FEDERAL INCOME TAXES FOR 1922

We have ready for distribution a digest of the Federal Income Tax Act which should be of material value in preparing individual returns.

It is often possible for investors to effect large savings in income taxes by a re-arrangement of investments.

REILLY, BROCK & CO.
306 CHESTNUT ST.
PHILADELPHIA

THE NATIONAL CITY COMPANY
NATIONAL CITY BANK BUILDING
NEW YORK

National City Recommendations

A catalog of carefully selected BONDS for your December funds

Telephone or write our nearest office for your copy

The National City Company
Philadelphia—1417 Chestnut St.
Atlantic City — Chalfonte Block
1225 Boardwalk

"Alabama Power Company Carrying Out Amazingly Broad Development Work"

This is the title of an article from the current issue of the "Manufacturers' Record"—a reprint of which we shall be glad to furnish upon request.

Harris, Forbes & Co
Pine St., Cor. William
NEW YORK

PHILADELPHIA OFFICE:
Widener Bldg.
Telephone Spruce 7040

NOTICE
STOCKHOLDERS
GOLDFIELD DEEP MINES

For the convenience of eastern shareholders arrangements have been made for the Security Transfer and Registrar Company, 66 Broadway, New York, N. Y., to act as transfer agents for the stock of GOLDFIELD DEEP MINES COMPANY OF NEVADA.

Official reports of progress will be sent to all stockholders of record.

H. G. McMAHON, Secretary.

Bonds for Investment

We Own and Offer
A Gas & Electric Bond
of a Company serving nearby communities.
Guaranteed Principal and Interest
Free of Penna. State Tax
To Yield 6.30%
Information Upon Request

REID, McCLURE & CO.
Members of Phila. Stock Exchange
1418 Walnut St., Phila.
Telephone Locust 5230

| | |
|---|---|
| Montgomery Lt., Water & Pwr. 5's | 1943 |
| John Wanamaker Company | 6's 1932 |
| Lehigh Navigation Elec. Co. | 6's 1943 |
| Portland Ry., Lt. & Power Co. | 5's 1942 |
| No. Jersey Street Railway | 4's 1948 |
| D. B. Martin Company | 6's 1935 |
| Citizens Gas & Electric | 6's 1931 |
| Union Traction of Indiana | 6's 1932 |
| Consol. Traction of N. J. | 5's 1933 |
| Wilmington Gas Company | 5's 1949 |
| Cramp Ship & Engine Bldg. | 5's 1929 |
| Penna. Lighting Company | 5's 1940 |
| Pitts. Cinn., Chic. & St. Louis | 3½'s-4's Public Service Corp'n All Issues |

SAMUEL K. PHILLIPS & CO.
Members Philadelphia Stock Exchange
507 CHESTNUT STREET

MAIN and COMPANY
Certified Public Accountants
FINANCE BUILDING — PHILADELPHIA

# BEARS FAILED TO FORCE A REACTION

## Rails Were Soft in the Early Dealings, but Recovered With Industrials

**New York, Dec. 8.**—The rails were the weak features of the early market and the further retreat in this division naturally had an unsettling effect on the general trading. Scattered liquidation and short selling were encountered during the most of the morning, but the reactionists apparently were unable again to dislodge any considerable amount of long stock, or start a general selling movement.

While the list, as a whole, seemingly had a soft appearance at intervals and revealed little rallying power, it was noticeable that some of the prominent shares offered strong resistance to the selling pressure. This was overlooked for a time by reason of the heavy offerings of the rails and some of the speculative favorites in the industrial list. Material concessions took place in several of the non-dividend paying rails, but elsewhere the declines were not serious.

It would be difficult to pin down any direct cause for the heaviness of the rails except the fears entertained of hostile legislation by the incoming Congress. The group for a time were without support, intentionally or not it would be hard to say. However, if the concerted attack on this division was made for the purpose of forcing a general reaction, the coup was a downright failure.

The resistance which developed at the lower levels caused a considerable portion of the trading contingent to immediately shift position. This apparently caused some uneasiness on the part of the shorts and before midday was reached a general covering movement set in. The rebound in the rails was not so pronounced as that occurring in the industrials, but still a greater part of the early declines were retrieved.

## Commodity Markets

### GRAIN MARKET

**Chicago, Dec. 8.**—Although unexpected declines in Liverpool quotations led to a downturn here in the wheat market today at the outset, a rally soon took place. Failure of Argentine prices, as well as those at Liverpool, to respond to yesterday's reports of harvest delay and crop damage in Argentina, was more than traders here were prepared for. Gossip, however, that the President would address Congress today, and might urge farm relief legislation helped to renew bullish sentiment.

The opening, which ranged from ⅛c to ⅝c lower, with May $1.16⅛ to $1.16½ and July $1.07¾ to $1.07⅞, was followed by an interval of hesitancy and then by gains all around.

Corn and oats paralleled the action of wheat. After opening ⅛c to ⅜c lower, May 69¾c to 69⅞c, the corn market scored slight gains.

Oats started a shade to ⅛c off, May 43c, sagged a little more, and then began to climb.

Provisions reflected firmness in hog values.

| | Yest. close | Open | 12 M. |
|---|---|---|---|
| —Corn— | | | |
| December | 70⅞ | 70½ | 70⅞ |
| May | 70⅞ | 69⅞@ 69⅞ | 70 |
| July | 69⅝ | 69⅝ | 69⅞ |
| —Wheat— | | | |
| December | 1.18⅝ | 1.18½ | 1.19⅞ |
| May | 1.16⅞ | 1.16⅝@1.16½ | 1.17⅞ |
| July | 1.08⅛ | 1.07⅞@1.07⅝ | 1.08⅞ |
| —Oats— | | | |
| December | 43⅛ | 43 | 43⅛ |
| May | 43 | 43 | 43⅛ |
| July | 40⅛ | .... | .... |
| —Ryes— | | | |
| May | .... | 87½ | 87⅞ |
| —Lard— | | | |
| May | 10.05 | *10.27 | .... |

*Bid.

### COTTON MARKET

**New York, Dec. 8.**—The census ginning figures of 9,318,144 bales, to December 1, had little effect on the cotton market, which opened 4 to 17 points higher. There was further bull support, and buying by Wall Street, commission houses and Liverpool.

It was the general idea that the ginning reports pointed to a crop of around 10,000,000 bales, possibly a little less, and there was at first no great pressure noted, although later the selling increased, notably from New Orleans interests, and prices dropped under last night's close. On the reaction, local traders and Japanese houses also sold.

| | Yest. close | Open | 12 M. |
|---|---|---|---|
| December | *24.64 | 24.81 | .... |
| January | 24.66@27.68 | 24.80 | 24.75 |
| March | 24.78@.81 | 24.90 | 24.85 |
| May | 24.74@.75 | 24.87 | 24.77 |
| July | *24.42 | 24.49 | 24.43 |
| October | *22.97 | 23.05 | .... |

*Bid.

### NEW YORK COFFEE MARKET

**New York, Dec. 8.**—The market for coffee future opened at a decline of 1 point with transactions confined to a few lots in December and March. Additional notices for 1000 bags December were issued today.

At midday December and March contracts had sold off a couple of points with little or no support in evidence. December was switched to May at 25 points and March to May at 30 points. Trading continued very quiet.

| | Prev. Close | Open |
|---|---|---|
| December | 9.77@79 | *9.75 |
| January | .... | *9.60 |
| March | 9.52@53 | 9.51@52 |
| May | 9.26@22 | 9.19@22 |
| July | 8.91@92 | 8.90@98 |
| September | 8.42@43 | 8.41@45 |
| November | .... | *8.00 |

*Bid.

### LIVESTOCK QUOTATIONS

**Chicago, Dec. 8.**—HOGS—Receipts, 24,000 head. Market steady to strong; bulk 140 to 270 pound averages, $8.30@8.35; top, $8.35; bulk packing sows, $7.50@7.80; desirable pigs, mostly $8.10@8.25; heavy hogs, $8.15@8.35; medium, $8.25@8.35; light, $8.20@8.35; light lights $8.20@8.35; packing sows, smooth, $7.60@8; packing sows, rough, $7.30@7.55; killing pigs, $8@8.30.

CATTLE—Receipts, 4000 head. Beef steers and better grade beef cows and heifers, strong to 15c higher; killing qualities plain; best yearlings, early, $11@12; native beef steers, $8.50@10; lower grade beef cows and heifers, canners, cutters and bulls, slow; veals, calves, uneven; choice kind about steady to shippers; packers bidding lower; stockers and feeders, slow.

SHEEP—Receipts, 5500 head. Fat lambs opening strong to 15c higher, early top, $15.50 to packers; desirable 90 pound clipped lambs, $13.50; feeders, quiet; fed 95 pound yearling wethers, $12.85; sheep, steady; aged 124 pound wethers, $8.

**Pittsburgh, Dec. 8.**—HOGS—Receipts, 5000 head. Higher. Heavies, $8.50; heavy and light yorkers, $8.85@8.90; pigs, $8.50@8.75.

SHEEP AND LAMBS—Receipts, 500 head. Sheep, $8.50; steady; lambs, $15.25, higher.

CALVES—Receipts, 300 head. Steady. Top, $13.

**East Buffalo, N. Y., Dec. 8.**—CATTLE—Receipts, 350 head. Steady. Calves, receipts, 1100 head. Steady, $5@18.50.

HOGS—Receipts, 7200 head. Twenty-five to 35c higher. Heavy, $8.85; mixed, $8.85@8.90; yorkers, $8.90@9; pigs, $9; roughs, $7.25@7.50; stags, $4.50@5.50.

SHEEP AND LAMBS—Receipts, 6000 head. Slow, steady; few choice unsold; lambs, $6@15.50.

### U.S. Certificates and Treasury Notes

| Int. Rate | Maturing Date | Bid | Asked | Yield |
|---|---|---|---|---|
| ⅞% | Dec., 1922 | 100 | .... | .... |
| †*4¾% | Dec., 1922 | 100 | 100 1-32 | 3.25 |
| †*4¼% | Mch., 1923 | 100 1-16 | 100 3-16 | 3.50 |
| †*3¾% | June, 1923 | 99⅝ | 100 | 3.75 |
| †*3⅝% | Sept., 1923 | 99⅝ | 100 | 3.75 |
| †*5% | June, 1924 | 101⅞ | 102 1-16 | 4.34 |
| †*5½% | Sept., 1924 | 101⅞ | 101⅞ | 4.38 |
| †*4¾% | Mch., 1925 | 100⅝ | 100⅝ | 4.44 |
| †*4¾% | Dec., 1925 | 99⅝ | 99⅝ | 4.42 |
| †*4¾% | Mch., 1926 | 100 3-16 | 100 3-16 | 4.46 |
| †*4¼% | Sept., 1926 | 99 | 99⅛ | 4.48 |

*Exempt from Federal normal income tax.
†Acceptable for payment of income tax due on date of maturity.

# NEW YORK STOCK EXCHANGE TRANSACTIONS

*Only Afternoon Report in Philadelphia Quoting Full List*

| Sales | Div. in $ | STOCK | High | Low | 1:00 P. M. | Net Chge. |
|---|---|---|---|---|---|---|
| 100 | 4 | Adams Express | 68 | 68 | 68 | + ⅜ |
| 100 | 3 | Advance Rumely pf | 45 | 45 | 45 | + ¼ |
| 100 | 4 | Air Reduction | 57 | 57 | 57 | − 2½ |
| 3500 | .. | Ajax Rubber | 13 | 12 | 13 | + ⅞ |
| 300 | .. | Alaska Juneau G M | 1 | 1 | 1 | .. |
| 2200 | .. | Alaska Gold Mines | ⅝ | ⅝ | ⅝ | .. |
| 2600 | 4 | Allied Chem & Dye | 74¼ | 73½ | 73½ | + ¼ |
| 500 | 4 | Allis-Chalmers | 44⅞ | 44¼ | 44¼ | − ¼ |
| 100 | .. | Am Agric Chem pf. | 59⅞ | 59⅞ | 59⅞ | + 1½ |
| 100 | .. | Am Beet Sugar | 40 | 40 | 40 | + ⅛ |
| 200 | 4 | Am B Sh Fdy new. | 75 | 75 | 75 | + 1½ |
| 100 | 7 | Am Ice | 107½ | 107½ | 107½ | − ¼ |
| 2600 | 5 | Am Can | 72⅜ | 71 | 71⅜ | + ⅛ |
| 100 | 7 | Am Can pf | 110¾ | 110¾ | 110¾ | − ¼ |
| 100 | 12 | Am Car & Fdy | 184 | 184 | 184 | − ½ |
| 200 | 7 | Am Car & Fdy pf | 123 | 123 | 123 | .. |
| 400 | .. | Am Cotton Oil | 18 | 17½ | 17½ | − 1¼ |
| 3 00 | .. | Am Internat Corp | 28 | 28 | 28 | − ⅜ |
| 1800 | 6 | Am Locomotive | 123½ | 122 | 123½ | + ½ |
| 200 | ¼ | Am Safety Razor | 7 | 6⅞ | 7 | + ⅛ |
| 100 | .. | Am Ship & Com | 21 | 21 | 21 | .. |
| 700 | .. | Am Smelt | 53½ | 53 | 53½ | + ½ |
| 100 | 7 | Am Smelt pf | 99⅞ | 99⅞ | 99⅞ | + ⅛ |
| *1300 | 3 | Am Steel Fdy | 38½ | 37¾ | 38½ | − ⅛ |
| 800 | .. | Am Sugar Ref | 75½ | 74¾ | 75½ | + 1 |
| 1200 | 9 | Am Tel & Tel | 124 | 123⅞ | 124 | .. |
| 400 | 12 | Am Tobacco | 153½ | 153 | 153½ | − ¼ |
| 100 | .. | Am Waterworks | 27¾ | 27¾ | 27¾ | − ⅜ |
| 500 | 7 | Am Woolen | 95½ | 95½ | 95½ | + ¼ |
| 1500 | .. | Anaconda Copper | 49 | 48¼ | 49 | + ½ |
| 200 | .. | Ann Arbor pf | 31 | 31 | 31 | − 1 |
| 600 | 4 | Asso Dry Goods | 67⅝ | 67¼ | 67⅝ | + ⅜ |
| 600 | 6 | Atch Top & San Fe | 101¾ | 100⅞ | 101 | + ⅜ |
| 100 | 5 | Atch Top & S F pf | 91¼ | 91¼ | 91¼ | .. |
| 100 | 7 | Atlantic Coast Line | 114¾ | 114¾ | 114¾ | .. |
| 100 | .. | Atlantic Fruit | 1¾ | 1¾ | 1¾ | − ¼ |
| 200 | .. | Atl Gulf & W I S S | 24¼ | 24 | 24¼ | + ⅛ |
| 100 | .. | Austin Nichols | 32 | 32 | 32 | − ¼ |
| 100 | .. | Auto Sales Corp | 3¼ | 3¼ | 3¼ | .. |
| 100 | .. | Auto Sales Corp pf | 14 | 14 | 14 | + 1 |
| 8300 | 7 | Baldwin Locomotive | 123¼ | 121 | 123¼ | + 1⅜ |
| 3700 | .. | Baltimore & Ohio | 42¾ | 42 | 42½ | + ½ |
| 200 | 4 | Balti & Ohio pf | 57¾ | 57½ | 57½ | .. |
| 1000 | .. | Barnsdall Class A. | 32⅞ | 32⅞ | 32⅞ | .. |
| 2000 | .. | Batopilas Min | ½ | ½ | ½ | .. |
| 600 | 43c | Beechnut Packing | 50¾ | 50 | 50¾ | + ¾ |
| 2700 | 5 | Beth Steel B | 62½ | 61⅛ | 62½ | + ⅝ |
| 100 | .. | Booth Fisheries | 5 | 5 | 5 | .. |
| 200 | .. | Bklyn Rapid Transit | 16⅞ | 16⅝ | 16⅝ | − ¼ |
| 1700 | .. | Bklyn R T ctfs | 13⅞ | 13⅞ | 13⅞ | − ⅛ |
| 1400 | .. | Brown Shoe | 60¾ | 59¾ | 60½ | − 1 |
| 100 | 10 | Burns Bros A | 146¾ | 146¾ | 146¾ | .. |
| 3100 | .. | Butte Cop & Zinc | 8⅝ | 8 | 8½ | + ⅛ |
| 300 | .. | Butte & Sup Cop | 30 | 30 | 30 | + ¼ |
| 100 | .. | Caddo Cen O & R | 7¾ | 7¾ | 7¾ | − ¼ |
| 3300 | .. | California Petrol | 58 | 56¼ | 68 | .. |
| 400 | .. | Cal Zinc and Lead | 8⅛ | 8 | 8⅛ | + ⅛ |
| 100 | 10 | Canadian Pacific | 140½ | 140½ | 140½ | − ½ |
| 200 | .. | Case J I Threshing | 30⅛ | 30 | 30 | .. |
| 400 | .. | Central Leather | 23⅞ | 23¼ | 23¼ | − ½ |
| 100 | .. | Cen Leather pf | 70 | 70 | 70 | .. |
| 2700 | .. | Cerro-de-Pasco | 43⅜ | 43 | 43⅜ | + ⅜ |
| 3300 | 6 | Chandler Motors | 63½ | 61⅛ | 63 | + 1⅜ |
| 200 | 4 | Chesapeake & Ohio | 65¼ | 65¼ | 65¼ | .. |
| 100 | 6½ | Chesapeake & Oh pf | 101⅛ | 101⅛ | 101⅛ | + ⅛ |
| 400 | .. | Chicago & Alton | 2⅛ | 2⅛ | 2⅛ | − ⅛ |
| 700 | .. | Chicago & Alton pf | 3⅜ | 3⅜ | 3⅜ | − ¼ |
| 1300 | .. | Chi & E Ill | 27¾ | 27 | 27 | .. |
| 100 | .. | Chi & Gr West pf | 9¾ | 9¾ | 9¾ | .. |
| 3800 | .. | Chi Mil & St P | 23 | 21⅞ | 22⅜ | − 1 |
| 5500 | .. | Chi M & St P pf | 36¾ | 34¾ | 35½ | − ¾ |
| 700 | 6 | Chi & Northwestern | 81¼ | 80⅝ | 80⅝ | − ⅛ |
| 100 | 7 | Chi & Northwest pf | 123 | 123 | 123 | .. |
| 100 | 4 | Chicago Pneu Tool | 79¼ | 79¼ | 79¼ | − 1 |
| 4400 | .. | Chi R I & Pac | 32⅜ | 31½ | 32⅜ | − ⅛ |
| *100 | 6 | Chi R I & Pc 6% pf | 83 | 83 | 83 | − 1½ |
| *100 | 7 | Chi R I & Pc 7% pf | 92 | 92 | 92 | − 1½ |
| 4300 | .. | Chile Copper | 27¾ | 27⅛ | 27½ | .. |
| 100 | .. | Chino Copper | 24 | 24 | 24 | − ⅛ |
| 100 | 7 | Cluett-Peabody pf | 102½ | 102½ | 102½ | + ½ |
| 300 | 6 | Coca-Cola | 76⅝ | 76 | 76⅝ | + ⅛ |
| 100 | .. | Col Fuel & Iron | 25 | 25 | 25 | .. |
| 100 | 3 | Col & Southern | 45 | 45 | 45 | + ½ |
| 100 | 6 | Colum Gas & Elec | 100½ | 100½ | 100½ | − ¾ |
| 300 | .. | Colum Graphophone | 2½ | 2½ | 2½ | .. |
| 100 | .. | Conley Tinfoil | 16½ | 16½ | 16½ | + ¼ |
| 300 | .. | Consol Cigar | 37¾ | 37⅝ | 37¾ | + ¾ |
| 100 | .. | Con Cigar pf | 84 | 84 | 84 | + 1 |
| 200 | .. | Consol Dis Inc | ½ | ½ | ½ | .. |
| 2100 | 8 | Consolidated Gas | 122½ | 121½ | 122½ | − 3 |
| 6500 | .. | Cons Gas of NY wi | 60⅞ | 60⅞ | 60⅞ | + ⅛ |
| 2900 | .. | Cons Gas rts | 2⅛ | 2⅛ | 2⅛ | .. |
| 1700 | .. | Consol Textiles | 12½ | 12⅛ | 12½ | + ¼ |
| 4000 | .. | Continental Can | 106⅝ | 104½ | 105⅞ | − 1⅛ |
| 12700 | 4 | Corn Products Ref | 132⅛ | 128¾ | 132⅛ | + 2¾ |
| 13600 | 4 | Cosden & Co | 50¼ | 49⅜ | 50 | + ½ |
| 100 | 7 | Cosden & Co pf | 100 | 100 | 100 | .. |
| 2600 | .. | Crucible Steel | 65¾ | 63 | 65¾ | + 1¾ |
| 100 | 7 | Crucible Steel pf | 90 | 90 | 90 | .. |
| 100 | .. | Cuban Am Sugar | 23⅞ | 23⅞ | 23⅞ | + ⅛ |
| 100 | .. | Cuba Cane Sugar | 14 | 14 | 14 | .. |
| 100 | .. | Cuba Cane Sugar pf | 38 | 38 | 38 | .. |
| 800 | .. | Davison Chemical | 27 | 25¼ | 27 | + ⅝ |
| 300 | 9 | Delaware & Hudson | 121¾ | 119 | 119 | − 1¾ |
| 100 | 6 | Del Lack & West | 132¼ | 132¼ | 132¼ | − ¾ |
| 700 | 2 | Dome Mines | 42½ | 42⅛ | 42½ | .. |
| 200 | 6 | Du Pont 6% deb pf | 84⅞ | 84 | 84 | − 1 |
| 2400 | 4 | Elect Storage Bat | 58 | 57½ | 58 | + ½ |
| 600 | .. | Elk Horn Coal | 23¾ | 23½ | 23¾ | + ⅛ |
| 100 | 6 | Endicott-Johnson | 66½ | 66½ | 66½ | − ¼ |
| 100 | 7 | Endicott-Johnson pf | 119 | 119 | 119 | + ¼ |
| 700 | .. | Erie | 10½ | 10¼ | 10½ | .. |
| 200 | .. | Erie 1st pf | 14⅞ | 14⅞ | 14⅞ | − ⅛ |
| 100 | 8 | Famous Players L. | 91¼ | 91¼ | 91¼ | + ⅝ |
| 100 | 5 | Fed Min & Smelt pr | 52 | 52 | 52 | − ½ |
| 100 | 10 | Fisher Body | 178 | 178 | 178 | − ⅞ |
| 3500 | .. | Fisk Rubber | 13 | 12⅛ | 12⅞ | + ⅞ |
| 600 | .. | Freeport Texas | 19 | 18⅞ | 19 | .. |
| 100 | 7 | Gen Am Tank pf | 103 | 103 | 103 | + ½ |
| 1800 | .. | General Asphalt | 46¼ | 45¼ | 46¼ | + ⅞ |
| 100 | 5 | General Asphalt pf | 78 | 78 | 78 | + ½ |
| 200 | 6 | General Cigar | 81½ | 81⅛ | 81½ | + ½ |
| 200 | 8 | Gen Electric | 184 | 184 | 184 | .. |
| 3700 | ½ | General Motors | 13⅞ | 13⅝ | 13⅞ | + ⅛ |
| 100 | 7 | Gimbel Bros pf | 96 | 96 | 96 | .. |
| 700 | .. | Goldwyn Pictures | 6⅛ | 6 | 6 | − ⅜ |
| 1900 | .. | Goodrich B F | 35¼ | 34½ | 35¼ | + ⅞ |
| 100 | 7 | Goodrich B F pf | 84½ | 84½ | 84½ | .. |
| 2900 | 7 | Great Northern pf | 79 | 78 | 79 | − ¼ |
| 100 | .. | Gray & Davis | 11¼ | 11¼ | 11¼ | .. |
| 900 | 3 | Grt North Ore ctfs | 31 | 30¾ | 31 | + ¼ |
| 700 | .. | Gulf States Steel | 75¾ | 74 | 75⅜ | + ⅝ |
| 100 | 7 | Gulf States St 1st pf | 101 | 101 | 101 | + 1 |
| 100 | .. | Gulf Mobile & N pf | 41⅞ | 41⅞ | 41⅞ | − ⅛ |
| 300 | .. | Habirshaw Elec | 1⅝ | 1⅝ | 1¾ | + ¼ |
| 100 | 7 | Hartman Corp | 82¾ | 82¾ | 82¾ | − ¼ |
| 100 | .. | Hendee Mfg | 18 | 18 | 18 | − 1 |
| 1800 | 2 | Hudson Motor Car | 24⅞ | 24⅞ | 24⅞ | + ⅝ |
| 700 | 1 | Hupp Motor Car | 24 | 24 | 24 | − ⅝ |
| 100 | .. | Hydraulic Steel | 4½ | 4½ | 4½ | − ⅝ |
| 100 | 7 | Illinois Central | 107¼ | 107¼ | 107¼ | + ¼ |
| 300 | .. | Indiahoma Ref | 15¼ | 15¼ | 15¼ | .. |
| 600 | .. | Inspiration Con Cop | 33⅝ | 33½ | 33½ | − ⅛ |
| 100 | .. | Inter Con Corp pf | ⅝ | ⅝ | ⅝ | + ⅛ |
| 300 | .. | Inter Rapid Tran | 20 | 19½ | 20 | + ¼ |
| 1300 | 5 | Int Harvester new | 89 | 87 | 88 | − 1 |
| 100 | .. | Inter Mer Marine | 11½ | 11½ | 11½ | − ⅜ |
| 700 | 6 | Inter Mer Marine pf | 50½ | 50 | 50½ | − ¼ |
| 100 | .. | Inter Nickel | 14½ | 14½ | 14½ | .. |
| 100 | .. | International Paper | 52½ | 52½ | 52½ | − 1 |
| 2800 | .. | Invincible Oil Corp | 15½ | 15¼ | 15¼ | − ⅛ |
| 100 | .. | Island Oil | ⅜ | ⅜ | ⅜ | − ⅛ |
| 500 | .. | Jewel Tea | 20¼ | 20 | 20 | − ½ |
| 100 | .. | Jewel Tea pf | 68¼ | 68¼ | 68¼ | + ¼ |
| 300 | .. | Kan City & South | 19¼ | 19 | 19 | .. |
| 100 | .. | Kansas & Gulf | 2⅛ | 2⅛ | 2⅛ | .. |
| 6400 | .. | Kelly-Springfield | 44½ | 42½ | 44½ | + 2⅛ |
| 1700 | 3 | Kennecott Copper | 35⅝ | 35¼ | 35⅝ | .. |
| 13100 | .. | Keystone T & R | 10 | 9⅛ | 9¾ | + ¾ |
| 200 | .. | Lackawanna Steel | 77 | 77 | 77 | .. |
| 200 | .. | Lake Erie & West | 35 | 35 | 35 | − 1 |
| 800 | 2 | Lee Rubber | 26⅞ | 26⅛ | 26⅞ | + ⅝ |
| *800 | 3½ | Lehigh Valley | 62¼ | 61⅞ | 62¼ | − ½ |
| 100 | 12 | Liggett & Myers | 220 | 220 | 220 | − 5 |
| 200 | 12 | Liggett & Myers B | 220 | 220 | 220 | + 19¾ |
| 600 | 4 | Lima Locomotive | 57 | 56½ | 57 | + ½ |
| 100 | .. | Loews Inc | 18⅛ | 18⅛ | 18⅛ | − ⅜ |
| 100 | 1 | Loft Candy | 11⅝ | 11⅝ | 11⅝ | − ⅜ |
| 100 | 7 | Louisville & Nash | 133¼ | 133¼ | 133¼ | − ⅜ |
| 3400 | .. | Mack Truck | 56 | 53½ | 56 | + 1¾ |
| 100 | 7 | Mack Truck 2d pf | 84 | 84 | 84 | + ½ |
| 100 | 7 | Mackay Co | 112 | 112 | 112 | − ½ |
| 100 | 4 | Mackay Co pf | 69 | 69 | 69 | − ¼ |
| 300 | .. | Mallinson Co | 32⅞ | 32½ | 32½ | − ⅜ |
| 100 | .. | Manati Sugar | 47⅛ | 47⅛ | 47⅛ | − ¼ |
| 300 | .. | Manhat Elev ctfs | 49⅞ | 49½ | 49⅞ | + ⅜ |
| 100 | 3 | Manhat Shirt | 46¾ | 46¾ | 46¾ | + ⅛ |
| 2300 | 4 | Marland Oil | 29⅞ | 29⅜ | 29⅝ | + ⅛ |
| 100 | .. | Marlin Rockwell | 12⅞ | 12⅞ | 12⅞ | .. |
| 500 | .. | Math Alkali | 49¾ | 49¼ | 49½ | .. |
| 100 | .. | Max Motors Class B | 15¾ | 15¾ | 15¾ | − ¾ |
| 1200 | 10 | May Dept Stores | 174¾ | 173 | 173 | − ¾ |
| 300 | 12 | Mex Petroleum | 238 | 235¾ | 238 | + 2½ |
| 100 | 2 | Miami Copper | 26¾ | 26¾ | 26¾ | − ¼ |
| *3200 | 1.20 | Middle States Corp. | 12⅛ | 12¼ | 12¼ | − ⅛ |
| 1500 | .. | Midvale Steel | 28⅜ | 27¾ | 28⅜ | + ½ |
| 450 | .. | Mo Kan & Tex (wi) | 15¼ | 14⅞ | 15 | − ⅜ |
| 200 | .. | Mo K & T 1st pd | 36¼ | 36¼ | 36¼ | + ⅛ |
| 400 | .. | Missouri Pacific | 16¾ | 16½ | 16¾ | − ¼ |
| 1500 | .. | Missouri Pacific pf | 43 | 41⅞ | 43 | .. |
| 100 | .. | Montgomery Ward | 20⅝ | 20⅝ | 20⅝ | − ¼ |
| 1000 | 1 | Moon Motor Car | 17½ | 17½ | 17½ | + ⅛ |
| 2000 | ½ | Mother Lode Mining | 11⅜ | 11 | 11⅜ | + ¼ |
| 10 | 16 | Nash Motors | 525 | 525 | 525 | .. |
| 44 | 6 | Nash Motor pf | 108 | 108 | 108 | .. |
| 100 | .. | National Acme | 13 | 13 | 13 | + ½ |
| 100 | 7 | Nat Biscuit pf | 100 | 100 | 100 | − 2¾ |
| 5900 | 3 | Nat Biscuit wi | 36⅞ | 36⅛ | 36⅞ | + 1 |
| 100 | .. | Nat Con & Cable | 1½ | 1½ | 1½ | .. |
| 200 | 6 | Nat En & Stamp | 65½ | 65½ | 65½ | .. |
| 3100 | 8 | National Lead | 119½ | 117¾ | 118¾ | + 2 |
| 300 | 7 | National Lead pf | 114 | 113 | 114 | − 2 |
| 100 | .. | Nat R R of M 1st pf | 6⅝ | 6⅝ | 6⅝ | + ⅛ |
| 1300 | .. | Nat R R of M 2d pf | 3¼ | 2¾ | 3¼ | + ½ |
| 600 | 6 | N O Tex & Mex | 82½ | 82 | 82 | − ½ |
| 1600 | 5 | N Y Central | 95 | 93¾ | 95 | .. |
| 1400 | .. | New York N H & H | 21 | 21 | 21 | .. |
| 300 | 7 | Norfolk & Western | 110½ | 110⅛ | 110½ | .. |
| 100 | 5 | North American | 93⅞ | 93⅞ | 93⅞ | − ⅛ |
| 500 | 5 | North Pacific | 76¼ | 75½ | 75½ | − 1 |
| 100 | 2½ | Ohio Fuel Supply | 62 | 62 | 62 | .. |
| 100 | .. | Okla Prod & Ref | 2 | 2 | 2 | .. |
| 300 | .. | Orpheum Circuit | 19¼ | 19¼ | 19¼ | .. |
| 200 | .. | Otis Steel | 8⅜ | 8⅜ | 8⅜ | + ⅛ |
| 100 | .. | Packard Motor | 20⅛ | 20⅛ | 20⅛ | + ⅛ |
| 100 | .. | Pacific Devel Corp | 1¼ | 1¼ | 1¼ | + ¼ |
| 300 | 5 | Pac Gas & Elec | 85¾ | 85¼ | 85½ | .. |
| 1000 | 3 | Pacific Oil | 46⅞ | 46⅜ | 46⅞ | + ⅛ |
| 18600 | 8 | Pan Amer Petrol | 99¾ | 97¼ | 99½ | + 1¼ |
| 11200 | 8 | Pan Amer B | 94¾ | 92½ | 94 | + 1 |
| 100 | 3 | Pennsylvania R R | 46½ | 46½ | 46½ | .. |
| 1000 | .. | Penn Seaboard Steel | 3⅝ | 3⅝ | 3⅝ | .. |
| 300 | 5 | Peoples Gas Chicago | 90 | 90 | 90 | + ½ |
| 1700 | .. | Pere Marquette | 33½ | 32⅛ | 33½ | + 1¼ |
| 100 | 3 | Philadelphia Co | 40¾ | 40¾ | 40¾ | − ¼ |
| 200 | 3 | Phila Co 6% pf | 42 | 42 | 42 | − ⅛ |
| 1800 | 2 | Phillips Pet | 44½ | 43½ | 44½ | + ¾ |
| 1500 | .. | Pierce-Arrow Moto | 12⅝ | 12¼ | 12⅝ | + ⅝ |
| 1700 | .. | Pierce-Arrow Mot pf | 29¾ | 28¼ | 29¾ | + 1 |
| 1100 | .. | Pierce Oil | 4⅝ | 4½ | 4⅝ | + ⅛ |
| 200 | .. | Pierce Oil pf | 40 | 40 | 40 | .. |
| 16500 | 4 | Piggly Wiggly Store | 51¾ | 50¼ | 51½ | + 1½ |
| 100 | .. | Pitts Coal | 59 | 59 | 59 | − ⅜ |
| 100 | 6 | Pitts Coal pf | 100 | 100 | 100 | + ¼ |
| 100 | 6 | Pitts & W Va pf | 90 | 90 | 90 | .. |
| 100 | 5 | Postum Cereal | 110¼ | 110¼ | 110¼ | − ¼ |
| 5700 | .. | Producers & Ref | 43½ | 42⅝ | 43½ | + ¾ |
| 100 | 8 | Pub Ser Cor of N J | 94¾ | 94¾ | 94¾ | + ½ |
| 3200 | 8 | Pullman Co | 127 | 125 | 126 | + 1 |
| 100 | .. | Punta Allegre Sugar | 47⅜ | 47⅜ | 47⅜ | + ⅜ |
| 100 | 2 | Pure Oil | 27¾ | 27¾ | 27¾ | − ¼ |
| 400 | .. | Ray Con Copper | 13⅝ | 13½ | 13⅝ | − ⅛ |
| 2000 | 4 | Reading | 76⅞ | 76¼ | 76⅞ | + ⅜ |
| 200 | 2 | Reading 2d pf | 50⅛ | 50⅛ | 50⅛ | .. |
| 100 | .. | Remington Typew | 35¾ | 35¾ | 35¾ | + ¼ |
| 1000 | .. | Replogle Steel | 24 | 24 | 24 | − 1 |
| 400 | .. | Repub Iron & Steel | 47 | 46½ | 47 | + ½ |
| 1800 | 3 | Reynolds Tob B | 48⅞ | 48⅛ | 48⅞ | − ⅜ |
| 100 | .. | R Reis & Co 1st pf | 76 | 76 | 76 | .. |
| 1000 | 4.13 | Royal Dutch N Y | 53 | 53 | 53 | − ⅛ |
| 4800 | .. | St Louis San Fran | 22⅛ | 21¾ | 21¾ | − ⅜ |
| 200 | .. | St Louis S Fran pf | 39¾ | 39 | 39 | − ½ |
| 400 | .. | St Louis Southwest | 29⅞ | 29½ | 29½ | − ½ |
| 300 | 5 | St L Southwest pf | 58 | 57⅞ | 57⅞ | .. |
| 100 | .. | Saxon Motor | 1½ | 1½ | 1½ | .. |
| 100 | .. | Seaboard Air Line | 5½ | 5½ | 5½ | .. |
| 100 | .. | Seab Air Line pf | 8⅛ | 8⅛ | 8⅛ | .. |
| 1700 | .. | Sears-Roebuck | 60½ | 60 | 60⅜ | − ⅛ |
| 100 | .. | Seneca Copper | 8⅜ | 8⅜ | 8⅜ | − ⅛ |
| 200 | 155¼ | Shell Transport | 35¼ | 35⅛ | 35⅛ | .. |
| 5200 | 2 | Sinclair Consol | 32½ | 31½ | 32½ | + ⅝ |
| 3700 | 6 | Southern Pacific | 86¾ | 85¾ | 86⅝ | + ⅛ |
| 200 | .. | Southern Rail | 23⅛ | 23⅛ | 23⅛ | + ¼ |
| 100 | 5 | Southern Rail pf | 64¼ | 64¼ | 64¼ | + ¼ |
| 50 | 8 | Standard Mill | 132 | 132 | 132 | + 1 |
| 100 | 8 | Stern Bros pf | 105½ | 105½ | 105½ | + ¼ |
| 1100 | .. | Spicer Mfg | 18¾ | 17¾ | 18¾ | + ¾ |
| 2700 | 4 | Standard Oil of Cal | 116 | 114⅛ | 116 | + ⅞ |
| 1100 | 5 | Standard Oil of N J | 199½ | 197¾ | 199½ | + 1 |
| 300 | 3 | Sterling Products | 63 | 63 | 63 | .. |
| 500 | 4 | Stewart Warner Spd | 56½ | 56½ | 56½ | .. |
| 300 | 5 | Stromberg Carb | 57½ | 56½ | 57½ | + ¾ |
| 41800 | 10 | Studebaker | 134 | 129¼ | 133¾ | + 3¼ |
| 800 | .. | Sub Boat Corp | 7⅞ | 7⅝ | 7⅞ | + ¼ |
| 100 | .. | Superior Steel | 29 | 29 | 29 | + ¼ |
| 3200 | 3 | Texas Co | 47¼ | 46⅝ | 47⅛ | + ⅛ |
| 3400 | 5 | Texas