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FRANKLIN TRUST COMPANY.
140 Broadway, Manhattan
164-166 Montague St., Brooklyn } N. Y. City
INTEREST ALLOWED ON DEPOSITS
GEORGE H. SOUTHARD, President.

Burlington & Missouri River Railroad Company in Nebraska Non-Exempt Six Per Cent. Bonds Due July 1, 1918.

Sealed proposals addressed to the undersigned at its office, 135 Devonshire Street, and endorsed "Proposals to sell Burlington & Missouri River R. R. Co. in Neb. 6% bonds," will be received until noon of Friday, December 13, 1907, for the sale of above named bonds to the trustee, to absorb the sum of two hundred and twenty-four thousand five hundred ninety dollars and twenty cents ($224,590.20) or any part thereof, in accordance with the mortgage dated July 1, 1878.

The New England Trust Company
TRUSTEE.
By D. R. WHITNEY, President.
Boston, Mass., December 2, 1907.

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, 1919, 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. 29, 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.

The Federal National Bank, located at Chicago, in the State of Illinois, is closing up its affairs. All note holders and other creditors of the association are therefore hereby notified to present the notes and other claims against the said Bank, at Chicago, for payment. FRANK G. MURRAY, President.
Dated, Chicago, November 4, 1907.
COBE & McKINNON,
Liquidating Agent.
FELSENTHAL, FOREMAN & BECKWITH, Counsel,
109 Washington St., Chicago.

STOCK EXCHANGE LISTINGS.

The following securities were yesterday admitted to the list of the New York Stock Exchange:
Buffalo and Susquehanna Iron Company, $1,500,000 25 per cent. debenture coupon bonds due 1926.
Hackensack Water Company, $1,000,000 additional common stock.
Brooklyn Rapid Transit Company, $4,135,000 additional first refunding mortgage convertible 4 per cent. bonds.

Live Stock Market.

WEDNESDAY, Dec. 11.

Receipts of beeves were 2,980 head, including 28 cars for slaughterers and 48 for the market, making with the stale stock 59 cars to be sold. The market was dull with a slack demand for all sorts; good to prime steers were generally steady in price, medium and common grades a little easier; bulls were 10@15c. lower for all grades except choice fat stock. Bologna cows were off 15@20c.; medium and good cows slow to 10c. lower; about all the stock was sold. Dressed beef steers sold at $8.60@$5.75 per 100 lbs., 6 cars of extra prime Ohio steers at $6.15 and 19 Christmas beeves at $8.50; bulls at $2.50@$3.75; cows at $1.10@$3.50, one car of extra prime Ohio cows at $4. Dressed beef slow at 7½@10c. per lb., for native sides. London and Liverpool cables unchanged. Shipments from this port to-day were 2,880 quarters of beef; to-morrow 7,720 quarters.

Receipts of calves were 1,285 head, including 529 for slaughterers and 756 for the market, making with the stale stock 1,119 on sale. Prime and choice veals with weight were firm to 25c. higher; others steady; but course and common veals dull; barnyard and Western calves extremely dull and lower, with about 200 unsold at a late hour. Inferior to choice veals sold at $5@$9.50 per 100 lbs.; a few selected at $9.75; culls at $4@$4.50; barnyard calves at $2.50@$3; a few coarse Western calves at $2.60. Dressed calves slow at 8@11c. per lb. for city dressed veals; 7@12c. for country dressed calves and 6@9½c. for barnyard calves, with a few selling at 7c.

Receipts of sheep and lambs were 11,379 head, including 37½ cars consigned direct to slaughterers and 14½ for the market, making with the stock carried over 16 cars on sale. Sheep were in moderate supply and fell steady; lambs on very light receipts advanced 10@15c.; the pens were cleared with the exception of a few late arrivals. Common to good sheep sold at $3@$4.50 per 100 lbs.; a few selected at $5; poor to prime lambs at $5.25@$6.60; one car of choice lambs at $6.75; culls at 4.50@$5. Dressed mutton steady at 6½@9c. per lb.; dressed lambs firm at 9@11c., with selected carcasses selling at 11½@12c.

Receipts of hogs were 9,084 head, including about half a car for the market. Prices were rated 25c. higher, and good State and Pennsylvania hogs sold at $5.15@$5.25 per 100 lbs. Country dressed hogs quiet at 9@9c. per lb.

FINANCIAL AND COMMERCIAL.

WEDNESDAY, Dec. 11.

Irregular tendencies prevailed in to-day's professional and very uninteresting stock market, but in the main they reflected the desire of speculators for the fall to recover a portion of the stocks so freely sold by them earlier in the week. In general the market was weak throughout the morning upon a resumption of liquidation and speculative attack and was strong during the afternoon when the "covering" of short contracts was in full swing, with the net result that the majority of the active stocks closed at advances. There were, however, some notable exceptions to these movements and views regarding the immediate future course of values were a good deal mixed. In the forenoon the feature of the trading was a further sharp decline in American Sugar Refining stock, of the same nature apparently as that which took place yesterday, and the stock did not rally with any exceeding briskness later on. The New York Central shares were also especially depressed, seemingly because nothing has occurred to change the opinion of the great bulk of professional operators in the market that the New York Central company must meet heavy money raising necessities within the next few months. The bond issue recently negotiated by the company provided money only for certain equipment needs, the sums raised covering in part purchases of cars and other rolling stock already made, and the company has yet to finance the major portion of its great improvement work in this city. On the other hand the strength of American Smelting and Refining common stock attracted much attention throughout the day, and was accompanied, too, by steady buying of the Amalgamated Copper shares whenever these were offered. The presumption in Wall Street was that the buying of the stock represented the elimination of a speculative interest for the fall in the stock created by the current depression in the copper trade, and on the face of things there would seem to be no other definite reason than this for any rise in copper mining securities at the present time. With the Amalgamated's different plants practically entirely closed it seems hardly probable that present dividends upon the stock can be continued, although the stock, like any other, would doubtless discount after the usual fashion a turn for the better in the business situation before this change was apparent to the eyes of casual observers. Western Union stock advanced to-day a couple of points on sales of less than a thousand shares as soon as it was announced that the directors of the company had decided to pay by an issue of new stock to the shareholder the company's quarterly dividend of 1¼ per cent. Some such expedient was obviously necessary in view of the company's statement of revenues for the quarter and for the year to date, also published to-day.

The one prominent influence, so far as there was any such in the stock market to-day, was the course of the money market. Call money on the Stock Exchange opened at 20 per cent. and renewals of loans were almost invariably made at this figure, borrowers generally fearing that considerably higher prices might have to be paid for accommodation before the day was out, and a rate of 22 per cent. did indeed obtain at one time. Thereafter, however, the quotations for money steadily declined, closing in the afternoon at 9 per cent. But the bulk of all these borrowings was negotiated at the high figures named. Time money for six months to-day lent at 8 per cent. There was continuing discussion as to the exact cause for the more or less unexpected advance in money rates that has this week been witnessed, and there seems no reason to doubt the truth of the current explanation that the rise was in consequence of a general although not at all concerted decision on the part of the banks that the low rates of last week were absurd in view of the large present deficit in the Clearing House reserves. It is also believed to be the case that trust companies and the State banks have to some extent retired from the money market in view of an expected call upon them by the State Banking Department for a statement of conditions. Obviously the quickest way for the banking institutions of the city to return to a normal position is for them to maintain the price of money here at so high a figure that while it will not be in itself disturbing it will tend to diminish shipments of funds to the West and to invite transfers of money here from Western banks and other out of town depository institutions. There were few if any financial developments during business hours aside from the Western Union's earnings statement, to which reference has been made. The premium on currency remained practically unchanged. Gossip went on, in which Wall Street as a whole took little interest, regarding consolidation and merger plans affecting institutions whose crippled condition became a matter of public notoriety during the recent disturbances; and it became known that the Chicago and Great Western Railway Company had sent notice to the Stock Exchange withdrawing the notification recently addressed to the authorities of that body regarding the closing of the books of the company for the payment of the semi-annual interest upon the company's debenture bonds. This of course is tantamount to an announcement that the management of the company has concluded to defer such payment. Rumors also circulated at one time without producing any serious effect upon the market concerning the health of the president of the Union Pacific Railroad Company.

New York Stock Exchange Sales, Dec. 11.

CLOSING PRICES OF UNITED STATES BONDS.

	Bid.	Asked.		Bid.	Asked.
U S 2s r	104	105	4s reg	118	121
U S 2s c	105	105½	4s coup	118	121
3s reg	101	102	US Pf 4s	107½	110½
3s coup	101	102	Pan 3s r	102½	—
2s small	100¼	—			

RAILROAD AND OTHER BONDS.

AmerCot Oil 4s		Chi RI & P ref 4s		Peoria & East in	
6000	85	1000	82¾	3000	44
Am Tobacco 6s		7000	82½	2000	44½
10000	94¼	11000	82¼	5000	42
Am Tobacco 4s		CCC & StL gen 4s		Reading gen 4s	
2000	61¼	4000	93	8000	94
2000	61½	2000	93½	7000	94½
11000	61¼	Colo Ind cv 5s		StL&SanFgen 4s	
Atch Top & Sfe		7000	45	9000	103½
war 1st paid		Colo Midland 4s		StL & San Fr 6s	
15000	93	5000	58	8000	71½
5000	93⅜	Colo Southern 4s		5000	71¾
Atch & Sfe 4s		2000	81	StLouisSWen 4s	
5000	94¼	Cuban 5s		1000	60½
1000	94	500	98	South Pacific 4s	
2000	94¼	1000	98½	500	80
5000	93⅜	Del & Hud cv 4s		So Pacific ref 4s	
Atch & Sfe cv 4s		5000	95	21000	87
6000	85	10000	94¾	35000	87½
8000	84¾	10000	95	Southern Ry 4s	
6000	84½	Dis Sec Corn 5s		1000	96
7000	84¼	2000	61¾	1000	95½
Atch Topek & Sta Fe		1000	61½	10000	95
7000	95	Erie gen 4s		Tenn C&I 1st B	
20000	95¼	2000	85½	1000	102
1000	95	4000	85	Third Avenue 4s	
15000	95⅝	2000	84⅜	11000	49
5000	95½	25000	85	10000	49½
10000	95¼	registered		50000	50
11000	95	6000	80½	20000	50½
Atl & Dan 4s		Erie gen 4s		Tol St L & West 4s	
stamped		1000	74	7000	65
5000	83	1000	73½	1000	66
2000	82½	Gen Electric 3s		Union Pacific 4s	
Atlantic Line 4s		war 1st paid		1000	100
1000	84½	1000	105	1000	99⅞
Balt & Ohio gold 4s		Hocking Val 4½s		9000	99½
2000	96	3000	97½	500	100¼
1000	95⅞	Imperial Jap 4½s		1000	99½
4000	96	steel loan cv		4000	99¼
Pen Bing 1st 4s		10000	86⅝	Un Pacific cv 4s	
10000	65½	Int-Met cl tr 4½s		10000	83⅞
1000	65¾	20000	58	2000	83⅝
1000	65½	10000	57¾	7000	83¾
9000	65¼	10000	57½	8000	83½
5000	65½	1000	57¾	5000	83⅝
1000	65¾	15000	57½	12000	83⅜
16000	65¼	13000	57¾	22000	83½
1000	65½	10000	58	5000	83¼
10000	65¼	5000	58¼	5000	83½
Brooklyn Union Gas		Internat Paper 6s		2000	83¾
4000	150	4000	150	1000	84
Int Paper cv 5s		1000	80	5000	84
1000	80	Int Traction tr 6s		1000	83⅞
1000	82½	UnRR San Fr 6s		1000	60½
Iowa Central 1st		1000	100	U S of Mexico 5s	
1000	100	Kan C Ft S & M 4s		4000	96½
Kan C Ft S & M 4s		7000	69	U S Realty & I 5s	
7000	69	KansasCity So 3s		3000	69
KansasCity So 3s		10000	68	U S Steel s f 5s	
10000	68	Laclede Gas 5s		2000	83⅞
Laclede Gas 5s		1000	97	5000	84
1000	97	1000	97⅛	15000	83⅞
L Sh & M So 4s		L Sh & M So 4s		35000	83¾
1000	87¾	1000	87¾	27000	83⅝
7000	87½	7000	87½	24000	83½
5000	87⅜	5000	87⅜	1000	83¾
12000	87½	12000	87½	10000	83⅝
L S & M S gen 4½s		L S & M S gen 4½s		1000	83¾
5000 cf	97¾	5000 cf	97¾	3000	83⅝
15000	87½	15000	87½	2000	83¾
15000	87¼	15000	87¼	10000	83½
35000	87	35000	87	1000	83⅝
1000	87¼	1000	87¼	20000	83½
9000	87⅛	9000	87⅛	5000	83⅜
1000	87	1000	87	27000	83⅜
Mo K & T of Tex 4s		Mo Kan & Tex 5s		50000	83¼
1000	95	2000	95	5000	83
Mo Kan & Tex 4s		Mo Kan & Tex 2d		5000	83⅛
21000	74	10000	74½	28000	83¼
10000	74½	10000	74	33000	83⅛
10000	74	5000	83	10000	83⅛
Mex Cent 1st inc		5000	83¼	5000	83¼
5000	14½	1000	83¼	1000	83¼
Mo K & T of Tex 5s		1000	83¼	27000	83⅜
1000	95	5000	83¼	50000	83¼
Mo Kan & Tex 5s		2000	83¼	5000	83
2000	95	2000	83⅛	5000	83⅛
Mo Kan & Tex 4s		2000	83⅛	28000	83⅛
2000	94½	1000	83⅛	33000	83⅛
1000	94	2000	83⅛	25000	83⅛
Mo Kan & Tex 2d		5000	83⅛	140000	83⅛
16000	88	7000	83¼	7000	83¼
MoPacific 3s 1917		2000	83¼	2000	83⅜
2000	92	2000	83½	2000	83½
N Y Cen deb 4s		5000	83½	5000	83⅜
2000	89⅞	5000	83½	15000	83¼
5000	90	1000	83⅜	1000	83⅜
N Y Central 3½s		5000	83¼	110000	83
5000	89¾	2000	83¼	50000	83⅛
NY Cent L S 3½s		1000	83¼	30000	83¼
1000	74½	registered		500	83¼
NYCity 4½s 1957		10000	106⅜	20000	83
10000	106⅜	7000	106½	5000	83⅜
N Y Gas Elec Lgt		N Y Gas Elec Lgt		registered	
H & P 5s		5000	84	500	84
5000	89	5000	83	110000	83
N Y Gas Elec Lgt		N Y Cent L S 3½s		50000	83⅛
H & P 4s		1000	74½	30000	83¼
5000	71	5000	71	500	83¼
Norfolk & West 4s		Northern Pacific 4s		60000	83⅛
2000	92	1000	103	20000	83
Norf & W Pocah 4s		2000	103	Wabash 1st	
10000	78	10000	103½	1000	103½
North Pacific 4s		10000	103¼	2000	103
5000	100	13000	103½	10000	103¼
Or S Lne 1st 4s		Wab P Ter 2d 4s		13000	103½
23000	82½	5000	81⅛	Wabash ext 4s	
Pacific Coast 1st		Wabash ext 4s		10000	46
5000	100	1000	45	1000	45
Penna cv 3½s		2000	45½	2000	45½
1000	93¾	2000	90¼	Westing El cv 5s	
Penna 3½s 1915		3000	69¾	3000	69¾
22000	87¼	1000	70	1000	70
22000	87⅛	West Shore 4s		1000	99
4000	87¼	1000	85	West Union 4½s	
Rio Grande W 4s				1000	85
1000	85				

Total sales of bonds (par value), $2,994,500.

RAILROAD AND OTHER SHARES.

Sales.		High-est.	Low-est.	Clos-ing.	Net Ch'ge
100	Allis Chalm	6	6	6	+ 3s
53200	Amal Cop	47¼	45½	46½	+ 1s
700	Am Can	31½	31½	31½	
300	Am Can pf	40¼	40	40⅛	
2910	Am Car & F	31¼*	29¼	30⅞	− 1s
100	Am Cot Oil	27½	27½	27½	
2000	Am Ice Secs	18½	17¾	18	+ 3s
500	Am L'aced p	18	18	18	+1¼
3100	Am Loco	35¾	35	35	− ¾
400	Am Loco pf	87	87	87	−1
39150	Am Smelt	72⅞	69	72	+2¾
600	Am Smelt p	91⅞	91	91	
210	Am Steel F	6¼	6	6¼	+ ¾
35300	Am Sugar	100⅝	97	98⅜	−3⅝
100	Am Sugar pf	107⅛	107⅛	107⅛	− ⅞
100	Am T & T	101½	101½	101½	−2¼
300	Am Tob pf	72	71	72	
300	Am Woolen	16	16	16	
3250	Anaconda	28¾	27	28¼	+ 1¼
7000	A T & S F	71¼	69⅞	71¼	+ 1¼
100	A T&S F pf	86½	86½	86½	−1½
1000	At C Line	70½	69	70	−1
500	Balaklala	2¾	2⅝	2¾	− 1s
975	Balt & Ohio	80⅞	80	80⅞	− ⅝
100	Balt & O pf	77¾	77¾	77¾	−1¾
100	Batopilas M	3½	3½	3½	− ⅝
13750	Bklyn R T	39⅛	36½	38⅜	− 1s
400	Can Pac	149¼	148¼	149	+ 1s
400	CenLeather	15½	15⅛	15¼	− 1s
130	CenL'ther p	74	74	74	− 1s
710	Ches & Ohio	28½	27½	28½	+ 3s
210	Chi & Alton	13½	13	13½	+ ½
1145	Chi & N W	135	134	135	+ 3s
600	Chi Gt W	8	8	8	
100	C Gt W pf A	29	29	29	−1⅝
200	C Gt W pf B	10	9⅞	9⅞	− 1s
14400	C M & St P	103⅛	100¾	103	+1⅜
100	CM&StP pf	133	133	133	
322	C M&S Pacific	93⅜	93	93⅜	− 3s
250	CM&SP pcl	21	19⅝	21	1
100	C C C&StL	54½	54½	54½	+ 1s
900	Col Fuel & I	19	18½	19	
1210	Col H C & I	16⅝	15	16⅝	− ⅞
1150	Col South	19⅞	18⅝	19¾	− 1s
100	Col So 1st p	46	46	46	− 3s
200	Col So 2d p	36	35¼	36	−1
100	Corn P Ref	11	11	11	
200	CornPRef p	53¾	53¾	53¾	−1¼
2350	Del & Hud	139¼	136½	139	− 1s
200	Den & R Gr	20	20	20	+ ¼
4300	Distillers' S	33⅜	30½	33⅜	− ⅞
400	Dul S S & A	7⅝	7½	7½	−1½
100	D S S & A pf	13⅞	13⅞	13⅞	
1100	Erie	16	15⅜	16	+ 1s
300	Erie 1st pf	34	33½	34	
200	Fed M&S pf	70	68½	70	−1½
6600	Great Nor pl	117	114⅝	116⅝	+ ¾
723	Gt N Ostfs	46	44½	46	+ ¼
900	Gt Nos ub cf	112	111⅛	112	+ ½
100	Hock Val pf	70	70	70	+ 1s
100	Ill Central	122⅛	122⅛	122⅛	− ⅞
100	Int M M p	15½	15½	15½	− 3s
100	Int Paper	9	9	9	
200	Int'b-Met p	19	19	19	
100	Kan C So	23½	23½	23½	+ ½
100	L Erie & W	12	12	12	
100	Long Isl'd	33	33	33	−1¾
1093	Lou & Nasa	93¼	92½	93¼	+ ¼
100	Mackay	52	51⅞	52	−1
135	Manhattan	116⅛	116⅛	116⅛	− ⅞
2200	Mex Cent	14¼	13¾	14	− 1s
400	Minn & St L	25½	25	25¼	
100	M & St L pf	69	69	69	− ¼
2100	M K & Tex	25¼	24¼	25¼	+ ⅝
200	M K & T pf	57	57	57	
3170	Mo Pacific	513⅝	491¼	513⅝	−1
600	Nat Lead	39¼	38	39¼	+ ¼
100	Newhouse	5½	5½	5½	
1285	N Y Air Br	65	61¼	65	− ¼
16700	N Y Central	96¾	94¾	95⅝	−1⅜
100	NY C & StL	25	25	25	−1
3562	N Y N H rts	38⅝	31½	38⅝	
100	Nor & Wes	64	64	64	− ¾
125	North Am	43⅞	43⅞	43⅞	−2½
20900	Nor Pacific	116¾	113½	115¾	+ ⅝
2100	N P rects	105	103¾	105	
800	Ont & Wes	31⅞	31½	31½	− ¼
500	Pac Coast	77	76¾	77	− ¾
200	Pac C 2d pf	88	85¼	88	+3
2100	Pacific Mail	26	22	25½	+2
37600	Penn RR	113	111½	112¾	− ⅝
120	Peo Gas	76¾	76½	76½	−1¼
200	Pitts Coal	9½	9½	9½	− ½
200	Pitts Coal p	40	37⅞	37⅞	−6⅞
670	Pressed S C	19⅜	17¾	19	− 1¼
100	PressSC pf	67	67	67	−2¼
100	Ry St Sp'g	26¼	26¼	26¼	−2⅝
200	Ry St Sp pf	73¼	73¼	73¼	−1
800	Rep Steel	16¼	15½	16¼	+ ⅜
220	Rep Steel pf	64½	64	64	− 1s
132600	Reading	91¾	88⅝	91⅛	+ 1s
3050	Rock Island	15	13¾	15	+ ⅞
700	Rock Isl pf	28¾	28¼	28¾	+ 1s
24400	Sou Pacific	73	70¾	72⅝	+ ⅝
310	Sou Pac pf	107⅜	107½	107½	− 1s
950	Sou Ry Co	13¼	13	13¼	
300	Sou Ry Co p	40	40	40	+2
400	Tex Pacific	19¾	19½	19½	− ½
200	Third Av R	25	24	25	+3
100	Tol Rwys	9¼	9¼	9¼	
300	Tol SL&Wp	35¼	35	35¼	+ 1s
210	Twin C R T	80½	80¼	80¼	− ¾
95400	Union Pac	115½	113½	115⅛	+ 1s
300	Un Pac pf	79¾	79⅛	79¾	+ ¾
700	Un Ry Inv	14	12½	13¾	− 1s
250	U S C I Pipe	21⅞	21¾	21¾	− 1s
100	U S C I P pf	57½	57½	57½	+ ⅝
230	U S Rubber	19¼	19⅛	19⅛	− ⅞
37410	U S Steel	53¾	52⅞	53⅝	− ⅛
18800	U S Steel pf	87¾	85⅞	87⅜	+ ⅜
800	Utah Cop'r	15½	15⅛	15¼	− 1s
100	Va-Car Ch	16½	16½	16½	− ½
400	Wabash pf	18¼	18⅛	18¼	
300	West'gh'se	42½	42	42½	−1
912	West Un T	58	55	58	+2

Total sales of stocks, 625 100 shares.

*Ex dividend.

CLOSING PRICES.

	Bid.	Asked		Bid.	Asked.
Adams Exp	162	165	Mackay	52½	54
Allis Ch'lm'rs	6	6½	Mackay pf	57	63
Allis Ch pf	16½	17	Manhattan	115	125
Amal Copper	46½	46⅝	Mex Cent	14	14¼
Am B Sug	9	9¾	Minn & St L	22	30
Am Can	3½	3⅝	M & St L pf	60	70
Am Can pf	40¼	41	M S P & S S M	79¾	82
Am C & F	30⅞*	31	MSP&SSM pf	117½	122
Am C & F pf	93½*	95	M K & T	25¼	25¼
Am Cot Oil	27¼	28¼	M K & T pf	56¼	57¾
Am Cot Oil p	75	85	Mo Pacific	51	51¼
Am Express	165	190	Nash C & S L	98	100
Am Hide & L	3	3½	Nat Biscuit	65	73½
Am H & L pf	13	15	Nat Biscuit pf	100	112
Am Ice Secs	18	18¾	Nat E & S	7½	8½
Am Linseed	8	10	Nat Lead	39½	39½
Am Lin pf	17½	22	Nat Lead pf	83	84
Am Loco	35	38	Newhouse	5½	5¾
Am Loco pf	86	88	N J Central	155	160
Am Malt Crp	3	4	N Y A B	85	90
Am M Crp pf	18½	20	N Y Central	95½	15¾
Am Smelt'g	71⅞	72	N Y C & St L	25	27
Am Smelt pf	91	92	NYC&SL 1 pf	82	90
Am Steel Fd	5¾	6¼	NYC&SL 2 pf	52½	55
Am St Fd pf	28	29	NY N H & H	136½	136¾
Am Sugar	98¼	98⅝	North Am	43	45
Am Sugar pf	107	108	Nor & West	64¼	65¼
Am T & T	102	103	Nor & West p	70	84
Am Tob pf	72	72½	Nor Pacific	115¾	116
Am Wool	16¼	20	Ont & West	31⅝	32
Am Wool pf	76	80½	Pacific Coast	77¼	81
Anaconda	27½	28	Par Coast 1 p	75	90
At T & S F	71½	71½	Pac Coast 2 p	75	90
At T & S F pf	85½	87	Pacific Mail	25½	26
Atl Coast L	69	70	Penna RR	112¾	112¾
Balaklala	2½	2¾	Peo G L & C	76½	77
Balt & Ohio	80⅞	81½	Pittsburg C	9	10½
Balt & Oh pf	76	79	Pittsbg Cl p	39	41
Batopilas M	3½	3⅝	P C C & St L	60	64
Beth Steel	8	8½	PCC & St L pf	80	85
Beth Steel pf	23	—	Pr Steel Car	18½	19½
Bklyn R T	38⅝	38¾	P Steel C pf	67	70
Bklyn U Gas	83	90	PullmanPCar	145	150
Butterick	19	25	Ry St Spg	26	26¼
Can South'n	58½	60	Ry St Spg pf	70	77
CanPac	148½	149¼	Reading	91	91¾
Cen Leather	15¼	16	Read 1st pf	74	80
CenLther p	73	75	Read 2d pf	71	76
Ches & Ohio	28½	29	Repub Steel	16	16½
Chi & Alton	13	15	Rep Steel pf	63½	65¼
Chi & Alt pf	—	50	Rock Island	14½	15
Chi Gt West	7⅞	8⅛	Rock Isld pf	28½	29
Chi Gt W (A)	5	29	Sloss-Shef	36	36¼
Chi Gt W (B)	9½	10	St L & S F 1 p	55	5
Chi & N W	135	136	St L & S F 2 p	27½	29
Ch M & St P	102¾	103	St L S W	13¾	15
C M & St P pf	132½	133½	St L S W pf	29½	31
C C C & St L	53	54	St P & Om	118	125
CCC & St L p	84	86	So Pacific	72½	72¾
Col Fuel & I	18¾	19	So Pacific pf	107¼	108
Col H C & I	16½	17	Southern Ry	13¼	13¼
Col Southern	19½	20	So Ry pf	40	45
Col So 1st pf	45½	46½	Tenn Cop	58	58
Col So 2nd pf	36	37	Texas Pac	19½	20½
Con Gas	89	92	Third Av RR	25	30
Corn Pd Ref	11	11¾	T St L & W	14½	16
Corn