s | 109¼ | 107½ | 109 | +1¾ | 111¾ | 94¼ |
| 124 | Am Tel & Tel ch 5s | 92 | 91 | 91½ | +½ | 92½ | 77½ |
| 17 | Am Tel & Tel conv 4½s | 93¾ | 94½ | 93½ | +1½ | 97½ | 80 |
| 30 | Am Tel & Tel ch 4s | 87½ | 87 | 87½ | | 89¾ | 73¾ |
| 35 | Am Writing Paper 7s | 84 | 82½ | 82½ | —1½ | 86 | 67 |
| 1 | Ann Arbor 1st 4s | 58 | 58 | 58 | —2 | 59 | 50 |
| 71 | Armour 4½s | 86¾ | 86 | 86½ | +½ | 88 | 75 |
| 17 | Atch Top & Santa Fe cv 4s | 80 | 79½ | 79½ | +1¼ | 80 | 66¼ |
| 28 | Atch T & S F cv 4s 1960 | 90 | 89 | 90 | +1 | 90 | 79 |
| 201 | Atch Top & Sante Fe gn 4s | 85¾ | 85 | 85¾ | +¾ | 86 | 73¼ |
| 19 | Atch Top & S F adj 4s | 79½ | 77¾ | 79½ | +1¾ | 79½ | 67½ |
| 30 | Atch Top & S F adj 4s std. | 80 | 79½ | 80 | +½ | 80 | 68 |
| 11 | At T & S F Cal 4½s | 87¾ | 86 | 87¾ | +¾ | 87½ | 75¾ |
| 2 | A T & S F East Okla 4s | 92 | 92 | 92 | | 92 | 83 |
| 1 | Atlanta & Charlotte 5s | 91½ | 91½ | 91½ | —½ | 92½ | 84 |
| 15 | Atlantic Coast Line 7s | 105½ | 105¼ | 105½ | +½ | 109½ | 96 |
| 1 | Atlantic Coast Line 4½s | 85½ | 85½ | 85½ | +½ | 85½ | 72½ |
| 32 | Atlantic Coast Line 4s | 83¾ | 83½ | 83¾ | +1½ | 85½ | 73½ |
| 31 | Atlantic C Line ch tr 4s | 78½ | 77 | 78½ | +½ | 78½ | 66½ |
| 5 | Atlantic & Danville 1st 4s | 72 | 72 | 72 | —1½ | 73½ | 64 |
| 77 | Atlantic Fruit 7s | 25½ | 22½ | 22½ | —2½ | 73 | 22½ |
| 28 | Atlantic Refining 6½s | 105 | 104 | 104½ | —½ | 105 | 99 |
| 33 | Atlas Powder 7½s | 104 | 103 | 103 | —1½ | 105 | 90½ |
| 106 | Baltimore & Ohio 6s | 96 | 95 | 95½ | —1½ | 97½ | 87½ |
| 59 | Baltimore & Ohio 5s 1995 | 78½ | 77½ | 78½ | +1½ | 80 | 65½ |
| 173 | Baltimore & Ohio cv 4½s | 76½ | 74¾ | 75½ | —½ | 79 | 65 |
| 91 | Baltimore & Ohio gold 4s | 78 | 77½ | 77½ | +½ | 79½ | 64½ |
| 25 | Baltimore & Ohio 3½s | 90 | 88 | 89½ | —½ | 92½ | 79¾ |
| 37 | Balt & Ohio S W 3½s | 87½ | 86½ | 86½ | | 88½ | 73¾ |
| 53 | B & Ohio P L E & W Va 4s | 74¾ | 72½ | 74½ | +½ | 76½ | 61½ |
| 13 | Balt & Ohio T & C 4s | 64 | 63½ | 64 | +½ | 65½ | 50½ |
| 5 | Beech Creek 1st 4s | 86 | 86 | 86 | | 86 | 81½ |
| 45 | Bell Telephone of Pa 7s | 108½ | 108 | 108½ | +½ | 109 | 100¾ |
| 13 | Bethlehem Steel 1d 5s | 90½ | 89½ | 90½ | +1½ | 90½ | 78 |
| 36 | Bethlehem Steel 5s 1936 | 87 | 86½ | 87 | | 87¾ | 74½ |
| 1 | Bethlehem Steel 1st ex 5s | 95¼ | 95¼ | 95¼ | —½ | 96½ | 86¼ |
| 20 | Braden Copper 6s | 94¼ | 93½ | 93½ | | 96¼ | 81 |
| 27 | Broadway & 7th Ave con | 49½ | 48½ | 49¼ | +¼ | 49¾ | 37 |
| 23 | Brooklyn Edison 5s A | 94½ | 92 | 92 | —½ | 94½ | 76 |
| 10 | Brooklyn Edison 6s B | 100 | 99¾ | 99¾ | —½ | 100¼ | 87 |
| 2 | Brooklyn Edison 7s C | 105½ | 105 | 105 | | 106½ | 95½ |
| 67 | Brooklyn Edison 7s D | 107¾ | 106 | 106½ | —1¼ | 108¼ | 96 |
| 22 | Brooklyn Rap Trans 7s | 56½ | 54½ | 56½ | +2¾ | 61½ | 40¾ |
| 19 | Bklyn Rap Trans 7s ctfs | 56½ | 54 | 55½ | +1½ | 60½ | 37¾ |
| 115 | Bklyn Rp Tran 7s ctfs std. | 55 | 50 | 53 | +4 | 59¾ | 33 |
| 9 | Brooklyn Rap Tran 6s | 32¾ | 32¾ | 32¾ | —2¼ | 35½ | 22½ |
| 5 | Brooklyn Rap Tran 5s ctfs | 30½ | 30 | 30 | —2 | 33 | 25 |
| 14 | Brooklyn Union El 1st | 76¼ | 75 | 75 | —¼ | 80 | 58 |
| 19 | Bklyn Union El 1st stmpd. | 76½ | 75 | 75 | +2 | 75 | 59¾ |
| 6 | Brooklyn Union Gas 1st | 90 | 90 | 90 | —2 | 92 | 71 |
| 2 | Bush Terminal Bldg 5s | 86½ | 86 | 86 | +3½ | 86½ | 67½ |
| 24 | Bush T Bldg 1st guar 5s | 86½ | 85¼ | 85½ | —½ | 86½ | 67½ |
| 9 | Bush Terminal 4s | 82 | 78½ | 82 | +3 | 82 | 70 |
| 2 | California Gas & Elec 5s | 94¼ | 93½ | 93½ | —¾ | 94¾ | 82½ |
| 488 | Can Natl Rys Gr Trst rcts | 100½ | 99¾ | 100½ | +½ | 100¾ | 95½ |
| 256 | Can Nat Can Nor 6½s | 109 | 107½ | 108 | +½ | 109½ | 96¾ |
| 70 | Canada Northern 7s | 110½ | 109½ | 110 | +¾ | 112 | 99¾ |
| 5 | Canadian Southern 5s | 93½ | 92½ | 92½ | —½ | 96 | 81½ |
| 3 | Car Clinchfield & Ohio 5s | 85 | 84 | 85 | —½ | 86 | 68 |
| 2 | Central Foundry 6s | 75 | 75 | 75 | +1½ | 75 | 70 |
| 2 | Central of Georgia 1st | 94 | 93½ | 92½ | —3½ | 98 | 88 |
| 25 | Central of Georgia 6s | 96½ | 93½ | 96 | | 98 | 84½ |
| 10 | Central of Georgia con 5s | 90 | 90 | 90 | | 90 | 80¾ |
| 20 | Central Leather 5s | 94 | 93 | 93 | —1 | 94½ | 86½ |
| 1 | Central New England 4s | 52¾ | 52¾ | 52¾ | —¾ | 56¾ | 43½ |
| 102 | Central Pacific 1st | 83½ | 82 | 82½ | —½ | 83 | 70½ |
| 11 | Central Pacific 3½s | 85¾ | 85½ | 85½ | +½ | 85¾ | 75¾ |
| 10 | Central R R of N J 5s | 103½ | 103½ | 103½ | —1 | 104½ | 92½ |
| 160 | Cerro de Pasco Copper 8s | 115¾ | 114½ | 115¾ | +1½ | 115¾ | 104¼ |
| 16 | Chesapeake & Ohio 5s | 96½ | 96½ | 96½ | +½ | 96½ | 87 |
| 3 | Chesapeake & Ohio fd 5s | 91 | 90¾ | 90¾ | —3¼ | 94 | 79 |
| 155 | Chesa & Ohio conv 5s 1946 | 85½ | 84½ | 85 | —½ | 87 | 79 |
| 82 | Chesa & Ohio conv 4½s | 85½ | 84½ | 84¾ | —1¼ | 86½ | 71½ |
| 87 | Chesa & Ohio 4½s | 84 | 82¾ | 84 | +½ | 84¾ | 71½ |
| 1 | Ches & O Potts Creek 4s | 76½ | 76½ | 76½ | | 76½ | 76½ |
| 1 | Chesa & Ohio R & A 2d | 76 | 76 | 76 | +4 | 76 | 63 |
| 3 | Ches & Ohio Warm Spg 5s | 80¾ | 80¾ | 80¾ | +6¾ | 80¾ | 73¾ |
| 42 | Chicago & Alton 3½s | 38½ | 37½ | 37½ | —1½ | 41¾ | 30½ |
| 30 | Chicago & Alton 3s | 52½ | 51½ | 51½ | —½ | 53¾ | 41 |
| 244 | C B & Q N P G N col 6½s | 107½ | 106¾ | 106¾ | | 109 | 96½ |
| 136 | Chi Burl & Quincy gen 4s | 86½ | 85¼ | 86½ | +½ | 87 | 74¾ |
| 11 | Chi Burl & Quincy Ill 4s | 87 | 86½ | 87 | +½ | 87 | 77¾ |
| 2 | Chi Burl & Quincy Ill 3½s | 78¾ | 78¾ | 78¾ | +½ | 78½ | 69¾ |
| 5 | Chi Burl & Quincy Neb 4s | 94½ | 93½ | 93½ | —½ | 94 | 86½ |
| 1 | Chi Gas Light & Coke 5s | 90 | 90 | 90 | +2½ | 90 | 72½ |
| 7 | Chi & Eastern Ill con 6s | 102 | 99 | 99 | —2½ | 102 | 90¼ |
| 496 | Chi & E Ill new 5s w i | 71½ | 71 | 71½ | +½ | 72½ | 71 |
| 5 | Chi & E Ill 5s U S Mtg ctfs | 103¾ | 103¾ | 103¾ | +20½ | 103¾ | 78 |
| 6 | Chicago & East Ill 4s ctfs | 34¾ | 34¾ | 34¾ | | 35½ | 26½ |
| 9 | Chicago & Erie 1st | 87½ | 87½ | 87½ | +½ | 88½ | 74 |
| 68 | Chicago Great Western 4s | 61½ | 60 | 61½ | +½ | 63½ | 47½ |
| 24 | Chi Mil & Puget Sound 4s | 64½ | 61 | 61 | —4 | 69 | 60 |
| 279 | Chi Mil & St Paul conv 5s | 62¾ | 59½ | 62½ | | 73½ | 59¾ |
| 66 | Chi Mil & St P gen 4½s | 80½ | 78 | 80½ | +1 | 83¾ | 71½ |
| 426 | Chi Mil & St P conv 4½s | 62½ | 59½ | 61½ | +½ | 72 | 60 |
| 186 | Chi Mil & St P rd 4½s | 57¼ | 53½ | 57¼ | +2¼ | 65 | 53 |
| 133 | Chi Mil & St Paul deb 4s | 57½ | 55 | 56 | —1 | 63½ | 53½ |
| 52 | Chi Mil & St Paul 4s | 72¾ | 71 | 71½ | —1½ | 76 | 63½ |
| 299 | Chi Mil & St Paul 4s 1925 | 72½ | 69¼ | 70½ | —2½ | 80 | 69¾ |
| 4 | Chi Mil & St Paul 3½s | 66 | 66 | 66 | | 68 | 57¾ |
| 25 | Chicago & N W 7s | 106½ | 105½ | 106½ | +½ | 108¾ | 90¼ |
| 22 | Chicago & N W 6½s | 107½ | 103¾ | 106½ | —1½ | 109 | 96¼ |
| 37 | Chicago & N W gen 5s | 100 | 100 | 100 | | 100 | 90 |
| 18 | Chicago & N W gen 4s | 83½ | 82 | 82½ | +1 | 83½ | 71½ |
| 12 | Chicago & N W ex 4s reg | 93 | 92 | 92½ | +2½ | 93 | 84½ |
| 7 | Chicago & N W gen 3½s | 72 | 71¾ | 71¾ | +¾ | 72 | 60 |
| 96 | Chicago Railways 1st 5s | 69¾ | 68 | 69¾ | +¾ | 72 | 58 |
| 44 | Chicago Rock Isl & Pac 4s | 80 | 79½ | 79½ | —¾ | 83½ | 68 |
| 437 | Chi Rock Isl & Pac 6s | 77 | 75¾ | 76½ | +¾ | 79 | 64½ |
| 3 | Chicago St P M & O con | 104 | 104 | 104 | +½ | 105½ | 97¾ |
| 43 | Chi Union Station 6½s | 111¼ | 111 | 111¼ | | 113 | 101 |
| 73 | Chi Union Station 4½s | 88½ | 88 | 88 | —½ | 90 | 77 |
| 35 | Chi & W Ind col tr s f 7½s | 101¼ | 100¼ | 100⅞ | —⅛ | 102¼ | 93⅞ |
| 22 | Chi & Western Indiana 4s | 69½ | 69 | 69½ | +½ | 71½ | 57 |
| 170 | Chile Copper 7s | 99¾ | 99 | 99½ | +¾ | 99¾ | 90 |
| 407 | Chile Copper 6s | 85½ | 85 | 85½ | +½ | 87 | 66 |
| 99 | C C C & St L 6s | 97 | 95 | 96½ | +¾ | 97½ | 85½ |
| 27 | C C C & St L 4½s | 86 | 84 | 84 | —3½ | 88 | 72 |
| 1 | C C C & St L gen 4s | 77 | 77 | 77 | | 78 | 65¾ |
| 2 | C C C & St L Cairo div 4s | 79½ | 79½ | 79½ | +1½ | 79½ | 73 |
| 2 | C C C & St L St L 4s | 77 | 77 | 77 | +1¾ | 77 | 65¾ |
| 1 | Cleve Loraine & Wheel 1st | 90¼ | 90¼ | 90¼ | +¾ | 91¼ | 86¼ |
| 4 | Cleveland Short Line 4½s | 90¼ | 90¼ | 90¼ | +½ | 90¼ | 79 |
| 1 | Colorado Fuel & Iron gn 5s | 83 | 83 | 83 | | 83½ | 75½ |
| 2 | Colorado Industrial ctf 5s | 73½ | 73 | 73 | | 74½ | 62¾ |
| 86 | Colorado Southern ex 4½s | 85½ | 83½ | 85 | +½ | 86 | 72 |
| 14 | Colorado Southern 4s | 89¼ | 89 | 89¼ | | 92 | 77¼ |
| 32 | Columbia Gas & Elec 5s | 90 | 89½ | 89½ | —¼ | 90 | 78 |
| 50 | Columbia G & E 5s stmpd. | 90 | 90¾ | 90 | +¼ | 90¾ | 81½ |
| 1 | Columbus & Toledo 4s | 70½ | 70½ | 70½ | +2 | 70½ | 67½ |
| 10 | Computing Tab Rec 6s | 92 | 91 | 92 | +1 | 92 | 77 |
| 103 | Consolidated Gas 7s | 104¼ | 103½ | 104¼ | +¼ | 105¼ | 96¼ |
| 4 | Con Gas & E of Balto 5s | 90 | 90 | 90 | —7½ | 97½ | 90 |
| 5 | Corn Products 5s 1934 | 96 | 96 | 96 | | 98 | 89½ |
| 69 | Cuban American Sugar 8s | 103½ | 102½ | 102½ | —1½ | 105 | 95 |
| 4 | Cuba Cane Sugar cv 8s stp | 55 | 55 | 55 | | 55 | 55 |
| 81 | Cuba Cane Sugar conv 7s | 61 | 56 | 56¼ | —4¼ | 56 | 51 |
| 52 | Cuba Cane Sugar cv 7s ctfs | 58½ | 53 | 53 | —5½ | 62 | 53 |
| 32 | Cuba Railroad 6s | 79 | 77 | 77½ | —2 | 80 | 59½ |
| 238 | Cuba RR 7½s 1936 Ser A w i | 102½ | 100½ | 101 | —½ | 102½ | 100¼ |
| 31 | Cumberland Tel & Tel 5s | 89½ | 89 | 89¼ | +¼ | 89½ | 78 |
| 8 | Del & Hudson gold 7s | 107 | 105½ | 107 | —1 | 109½ | 100¼ |
| 74 | Delaware & Hudson cv 5s | 90 | 89¾ | 90 | | 92 | 78¾ |
| 3 | Delaware & Hudson 4½s | 99½ | 99½ | 99½ | +¾ | 99½ | 97 |
| 14 | Delaware & Hudson fd 4s | 85½ | 85½ | 85½ | —1½ | 87½ | 74½ |
| 2 | Denver & Rio Grande 5s | 76½ | 76½ | 76½ | +1½ | 78½ | 67¼ |
| 7 | Denver & Rio Grande 4½s | 76¾ | 76¾ | 76¾ | —1¼ | 79 | 67 |
| 43 | Denver & Rio Grande 4s | 72½ | 71½ | 72¼ | +½ | 75½ | 62¼ |
| 64 | Denver & Rio Gr fd 5s | 46¾ | 45 | 45 | —1¾ | 50½ | 40½ |
| 13 | Denver & R G fd 5s ctfs | 42½ | 43 | 43 | —2 | 48 | 35 |
| 2 | Des M & Fort Dodge ex 4s | 41½ | 41½ | 41½ | —½ | 47 | 40 |
| 39 | Detroit Edison 6s | 100¾ | 100¼ | 100¼ | —½ | 100¾ | 88½ |
| 22 | Detroit Edison 5s 1940 | 91½ | 90½ | 91 | —½ | 91½ | 76½ |
| 106 | Detroit Tunnel 4½s | 84½ | 82 | 83¼ | | 84½ | 74½ |
| 90 | Detroit United 1st 4½s | 63 | 61 | 63 | +2¾ | 63½ | 57 |
| 42 | Diamond Match 7½s | 108 | 107¾ | 107½ | —½ | 108½ | 102 |
| 23 | Distillers Sec Corp 5s | 50 | 45 | 45 | —6 | 77 | 45 |
| 1 | Duluth Mes & North 5s | 95½ | 95½ | 95½ | +½ | 95½ | 92½ |
| 9 | Dul South Shore & Atl 5s | 87 | 85 | 85 | —2 | 87 | 78 |
| 268 | Du Pont de Nemours 7½s | 104½ | 103½ | 103½ | —½ | 105¼ | 96 |
| 63 | Duquesne Light 6s | 101½ | 100½ | 101 | | 101½ | 88 |
| 3 | East Tenn Va & Ga lien | 93 | 92½ | 92½ | —½ | 93 | 82 |
| 32 | Erie 7s extended | 101 | 101 | 101 | +¾ | 101 | 95 |
| 32 | Erie 1st con 4s | 59 | 57½ | 57¾ | —½ | 61½ | 51 |
| 95 | Erie cv 4s A | 37½ | 36 | 36 | —1¼ | 40½ | 35¼ |
| 96 | Erie cv 4s B | 37¾ | 35½ | 36½ | —1½ | 40 | 34½ |
| 63 | Erie cv 4s D | 39¾ | 39 | 39½ | —1½ | 45¼ | 37½ |
| 120 | Erie gen 4s | 43½ | 42½ | 43 | —½ | 47¼ | 39 |
| 1 | Erie Genessee River 6s | 87 | 87 | 87 | —½ | 87½ | 77 |
| 11 | Erie & Jersey 6s | 86 | 85½ | 85½ | —½ | 88 | 76½ |
| 115 | Fisk Rubber 8s receipts | 100½ | 100½ | 100½ | —½ | 101¾ | 98¾ |
| 5 | Florida Central & Pen 6s | 96 | 96 | 96 | —1 | 96 | 93 |
| 2 | Florida Cen & Pen con 5s | 83½ | 80 | 80 | | 85½ | 73½ |
| 7 | Florida East Coast 4½s | 84 | 81½ | 84 | +2½ | 84 | 72½ |
| 70 | Ft W & Den City 1st ctfs | 100¼ | 100 | 100¼ | +¼ | 101 | 99 |
| 4 | Fremont Elk & M V 6s | 105½ | 105¼ | 105½ | +2¾ | 105½ | 100¼ |
| 5 | Gal Houston & Hen 1st | 83 | 83 | 83 | | 98 | 62¼ |
| 13 | General Electric 6s | 107 | 105 | 105 | —2 | 107¼ | 99 |
| 5 | Georgia Midland 3s | 58½ | 58½ | 58½ | +7 | 58½ | 50 |
| 26 | General Electric 5s | 96¼ | 95¾ | 95¾ | | 99 | 84 |
| 225 | Goodyear Tire & Rub 8s | 110¾ | 110 | 110¼ | +¼ | 111 | 97½ |
| 302 | Goodyr T & R 8s 1931 w i | 99¾ | 99½ | 99½ | | 99¾ | 99¼ |
| 8 | Granby Mining 8s | 88 | 80½ | 80½ | —7½ | 90 | 78 |
| 78 | Grand Trnk of Canada 7s | 110¾ | 109 | 110 | +½ | 111 | 99¼ |
| 10 | Great Falls Power 5s | 97 | 97 | 97 | +2 | 97 | 81 |
| 678 | Great Northern 7s Ser A | 108½ | 107½ | 108½ | +½ | 110 | 96¼ |
| 16 | Green Bay & West deb B | 7½ | 7½ | 7½ | —½ | 8½ | 5½ |
| 1 | Gulf & Ship Island 1st 5s | 74 | 74 | 74 | +¼ | 74 | 65 |
| 8 | Harlem & Portchester 4s | 75 | 70 | 75 | +8 | 75 | 64 |
| 14 | Havana El Ry conv 5s | 80 | 78¾ | 79 | +1½ | 80 | 66 |
| 26 | Hocking Valley 4½s | 83 | 82½ | 82½ | —½ | 83 | 67½ |
| 128 | Hudson & Man 1st 5s Ser A | 78¼ | 74 | 75½ | +½ | 75½ | 59½ |
| 438 | Hudson & Man adj | 49½ | 46 | 47½ | +1½ | 49½ | 23½ |
| 8 | Illinois Central 6½s | 107¾ | 106½ | 107¾ | +¾ | 108 | 100¼ |
| 67 | Illinois Central 6½s | 98¾ | 98 | 97¾ | —½ | 99 | 85½ |
| 2 | Illinois Central 4½s 1951 | 76¾ | 76¾ | 76¾ | —1½ | 78½ | 72½ |
| 1 | Illinois Central 4½s 1952 | 74½ | 74½ | 74½ | —1½ | 76 | 65½ |
| 33 | Illinois Central 4s 1952 | 80¾ | 79 | 80¾ | +1½ | 81 | 67½ |
| 22 | Illinois Central 4s 1953 | 79½ | 78½ | 79½ | +¾ | 81 | 65¾ |
| 117 | Illinois Central fd 4s 1955 | 82½ | 82¼ | 82½ | +½ | 83½ | 71½ |
| 114 | Illinois Cen Chi Junc 5s | 90 | 89½ | 89½ | +½ | 91½ | 78½ |
| 5 | Illinois Steel 4½s | 87 | 86 | 87 | +1 | 89 | 79 |
| 3 | Ind & Lou 4s | 76½ | 76½ | 76½ | +1½ | 76½ | 72½ |
| 28 | Indiana Steel 5s | 96½ | 95½ | 96 | +½ | 96½ | 86 |
| 732 | Inter R T fd 5s 1966 | 54 | 53¼ | 53¾ | +1¾ | 58¼ | 48¾ |
| 157 | Inter-Met col tr 4½s | 9½ | 9 | 9¼ | +¼ | 21½ | 8¼ |
| 418 | Inter-Met col tr 4½s ctfs | 8¼ | 6½ | 8¼ | +1½ | 19 | 6¼ |
| 11 | Inter Agr Chemical 5s | 77¼ | 76½ | 76½ | —½ | 78 | 71 |
| 117 | Inter Mer Marine col 6s | 90¾ | 89½ | 90 | | 92½ | 75 |
| 1 | Internat Paper cv 5s | 89 | 89 | 89 | +1½ | 89 | 80 |
| 18 | Iowa Central 1st | 74½ | 73½ | 73½ | —2 | 75½ | 65 |
| 19 | Iowa Central 4s | 36¾ | 35 | 35 | —2½ | 44 | 34¾ |
| 6 | Jamestown F&C | 82 | 82 | 82 | —7½ | 90¾ | 74 |
| 2 | Kanawha & Michigan 4s | 74 | 74 | 74 | +2¾ | 74 | 68¾ |
| 5 | Kanawha & Mich 2d 5s | 90 | 90 | 90 | +1 | 90 | 80½ |
| 1 | Kan City Ft Scott & M 6s | 100½ | 100½ | 100½ | —½ | 101¾ | 92¾ |
| 47 | Kan City Ft Scott & M 4s | 75 | 74 | 74½ | +¼ | 76¾ | 62 |
| 31 | Kan City Southern fd 5s | 84½ | 84 | 84½ | +½ | 85½ | 72 |
| 40 | Kansas City Southern 3s | 64½ | 62½ | 64½ | +½ | 66½ | 53¾ |
| 58 | Kansas City Terminal 4s | 81 | 80 | 80½ | +½ | 81 | 69½ |
| 136 | Kelly-Springfield Tire 8s | 105 | 104½ | 104¾ | +¼ | 105 | 92½ |
| 5 | Keokuk & Des Moines 1st | 72½ | 72½ | 72½ | —3½ | 76½ | 63¾ |
| 1 | Kings County 4s | 64½ | 64 | 64½ | +½ | 64½ | 53 |
| 1 | K C E I L & P 6s 1925 | 100 | 100 | 100 | +4 | 100 | 85 |
| 2 | Kings C E I L & P 6s 1997 | 108 | 108 | 108 | +3½ | 108 | 93 |
| 104 | Lack Steel 5s 1923 | 97½ | 97½ | 97½ | +¼ | 99½ | 91 |
| 38 | Lack Steel 5s 1950 | 84 | 83½ | 83½ | —½ | 85 | 73 |
| 4 | Laclede Gas 5s | 86½ | 86½ | 86½ | +2½ | 86½ | 68¼ |
| 5 | Lake Erie & Western 1st | 85 | 85 | 85 | —1½ | 86½ | 79 |
| 36 | Lake Shore & M S 4s 1928 | 90¼ | 89½ | 90¼ | +1¾ | 92½ | 82 |
| 36 | Lake Shore & M S 4s 1931 | 89½ | 89 | 89½ | +½ | 91 | 75½ |
| 8 | Lake Shore & M So 3½s | 75¼ | 74½ | 75½ | +½ | 76¾ | 64½ |
| 15 | Lehigh Valley 6s | 102 | 101¾ | 101¾ | —¼ | 103 | 95 |
| 7 | Lehigh Valley con 4½s | 86½ | 85 | 85 | —2½ | 87½ | 72½ |
| 6 | Lex Ave & Pav Ferry 1st | 40 | 39 | 40 | +1½ | 40 | 21½ |
| 21 | Liggett & Myers 7s | 113 | 112½ | 112½ | | 113 | 102 |
| 86 | Liggett & Myers 5s | 92 | 91½ | 92 | +½ | 92½ | 77½ |
| 4 | Long Island 5s 1934 | 85 | 84 | 85 | +2½ | 85 | 68 |
| 3 | Long Island 5s 1937 | 78 | 77 | 77 | | 78½ | 57½ |
| 5 | Long Island gen 4s | 78 | 78 | 78 | +5 | 78 | 66 |
| 3 | Louisiana & Arkansas 5s | 79½ | 78 | 79½ | —½ | 80 | 63½ |
| 1 | Lou Cin & Lexington 4½s | 92½ | 92½ | 92½ | —½ | 93½ | 86½ |
| 1 | Lou & Jefferson Bridge 4s | 77 | 77 | 77 | +1½ | 77 | 64¼ |
| 36 | Louisville & Nashville 7s | 106½ | 106 | 106½ | | 109½ | 100 |
| 2 | Louisville & Nash col tr 5s | 88½ | 88½ | 88½ | —3 | 92 | 83¾ |
| 45 | Louisville & Nashville 4s | 88½ | 87½ | 88½ | +½ | 88½ | 78¾ |
| 3 | L & N Atl Knox & Cin 4s | 80 | 79 | 80 | +½ | 81 | 70 |
| 7 | Lou & N So Monon col 4s | 76 | 76 | 76 | | 76½ | 64½ |
| 8 | Manhattan 4s | 58 | 57½ | 57½ | —1½ | 62 | 52½ |
| 22 | Manhattan 4s stamped | 57¾ | 55¾ | 57¾ | —1¾ | 61 | 52½ |
| 9 | Man South West Col 5s | 87½ | 87½ | 87½ | +1½ | 87½ | 80 |
| 105 | Market 8s By 1st con 1924 | 83¼ | 82 | 83¼ | +2½ | 84½ | 68¾ |
| 4 | Marland Oil 8s | 97 | 97 | 97 | —1 | 98 | 88 |
| 29 | Marland Oil 8s with war | 100½ | 97¼ | 98 | +¼ | 100½ | 90¾ |
| 93 | Mex Petro of Del conv 8s | 102 | 99¾ | 101¾ | +1¾ | 103½ | 92¾ |
| 72 | Michigan State Tel 5s | 95¾ | 94½ | 94½ | —½ | 96 | 85 |
| 121 | Midvale Steel 5s | 84¾ | 83¼ | 83¾ | +¾ | 84¾ | 73 |
| 8 | Milwaukee Gas 1st 4s | 91 | 90 | 90 | —1 | 91 | 79 |
| 13 | Minn & St Louis 5s | 74 | 74 | 74 | +½ | 76 | 67¼ |
| 13 | Minn & St Louis fd 5s | 34 | 33¼ | 33½ | | 48 | 33 |
| 10 | Minn & St Louis 4s | 37 | 35¼ | 35½ | —3 | 44 | 34 |
| 76 | Minn St P & S S M 6½s | 101½ | 101 | 101¼ | +½ | 104 | 90¼ |
| 7 | M St P & S S M con 5s | 96½ | 95½ | 96½ | —½ | 97 | 85 |
| 49 | Minn St P & S S Marie 4s | 87 | 85¾ | 86¾ | +1¾ | 87 | 75¾ |
| 2 | Mo Kan & Eastern 1st | 78 | 78 | 78 | +1¾ | 78 | 32 |
| 423 | Mo Kan & Tex ser A w i | 78¾ | 77½ | 78¼ | —¾ | 78¾ | 70½ |
| 63 | Mo Kan & T 4s ser B w i | 65½ | 64½ | 65 | +¾ | 65½ | 62½ |
| 56 | Mo Kan & T 6s ser C w i | 93¼ | 92½ | 92¾ | —½ | 93½ | 92¾ |
| 1670 | Mo Kan & T adj 5s w i | 47 | 44½ | 46½ | +1½ | 47 | 41½ |
| 43 | Mo Kan & Texas of Tex 5s | 70¾ | 73¼ | 70¾ | —½ | 70