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THE NEW YORK, NEW HAVEN AND HARTFORD RAILROAD COMPANY.
New Haven, Conn., Oct. 29, 1907.
To the holders of the First Mortgage 6 per cent. bonds of the New London Steamboat Company, due January 1, 1908, to January 1, 1916, inclusive:
The New York, New Haven and Hartford Railroad Company will, on presentation at its treasurer's office in the city of New Haven, Conn., or at the office of Messrs. J. P. Morgan & Co., in the city of New York, pay at par and accrued interest to the date of presentation the 6 per cent. First Mortgage bonds of the New London Steamboat Company, due January 1, 1908; January 1, 1909; January 1, 1910; January 1, 1911; January 1, 1912; January 1, 1913; January 1, 1914; January 1, 1915; January 1, 1916.
THE NEW YORK, NEW HAVEN AND HARTFORD R. R. CO.
By A. S. MAY, Treasurer.

THE NEW YORK, NEW HAVEN AND HARTFORD RAILROAD COMPANY.
New Haven, Conn., Oct. 24, 1907.
To the holders of the Second Mortgage 4 per cent. bonds of the Harlem River and Portchester Railroad Company, due June 1, 1911:
The New York, New Haven and Hartford Railroad Company will upon presentation at its treasurer's office in the city of New Haven, Conn., or at the office of Messrs. J. P. Morgan & Co., in the city of New York, pay at par and accrued interest to the date of presentation the four per cent. Second Mortgage Bonds of the Harlem River and Portchester Railroad Company, due June 1, 1911.
THE NEW YORK, NEW HAVEN AND HARTFORD R. R. CO.
By A. S. MAY, Treasurer.

BANK REPORTS.

(No. 8663.
REPORT OF THE CONDITION OF
THE NATIONAL COPPER BANK,
AT NEW YORK, IN THE STATE OF NEW YORK, AT THE CLOSE OF BUSINESS DECEMBER 3, 1907:

RESOURCES.

Loans and discounts		$10,802,222 44
Overdrafts, secured and unsecured		None
U. S. bonds to secure circulation	150,000 00	
Other bonds to secure U. S. deposits	156,925 00	
Bonds, securities, &c	630,336 21	
Due from national banks (not reserve agents)	2,047,999 62	
Due from State banks and bankers	259,436 25	
Exchanges for Clearing House	95,742 58	
Notes of other national banks	8,469 00	
Fractional paper currency, nickels and cents	436 12	
Lawful money reserve in bank, viz.:		
Specie	$1,280,144 10	
Legal-tender notes	43,000 00	
		1,303,204 10
Redemption fund with U. S. Treasurer (5 per cent. of circulation)		2,920 00
Total		$15,469,552 32

LIABILITIES.

Capital stock paid in		$2,000,000 00
Surplus fund		2,000,000 00
Undivided profits, less expenses and taxes paid		153,244 29
National bank notes outstanding		100,230 00
Due to other national banks	$1,099,232 89	
Due to State banks and bankers	850,080 93	
Due to trust companies and savings banks	507,596 73	
Individual deposits subject to check	8,102,811 71	
Certified checks	153,914 02	
Cashier's checks outstanding	356,814 79	
United States deposits	150,000 00	
		11,127,451 07
Bonds borrowed		50,000 00
Reserved for taxes and equipment		38,626 98
Total		$15,469,552 32

State of New York, County of New York, ss.:
I, WALTER F. ALBERTSEN, Cashier of the above-named bank, do solemnly swear that the above statement is true to the best of my knowledge and belief. WALTER F. ALBERTSEN, Cashier.
Subscribed and sworn to before me this 4th day of December, 1907. A. W. McKAY, Notary Public.
Correct—Attest:
CHAS. F. BROOKER, H. R. ROGERS, JR., CHARLES H. SABIN, } Directors.

FINANCIAL AND COMMERCIAL.

WEDNESDAY, Dec. 4.

The course of events to-day seemed to indicate pretty plainly that the upward movement in the stock market which has been in progress ever since a week ago last Monday was as yet by no means nearing a culmination. This complete reversal of the market's attitude and general undertone and the perpendicular rise in many stocks that has occurred, while naturally surprising to ordinary onlookers, is yet wholly in accord with past precedents on such occasions, and it is not unfavorably regarded by the greater number of professional speculators whose active stock market experience dates back more than a score of years. The substantial fact concerning the present market is that Wall Street is animated now with hope and confidence regarding future financial developments instead of pessimism and despair. The feeling is widespread that while the market of coming months may have as usual its ups and downs, yet that the "low prices" in it have already been recorded and that the forces of disaster have fully spent themselves. Instead of looking forward to renewed liquidation of securities which might carry values to points of depression that no one was able to foretell the assurance is broadcast that while the movement of prices may at times halt, recede and be always subject to the usual daily vicissitudes of stock market fluctuations it will yet in the main steadily even if slowly advance. It is also regarded as a fixed fact now in the financial district that quotations for stocks and bonds, as they were at their worst in the troublous times of the last two months, not only "discounted" business contractions, reductions of dividends and the like that are now matters of daily happening but that they very considerably overdiscounted these occurrences. They represented a selling of stocks produced as a result of a wave of pure fright and hysteria whose true nature, now that it has passed, is universally understood. There is every indication that within a few months, or it may may be within a few weeks, there will be not only a plethora but a great plethora of money available in this country for financial and business use. The Government's statement of the amount of money in circulation in the country on December 1, published to-day, shows that this money has increased outside of the funds in the actual possession of the Treasury Department in the enormous sum of $131,872,889, the Treasury's holdings having also increased over $7,500,000. About half of this increased circulation per capita is in the shape of new gold brought into the country and the other half consists, nearly, of additional bank note circulation. The bank note circulation is, moreover, continually enlarging. The Comptroller of the Currency to-day issued a call for the report of the condition of the national banks at the close of business yesterday, and there is every expectation that these returns when they are compiled and published will show that the banks of the Western sections at least are in possession of as large cash reserves as were ever exhibited in their history. It is not conceivable that after the end of the year these Western hoards will not flow back to the Eastern financial centres, as they usually do, with a consequent inevitable fall in rates for the use of money. There is little doubt that much of the recent demand for currency in this market by interior banks has been in anticipation of the Government's request for a statement of condition that was issued to-day, and a direct proof of this was shown in the violent decline in the premiums bid here to-day for cash. Only a small amount of money actually changed hands to-day in these transactions, and the funds that did sell commanded a premium for the most part of less than 1 per cent., as against the 2 per cent. rate readily obtained by large sellers yesterday.

In the stock market to-day there was another drive at prices immediately after the opening of business of the same sort as those so freely made by speculators for the decline yesterday; but it again became obvious, just as it has many times during the last ten days, that little actual stock was pressing for sale and that when speculators desired to protect their short contracts their buying sharply advanced the market. The one notable feature of the market was the great strength shown by the Great Northern and Northern Pacific shares, which, coupled with a pronounced rise in the quotations for the Chicago, Burlington and Quincy collateral 4 per cent. bonds and with what Wall Street calls the "character of the buying" of these issues, led to the revival of old stories concerning the prospective sale by the Northern Pacific Railway of its interest in the Burlington property to the Great Northern Railway Company and the possible retirement of the bonds jointly guaranteed by the Northern Pacific and the Great Northern railway companies covering the Burlington stock. It is a fact of which due mention has time and again been made in this market that this transaction is not only contemplated but that all the preparations for it have been made, including the physical gathering in of money by the Great Northern Railway Company to make the necessary payment. The retirement of the Burlington bonds may or may not take place in the near future inasmuch as that particular operation might involve the paying off in cash of such Burlington bondholders as ask for money rather than an exchange of securities. It would, however, surprise no one conversant with the situation if an announcement should be made at any hour that the Northern Pacific had sold its interest in the Burlington to its sister railway company. The scarcity of stock offered for sale in the market was particularly observable to-day in the case of Northern Pacific. The stock made an extreme rise of 6 points on transactions of barely more than 40,000 shares. The whole market, under the lead of the stocks mentioned, became very strong and closed generally at the highest figures of the day.

New York Stock Exchange Sales, Dec. 4.

CLOSING PRICES OF UNLISTED STATE BONDS.

	Bid.	Asked.		Bid.	Asked.
U S 2s r	103½	104½	4s reg	117	121
U S 2s c	104	105	4s coup	117	121
3s reg	100½	101½	US Pl 4s	107½	110½
3s coup	100½	101½	Pan 2s r	102	—
3s small	100½				

RAILROAD AND OTHER SHARES.

Sales.		High-est.	Low-est.	Clos-ing.	Net Ch'ge.
500	Allis Ch pf	15	15	15	— ⅛
70250	Amal Cop	49¾	47⅞	49⅛	— ⅜
100	Am Ag Ch	12½	12½	12½	— ½
100	Am Can	38⅝	38⅝	38⅝	— ⅛
100	Am Can pf	93¾	93¾	93¾	—
2700	Am Car & F	29⅞	28	29¾	+1¾
300	Am Cot Oil	27	26¾	27	
1785	Am Ice Secs	12¾	12⅜	12½	— ⅛
400	Am Loco	37¾	36½	37¾	+ ¾
100	A MaltCrp p	18⅝	18⅝	18⅝	+ ⅛
55150	Am Smelt	76⅞	74	76	— ⅝
600	Am Smelt p	91½	91	91⅛	
100	Am Steel F.	51½	51½	51½	+ ¼
2350	Am Sugar	107¼	105⅝	106½	+ ½
245	Am Sugar p	109	109	109	
400	Am T & T	102¾	101⅝	102¾	+1¾
300	Am Tob pf	70⅛	68	70⅛	+1⅝
200	Am Woolen	15	14⅝	14⅝	+ ½
3400	Anaconda	32¼	31¼	32⅛	— ⅛
6300	A T & S F	73⅜	71½	73⅛	+1¼
300	At C Line	72	70½	72	+2½
200	Balaklala	21¼	21⅛	21¼	+ ⅜
2420	Balt & Ohio	84⅛	82¼	84⅛	+ ⅞
200	Batopilas M	37⅞	37⅞	37⅞	
15710	Bklyn R T	38½	35¾	38¼	+2¼
1200	Bruns'k Co	6	6	6	
1200	Can Pac	151¼	149¾	151⅛	— ⅝
100	CenLeather	15½	15½	15½	+ ¼
950	CenL'ther p	74⅞	74¼	74½	— ½
1900	Ches & Ohio	29½	27¼	29½	+1⅝
1150	Chi & N W	137½	134¾	137	+2½
900	Chi Gt W	8¼	8	8¼	+ ¼
100	C Gt W pf B	10	10	10	+ ½
19300	C M & St P	103	99⅜	103	+2⅞
1736	C M&S P cts	95	91	95	+5
737	CM&SP p ct	121	120½	121	+1
210	C C C&StL	52	51½	52	+1⅜
100	CCC&StL p	88	88	88	—1½
1730	Col Fuel & I	19	18¼	19	+ ⅞
200	Col H C & I	14⅞	14	14	—1⅛
800	Col South	20½	19	20½	+ ¾
300	Col So 1st p	47½	46¼	47½	+ ½
600	Col So 2d pf	36	35½	36	+1
300	Cons Gas	94	93¾	94	+1
3250	Del & Hud	141	138	141	+4½
400	Den & R Gr	20	19⅞	20	+ ¼
100	DenRG pf	59	59	59	
2300	Distillers' S	41¾	40¼	41½	+ ¾
150	D S S & A pf	13	13	13	
1300	Erie	17⅝	16½	17⅝	+ ⅝
400	Erie 1st pf	36	35⅝	36	
600	Erie 2d pf	26	25⅝	25⅝	— ⅝
500	Gen Elec Co	161½	115	161½	+ ½
410	Granby	75	73	73	—3
13500	Great Nor p1	201½	115½	119	+3
1035	Gt N O ctfs	46	44	46	+1
1600	Gt No sub cf	115	112½	115	+3½
300	Ill Central	124½	124½	124½	+ ⅜
100	Int M M p	17¾	17¾	17¾	+1¾
100	Int Paper	9	9	9	— ⅜
500	Int Pump	12⅝	12	12¼	+ ¼
2300	Interb-Met	7½	7	7½	+ ½
800	Iowa Cent	10⅞	10¾	10⅞	+ ⅜
100	Iowa Cen pf	30	30	30	+ ½
100	Kan C So	24	24	24	+ ⅜
800	Kan C So pf	52	51	52	
300	L Erie & W	12	12	12	+ ⅛
500	Long Isl'd	28	26	26	—4
700	Lou & Nash	94⅝	92½	94⅝	+2½
200	Mackay	52	52	52	+1¾
5300	Mex Cent	15	14¼	14¾	
300	MStP&SSM	74	73¾	74	— ½
800	MStPSSM p1	122½	120	122½	+4½
4100	M K & Tex	26½	25	26½	+ ⅝
300	M K & T pf	57½	57	57	—1
2050	Mo Pacific	51¼	49⅜	51¼	+1⅜
100	Nat Bis pf	100	100	100	+ ⅛
1600	Nat Lead	43¾	41¼	43¾	+1¾
100	Nat RRM pf	41¾	41¾	41¾	+1¾
300	Newhouse	67⅞	61½	67⅞	+ ⅜
800	N Y Air Br	67¾	66¼	67½	+2½
10400	N Y Central	98	95⅝	97½	+1⅛
100	NY C & StL	24½	24½	24½	— ⅞
200	NYC&StL 2	51	51	51	
3200	N Y N H rts	3⅜	3⅛	3⅜	+ ¼
800	Nor & Wes	65¼	64¼	65¼	+ ⅝
200	North Am	47¾	47	47¾	+ ⅞
42450	Nor Pacific	117½	111½	117	+5⅜
6390	N P rects	107⅝	102½	106¾	+4¼
1000	Ont & Wes	33	31¾	33	+1
400	Pac Coast	73	72	73	
1000	Pacific Mail	23	21	23	+ ¾
40000	Penn RR	113⅜	110¼	113⅛	+2¼
720	Peo Gas	76½	76⅛	76½	— ½
200	PCC & St L	60	60	60	
900	Pitts Coal	10	9½	10	+1
750	Pitts Coal p	43⅞	42	43⅞	—1⅛
235	Pressed S C	18½	18¼	18½	
272	PressSC pf	69¼	69	69¼	+ ¼
100	Pullman PC	145	145	145	+7
750	Rep Steel	18	17	18	+1
450	Rep Steel pf	69½	67⅞	69½	+4½
1095.0	Reading	94⅝	91¼	93⅞	+1⅞
100	Reading 1 p	75	75	75	+ ¾
1170	Rock Island	15	14¼	15	
2950	Rock Isl pf	31¾	31	31⅜	— ⅛
4000	St L & S F	36½	35½	36	+ ½
10000	So Pacific rcf	49	48½	49	
1000	So Railway	36¾	36¾	36¾	
2000	Southern Ry	25⅞	25⅞	25⅞	
24600	Tenn C I	85¾	84¼	85¾	
1400	Tenn Ch & I 1st B	102	102	102	
5000	Tenn C I & R R 5s	84	84	84	
1000	Tenn Ch & I 1st T	100	100	100	
2000	Term R R Assn of St L 4s	86	86	86	
5000	Tex & Pac 1st 6s	105	105	105	
1000	Third Avenue 4s	45	45	45	
200	Tol St L & West 4s	80	80	80	
13000	Union Pacific 4s	100	100	100	
47000		100¼	100¼	100¼	
500		100	100	100	
1000		100⅜	100⅜	100⅜	
10000		100	100	100	
11000		100½	100½	100½	
Un Pacific v 4s		84¼	84¼	84¼	
10000		84¼	84¼	84¼	
5000		84¼	84¼	84¼	
16000		84⅜	84⅜	84⅜	
1000		84½	84½	84½	
11000		84½	84½	84½	
20000		84⅜	84⅜	84⅜	
33000		84⅞	84⅞	84⅞	
25000		84¼	84¼	84¼	
55000		84½	84½	84½	
15000		84¾	84¾	84¾	
10000		84½	84½	84½	
500		84¾	84¾	84¾	
49000		84½	84½	84½	
15000		84¼	84¼	84¼	
6000		84⅞	84⅞	84⅞	
1000		85	85	85	
20000		84⅞	84⅞	84⅞	
25000		85	85	85	
U S of Mexico 5s					
3000		96½	96½	96½	
U S of Mexico 4s					
10000		80	80	80	
U S Steel 5s					
15000		84	83¾	83¾	
55000		83¾	83⅞	83⅞	
5000		84	84	84	
5000		84⅛	84⅛	84⅛	
4000		84	84	84	
21000		83⅞	83⅞	83⅞	
10000		83¾	83¾	83¾	
21000		83⅞	83⅞	83⅞	
45000		83⅝	83⅝	83⅝	
42000		83¾	83¾	83¾	
20000		83⅞	83⅞	83⅞	
10000		83¾	83¾	83¾	
3000		83⅞	83⅞	83⅞	
5000		83¾	83¾	83¾	
7000		83¾	83¾	83¾	
5000		83¾	83¾	83¾	
15000		83⅝	83⅝	83⅝	
35000		83¾	83¾	83¾	
5000		83¾	83¾	83¾	
6000		83⅞	83⅞	83⅞	
18000		83¾	83¾	83¾	
30000		83⅜	83⅜	83⅜	
7000		83¾	83¾	83¾	
105000		83⅝	83⅝	83⅝	
25000		83¾	83¾	83¾	
3000		83⅞	83⅞	83⅞	
50000		83¾	83¾	83¾	
10000		83⅞	83⅞	83⅞	
201000		84	83⅞	84	
80000		84¼	84	84¼	
3000		84⅜	84⅜	84⅜	
13000		84¼	84¼	84¼	
20000		84⅛	84⅛	84⅛	
30000		84⅛	84⅛	84⅛	
10000		84⅛	84⅛	84⅛	
5000		84⅛	84⅛	84⅛	
10000		84⅛	84⅛	84⅛	
32000		83⅞	83⅞	83⅞	
25000		83⅞	83⅞	83⅞	
54000		83⅞	83⅞	83⅞	
2000		84	84	84	
11000		83⅞	83⅞	83⅞	
104000		83⅞	83⅞	83⅞	
59000		83⅞	83⅞	83⅞	
7000		84	84	84	
registered					
500		84½	84½	84½	
500		84½	84½	84½	
500		84½	84½	84½	
1500		84⅜	84⅜	84⅜	
Wabash 1st					
1000		102¾	102¾	102¾	
10000		102½	102½	102½	
2000		102⅞	102⅞	102⅞	
1000		102½	102½	102½	
Wab P Ter 4s					
13000		103¾	103¾	103¾	
3000		103	103	103	
3000		103¾	103¾	103¾	
3000		103⅝	103⅝	103⅝	
20000		103	103	103	
Westing El cv 5s					
3000		85	85	85	
Wa Marriott 4s					
6000		62	62	62	
West Shore 4s					
9000		102½	102½	102½	
2000		100	100	100	
West Union 4½s					
1000		85	85	85	

Total sales of bonds (par value), $4,604,000.

RAILROAD AND OTHER BONDS.

Adams Exp 4s	80	Cuban 5s	97½	Or Short Line 6s	112
Am Cotton 6s	96	Del & Hud cv 4s	96	Penna cv 3½s	90½
	92½		92		91
	92	Distillers' Secur	55	Penna 3½s 1915	99
	92½	Erie Corn 5s	91		91½
	93	E T V & Ga cn 5s	66	Reading gen 4s	94½
Am Tobacco 4s	66	Erie 1st ext	103		87½
	87½		95		87½
	88½		96		87½
	88½	Erie cv 4s ser A	87½		87½
	91½		55		87½
	93½		59½		87½
	60	Erie prior lien 4s	85½		87½
Atch T & S cv 4s	85½	Gen Electric 3s	85½		94½
	94¾		95		95
	95		105		94⅞
	95¼		105		105
Atch T & P cv	105		105		73½
	85		105		72
	85½		105½		72
	85½		106		73½
	85½		104		82
	86½	Hocking Val 4½s	100		83½
	86		95	St Louis S W 1st	81
Atch Top & Sta Fe	94¾		95½		83
	94¾	Imperial Sug 4½s	100	South Pacific 4s	

Sales.		High-est.	Low-est.	Clos-ing.	Net Ch'ge.
100	Sloss-Shef	37	37	37	
300	St L&SF 2 pf	29	28	29	— ½
300	St L S W	15½	15	15	— ⅜
18458	Sou Pacific	74⅜	71½	73¾	+1⅝
800	Sou Pac pf	107½	107	107½	
1200	Sou Ry Co	13½	12⅝	13½	+ ⅝
200	Sou Ry Co p	37	36	37	+1
200	Tenn Cop'r	26½	25	26½	— ½
1000	Tex Pacific	20½	19½	20½	+ ¾
300	Tol S L & W p	34¼	33¾	34¼	+ ½
300	Twin C R T	79	77½	79	+1½
102800	Union Pac	118½	114¾	117⅞	+2¾
150	Un Pac pf	80½	80½	80½	+ ½
1100	Un Ry Inv	18½	14	18½	+5½
1000	Un Ry In pf	30	25	30	+5½
100	U S C I Pipe	23	23	23	+2
400	U S C I P pf	57	55¾	57	
800	US L'ther p	92	88	92	+5
100	U S Rubber	18⅝	18⅝	18⅝	— ⅜
500	USRub 1st p	70½	70¼	70½	+ ¼
52950	U S Steel	27	25¾	26⅞	+ ¾
20480	U S Steel pf	88¼	86½	87⅞	+ ¾
560	Utah Cop'r	17½	17⅜	17⅜	+ ¼
300	Va-Car Ch	17	17	17	+ ½
200	Wabash	9¾	9½	9½	— ⅛
200	Wabash pf	17¼	16½	17¼	+ ½
100	West'gh'se	46	46	46	
500	West Un T	61½	59	61½	+2½
400	Wheel & L E	8	7½	8	
100	Wis Central	13	13	13	+2

Total sales of stocks 763,600 shares.

CLOSING PRICES.

	Bid.	Asked.		Bid.	Asked.
Adams Exp	170	190	Mackay	51	52
Allis Ch'lm'rs	5⅞	6	Mackay pf	60	63
Allis Ch pf	15	16	Manhattan	116	120
Amal Copper	49⅝	49½	Mex Cent	14¾	15
Am B Sug	9¼	9½	Minn & St L	24	28
Am Can	3⅝	4	M & St L pf	65	71
Am Can pf	39	43	M S P & S S M	73	74
Am C & F	29½	29¾	M S P & S S M pf	118½	122½
Am C & F pf	84	87½	M K & T	26½	26⅝
Am Cot Oil	27	27½	M K & T pf	57½	59
Am Cot Oil p	73	85	Mo Pacific	50⅝	51¼
Am Express	162	165	Nash C & S L	98	110
Am Hide & L	3½	2½	Nat Bis Co	65½	66
Am H & L pf	13½	15	Nat Bis Co pf	100	106
Am Ice Secs	12½	13	Nat E & S	7	8
Am Linseed	7¾	8½	Nat Lead	43½	44
Am Lin pf	18	20	Nat Lead pf	83¼	86
Am Loco	37¼	37¾	Newhouse	6½	6¾
Am Loco pf	87	89	N J Central	152	160
Am Malt Crp	2	4	N Y A B	57½	68
Am M Crp pf	18½	19	N Y Central	97½	98
Am Smelt'g	76	76½	N Y C & St L	24	26
Am Smelt pf	91	92	N Y C & St L 1 pf	80	85
Am Steel Fd	5¼	5½	N Y C & St L 2 pf	51	53
Am St Fd pf	27	29	N Y N H & H	137	142
Am Sugar	106	106½	North Am	47¾	49
Am Sugar pf	108	110	Nor & West	65¼	65½
Am T & T	103	—	Nor & West p	70	84
Am Tob pf	71	79½	Nor Pacific	117	117¾
Am Wool	14	14¾	Ont & West	33	33¼
Am Wool pf	79	81	Pacific Coast	71½	72¾
Anaconda	32	32½	Pac Coast 1 p	73	14
At T & S F	73¼	73¾	Pac Coast 2 p	74	17
At T & S F pf	84	86	Pacific Mail	23	25
Atl Coast L	71	—	Penna RR	113	113¼
Balaklala	2¼	2½	Peo G L & C	76¾	77
Balt & Ohio	84	84¼	Pittsburg C	9½	10½
Balt & Oh pf	75	80	Pittsbg Cl p	43½	43½
Batopilas M	3¼	4	P C C & St L	59	61
Beth Steel	8	9½	P C C & St L pf	70	86
Beth Steel pf	21	30	Pr Steel Car	18¼	18½
Bklyn R T	38⅝	35½	P Steel C pf	69	70
Bklyn U Gas	54	90	Pullman P Car	145	152
Butterick	10	25	Ry St Spg	26	27
Can South'n	58½	59	Ry St Spg pf	75	90
Can Pac	151½	152	Reading	93⅝	93⅞
Cen Leather	15½	16	Read 1st pf	75	80
Cen Leather p	74½	75	Read 2d pf	70	74
Ches & Ohio	29¼	29⅝	Repub Steel	17½	18
Chi & Alton	8	11	Rep Steel pf	65	69
Chi & Alt pf	—	46	Rock Island	15¼	15⅝
Chi Gt West	8	8½	Rock Isld pf	31⅝	32
Chi Gt W (A)	27¾	29	Sloss-Shef	36½	37
Chi Gt W (B)	9¾	10	St L & S F 1 p	65	75
Chi & N W	137¼	138	St L & S F 2 p	26¾	29
Ch M & St P	102¾	103	St L S W	14	16
C M & St P pf	132	132½	St L S W pf	29½	31
C C C & St L	51¾	52½	St P & Om	118	125
C C C & St L p	80	89	So Pacific	73¾	74
Col Fuel & I	18¾	19	So Pacific pf	107	107½
Col H C & I	13	14	Southern Ry	13⅝	13½
Col Southern	19	20½	So Ry pf	36⅝	38
Col So 1st pf	47½	48	Tenn Cop	26	26⅞
Col So 2nd pf	36	37	Texas Pac	20½	20¾
Con Gas	93½	95	Third Av RR	18	19
Corn Pd Ref	11	11⅝	T St L & W	14¾	15½
Corn P Ref pf	52½	56	T St L & W pf	34	34½
Del & Hud	140	141	Twin City	79	80
Del L & W	400	425	Un Bag & P	4½	5
Den R & G	20	20½	Un Bag & P p	41	45
Den R & G pf	55	59⅝	Un Pacific	117⅝	117⅞
Dis Secur	41¼	41½	Un Pac pf	80	81
D S S & A	7½	10	Union Ry Inv	18¼	20
D S S & A pf	13½	14	Un Ry Inv pf	30	34
Erie	17⅝	17½	Un Cigar pf	79	80
Erie 1st pf	35¼	36	U S C I Pipe	21	23
Erie 2d pf	25	26½	U S C I P pf	54	57½
Fed Min & S	5½	80	U S Express	65	90
Fed M & S pf	55	65	U S Rlty & Im	38	42
Gen Elec Co	116	117	U S Red & R	6	10