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**FRANKLIN TRUST COMPANY.**
140 Broadway, Manhattan
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INTEREST ALLOWED ON DEPOSITS
GEORGE M. SOUTHARD, President.


## METROPOLITAN STREET RAILWAY COMPANY

**Four Per Cent. Refunding One Hundred Year Gold Mortgage Bonds.**

To the holders of the above described Bonds:

In view of the litigation now pending and that may hereafter be brought, affecting the Metropolitan Street Railway Company, the undersigned have consented to act as a Committee under an agreement dated November 25th, 1907, for the purpose of conserving the interests of the bondholders.

The holders of said bonds are requested to deposit them with The Farmers' Loan and Trust Company, 22 William Street, or Fifth Ave. Branch, 475 Fifth Ave., New York, the Depositary named in the agreement.

Engraved certificates of deposits for each bond, or certificates of deposit covering a number of bonds, at the option of the depositor, will be issued by The Farmers' Loan and Trust Company, to whom application should be made for copies of the agreement.

EDWIN S. MARSTON, Chairman;
EDWIN M. BULKLEY,
JOHN W. CASTLES,
DUMONT CLARKE,
ROBERT Y. HEBDEN,
OTTO H. KAHN,
COMMITTEE.

FREDERICK GELLER, Secretary.
22 William Street, New York.

## Chicago, Burlington & Quincy Railroad Company

**Denver Extension, Four Per Cent. Bonds**
**Due February 1, 1922**

SEALED PROPOSALS addressed to the undersigned at its office, 185 Devonshire Street, Boston, Mass., and endorsed "Proposals to sell C. B. & Q. R. R. Co. Denver Extension 4% Bonds," WILL BE RECEIVED UNTIL NOON OF WEDNESDAY, JANUARY 15, 1908, for the sale of above named bonds to the trustee, TO ABSORB THE SUM OF ONE HUNDRED AND SEVENTEEN THOUSAND, EIGHT HUNDRED AND SIXTY-FOUR DOLLARS AND FIFTY-ONE CENTS ($117,864.51) OR ANY PART THEREOF, in accordance with the agreement dated December 1, 1881.

Proposals will be opened and successful bids declared January 15, 1908, AND INTEREST ON ACCEPTED BONDS WILL CEASE JANUARY 16, 1908.

**The New England Trust Company**
TRUSTEE,
By D. R. WHITNEY, President.
Boston, Mass., January 1, 1908.

SINKING FUND NOTICE.
**DULUTH, MISSABE AND NORTHERN RAILWAY COMPANY**
**First Consolidated Mortgage Bonds, dated January 1st, 1893.**

The CENTRAL TRUST COMPANY of New York gives notice that in accordance with Article V. of a certain indenture made by the above Railway Company, dated January 1, 1893, it will receive sealed proposals to sell the above-described bonds at a rate not to exceed 105 per cent. and accrued interest, the total offer not to consume more than the amount of One Hundred and twenty-four thousand two hundred and twenty-three 90-100 dollars ($124,223.90). The sealed proposals will be opened at the office of the Central Trust Company of New York, in New York City, at twelve o'clock noon, on the 15th day of January, 1908.

CENTRAL TRUST COMPANY OF NEW YORK.
Trustee,
By J. N. WALLACE, President.
New York, January 6th, 1908.

Advertisements for THE SUN and THE EVENING SUN may be left at any American District Messenger office in the city.

## FINANCIAL AND COMMERCIAL.

FRIDAY, Jan. 10.

After yesterday's advance of over two points in the average price of the standard railway shares some reaction in the stock market to-day was commonly considered as being more or less inevitable. Nevertheless the upward movement in the market was continued during the first two hours of business to-day in a more violent and rushing manner than it has been at any previous time on the present movement and the expected fall in values did not come until the last hour of the Stock Exchange session. Then the market broke with rapidity and closed at the lowest prices of the day, with the greater number of the active stocks showing net declines but with advances still recorded in many of the inactive stocks, chiefly in the industrial list. Advances or declines in securities of this last named class can, however, hardly be regarded as possessing much significance in the existing state of affairs. The market for these stocks is now as a rule so poor that in the majority of instances the buying or selling of a few hundred shares of any one of them suffices to depress or lift the price of the stock several points. Transactions in the market to-day were the largest of any full day's business for nearly three months and the semi-collapse in values at the close seemed to be not entirely devoid of intimations that the market for the time being had become topheavy and that the stimulation it had enjoyed throughout the present week had reached a stage where it was more or less forced. There was, at any rate, little doubt that the excited buying of stocks in the early part of the day was due largely to a more or less panicstricken retreat of a large party of speculators for the fall who have thus far contested with all the means at their power the rising tide of values. Many of them openly announced their surrender to-day and entirely recovered the stocks they had sold regardless of the price demanded by sellers. At the same time the market presented what is known in Wall Street as a spotted appearance. There was excited buying of Reading common stock, which has been the leader of the market since the recent depression, and there were particularly frantic efforts to cover "short" contracts in St. Paul. But the Southern Pacific, Northern Pacific, Great Northern preferred, Louisville and Nashville and other leading stocks were laggards and appeared to give evidences of liquidation.

The ostensible reason for the sharp reversal of the market's attitude toward the close of business was a heavy break in the Southern Railway stocks and consolidated mortgage bonds and also comparatively active selling of the different Erie issues. Considering all the known circumstances affecting the operation of railroads in the southern part of the country, chief among these being the monstrously unjust and seemingly vindictive way in which these properties have been attacked by the demagogues in control of the different State governments there, no one would be surprised if a complete suspension of the dividends on Southern Railway preferred stock should be necessitated, although whether such a course has been decided upon is by no means certain; while, on the other hand, the fact that arrangements have been already practically completed with the Erie Railroad Company to retire its short term notes that fall due within nearby months is a sufficient answer to the stories that were to-day circulated concerning the road. But there is no doubt that speculative sentiment was not a little adversely affected to-day by the altogether extraordinary report of decreased earnings of the Southern Pacific Railroad system for November that became public. The Southern Pacific's gross increased $537,429, but its operating expenses increased nearly $2,000,000, resulting in a net decrease in the revenues of the system for the month of $1,380,000. The Union Pacific's November statement, although it made a bad showing, was not as unfavorable as the foregoing. Its gross earnings increased $806,000, resulting in a net increase of $64,000. The feeling that the general stock market could not continue to advance while the railroads of the country were making such poor exhibits was the real cause of the recession in the security market to-day. The encouraging factor in the situation continues to be the steadily lowering of rates for the use of money both here and abroad. The Bank of Austria reduced its discount rate to-day to 5 per cent.; and it is thought that the Imperial Bank of Germany is likely to reduce its 7½ per cent. rate the first of next week. In London the discount rate in the open market fell to 4½ per cent., as compared with the Bank of England's official rate of 6 per cent., although new issues of securities in the English market have served this week to repress any particular amount of speculative enthusiasm there for the rise. Inasmuch as forecasts of tomorrow's bank statement indicated a gain in cash by the banks during the week of between $8,000,000 and $10,000,000, hopes were strong that the deficit in the Clearing House surplus reserve will be shown tomorrow to have been entirely wiped out. Some doubt as to this was expressed in prominent banking circles, although it was declared that the bank position was in reality stronger than that which would in all probability be exhibited in the Clearing House return.

**New York Stock Exchange Sales, Jan. 10.**

CLOSING PRICES OF UNITED STATES BONDS.

| | Bid. | Asked. | | Bid | Asked |
|---|---|---|---|---|---|
| U S 2s r.. | 104⅝ | 105⅝ | 4s reg.... | 119⅝ | 121½ |
| U S 2s c.. | 104⅝ | 105⅝ | 4s coup.. | 121 | 122 |
| 3s reg.... | 100⅝ | 101⅝ | U S Pi 4s. | — | 110½ |
| 3s coup... | 101⅝ | 102⅝ | Pan 2s r.. | 103½ | — |
| 3s small.. | 100⅝ | — | | | |

## RAILROAD AND OTHER SHARES.

| Sales. | | High-est. | Low-est. | Clos-ing. | Net Ch'ge. |
|---|---|---|---|---|---|
| 800 | Allis Chalm | 67⅝ | 61½ | 61½ | 1⅛ |
| 100 | Allis Ch pf. | 191¼ | 191¼ | 191¼ | 1¼ |
| 67350 | Amal Cop.. | 51⅝ | 49⅝ | 49⅝ | -1 |
| 100 | Am Ag Ch. | 151½ | 151½ | 151½ | -⅜ |
| 200 | Am Ag C pf | 82 | 81½ | 82 | +1 |
| 800 | Am Beet Su | 11½ | 10½ | 11½ | +¾ |
| 3630 | Am Can.... | 51¼ | 51⅛ | 51¼ | 1⅛ |
| 2200 | Am Can pf. | 52⅜ | 51 | 51 | -1⅛ |
| 340 | Am Car & F | 32¼ | 31 | 31 | -1 |
| 100 | Am C&F pf. | 90 | 90 | 90 | |
| 1600 | Am Cot Oil. | 34½ | 34 | 34 | -¼ |
| 400 | Am H&L pf | 14⅞ | 14½ | 14⅞ | +⅜ |
| 935 | Am Ice Secs | 18¾ | 18 | 18 | |
| 500 | Am Linseed | 8⅜ | 8 | 8⅜ | -½ |
| 100 | Am Lin pf.. | 21 | 21 | 21 | +1½ |
| 2550 | Am Loco... | 38¾ | 37⅞ | 37 | |
| 21 | 0 Am Loco pf | 88¼ | 86½ | 87 | |
| 100 | A MaltCrp p | 21½ | 21½ | 21½ | -½ |
| 72600 | Am Smelt.. | 78⅝ | 75¾ | 75⅞ | -½ |
| 700 | Am Smelt p | 95½ | 95 | 95 | -⅜ |
| 350 | Am Steel F. | 63¼ | 63 | 63¼ | 1¼ |
| 100 | Am St V pf. | 30 | 30 | 30 | +1 |
| 8400 | Am Sugar.. | 104¾ | 104¼ | 104¼ | |
| 725 | Am Sugar pf | 110 | 109 | 110 | 1 |
| 100 | Am T & T.. | 103⅝ | 103⅝ | 103⅝ | 2⅝ |
| 100 | Am Tob pf. | 77⅞ | 77⅞ | 77⅞ | |
| 400 | Am Woolen | 20 | 18¾ | 18¾ | -1¼ |
| 2900 | Anaconda.. | 52⅛ | 51 | 51 | -⅞ |
| 16890 | A T & S F.. | 71 | 69⅞ | 69½ | -⅝ |
| 800 | At C Line.. | 72½ | 70½ | 70½ | -1½ |
| 400 | Balaklala... | 5½ | 5⅜ | 5½ | 1⅛ |
| 1510 | Balt & Ohio | 86¼ | 84¾ | 85¾ | -1 |
| 23460 | Bklyn R T.. | 43½ | 41¾ | 42 | -⅝ |
| 1410 | Can Pac.... | 158¾ | 156⅞ | 157⅞ | -⅝ |
| 5300 | Can Pacific | 85⅞ | 85 | 85⅞ | -1⅛ |
| 1100 | CenLeather | 18¾ | 17¾ | 17¾ | -1¼ |
| 1500 | CenLther p | 80½ | 80 | 80 | |
| 2060 | Ches & Ohio | 31⅛ | 31 | 31¼ | -⅛ |
| 2000 | Chi & N W. | 146½ | 143½ | 144½ | -1½ |
| 1700 | Chi Gt W.. | 5¼ | 5 | 5¼ | |
| 400 | C Gt W pf B | 7⅞ | 7¼ | 7¼ | -1 |
| 32630 | C M & St P. | 113⅛ | 110 | 111¼ | -1⅜ |
| 725 | CM&SP pf | 105 | 104 | 104 | +1 |
| 1165 | CM&SP pcl | 135½ | 134 | 135 | +1 |
| 200 | Chi Un Tr.. | 2⅝ | 2 | 2 | -¼ |
| 100 | C C C&St L | 56½ | 56½ | 56½ | -1¼ |
| 1750 | Col Fuel & I | 21¼ | 20⅝ | 20⅝ | -⅝ |
| 3700 | Col South.. | 26 | 24⅞ | 25½ | -½ |
| 400 | Col So 1st p | 52 | 51 | 51 | 1 |
| 710 | Col So 2d pf | 44 | 43 | 44 | -⅛ |
| 1300 | Cons Gas.. | 104¼ | 102½ | 102½ | -⅝ |
| 1600 | Corn P Ref. | 13⅝ | 13 | 13⅛ | -¼ |
| 110 | Corn Pref p | 62 | 62 | 62 | +2 |
| 1625 | Del & Hud. | 168 | 165 | 165 | -2 |
| 500 | Den & R Gr | 20⅝ | 20⅝ | 20¾ | |
| 1100 | Distillers' S | 33¼ | 32⅞ | 33 | +½ |
| 120 | Dul S S & A | 8½ | 8½ | 8½ | 1 |
| 500 | D S S & A pf | 18¼ | 16½ | 16½ | -½ |
| 5800 | Erie..... | 17 | 15¼ | 15¼ | -1¾ |
| 1600 | Erie 1st pf. | 35¾ | 33½ | 33½ | -1⅜ |
| 500 | Erie 2d pf.. | 26¼ | 23½ | 23½ | -2 |
| 300 | Gen Elec Co | 119 | 119 | 119 | 1 |
| 100 | Granby..... | 86½ | 86½ | 86½ | +2½ |
| 18800 | Great Nor p1 | 122½ | 120⅝ | 120⅝ | -1 |
| 700 | Gt N O ctfs. | 51¾ | 51 | 51¼ | +¼ |
| 100 | Gt No subs | 117⅞ | 117⅞ | 117⅞ | -⅜ |
| 600 | Hock V rects | 7⅞ | 7½ | 7½ | +1 |
| 600 | Ill Central. | 127¾ | 126¾ | 126¾ | -1¼ |
| 900 | Int Paper... | 10 | 9⅞ | 9⅞ | -⅜ |
| 1430 | Int Paper p | 59 | 56 | 56 | -3 |
| 1600 | Int Pump.. | 16⅜ | 15⅛ | 15⅛ | -⅞ |
| 500 | Int Pump p | 67¼ | 65 | 67¼ | +1½ |
| 2400 | Interb-Met | 7⅝ | 7⅛ | 7¼ | |
| 1700 | Int'b-Met p | 22 | 20⅝ | 21 | +¾ |
| 350 | Iowa Cent. | 10¾ | 10½ | 10¾ | +⅜ |
| 400 | Kan C So... | 23⅝ | 23½ | 23⅝ | -⅛ |
| 250 | Kan C So pf | 51½ | 51½ | 51½ | -1¼ |
| 100 | L Erie & W. | 14 | 14 | 14 | +1¾ |
| 2350 | Lou & Nash | 97 | 93¾ | 93¾ | -2⅛ |
| 200 | Mackay.... | 59 | 59 | 59 | +1 |
| 200 | Mackay pf. | 63 | 63 | 63 | |
| 400 | Manhattan. | 123 | 122½ | 122½ | |
| 100 | Met St Ry.. | 25 | 25 | 25 | +2 |
| 4100 | Mex Cent.. | 15⅞ | 15⅝ | 15¾ | +⅛ |
| 400 | Minn & St L | 24⅞ | 24½ | 24⅞ | |
| 200 | M & St L pf. | 66 | 66 | 66¾ | 66 |
| 600 | MStP&SSM | 93 | 91⅛ | 92⅛ | +2 |
| 700 | MStPSSM pf | 131½ | 129¾ | 131½ | +3½ |
| 5500 | M K & Tex. | 26⅝ | 25½ | 25½ | -⅜ |
| 350 | M K & T pf. | 58½ | 58 | 58½ | +⅝ |
| 6900 | Mo Pacific. | 44⅞ | 42⅛ | 42⅛ | -2⅛ |
| 427 | NashC&StL | 112¼ | 110 | 112¼ | -2¼ |
| 312 | Nat Bis Co. | 74½ | 73 | 73 | -1½ |
| 3900 | Nat Lead.. | 42½ | 40 | 40 | -1⅜ |
| 600 | Nat Lead p. | 89¾ | 89⅛ | 89¾ | +¾ |
| 220 | Nat E & S.. | 8¾ | 8¾ | 8¾ | 1¼ |
| 2425 | Newhouse... | 9 | 8½ | 8½ | -⅛ |
| 320 | N J Central | 180 | 180 | 180 | +2 |
| 1225 | N Y Air Br. | 57 | 55 | 57 | +3 |
| 17000 | N Y Central | 95¾ | 94½ | 94½ | -1⅛ |
| 700 | NY C & StL | 30½ | 30 | 30½ | -3 |
| 200 | NY NH & H | 193½ | 192 | 192 | -1 |
| 8318 | N Y N H rts | 47⅞ | 43⅞ | 47⅞ | +⅝ |
| 1000 | Nor & Wes. | 65¾ | 64¾ | 64¾ | -⅞ |
| 1425 | North Am.. | 54⅞ | 52¼ | 54 | -1⅛ |
| 17825 | Nor Pacific | 124¼ | 122⅝ | 122⅝ | -¾ |
| 2300 | No Pac rcts. | 107¾ | 106¾ | 107¼ | |
| 900 | Ont & Wes. | 35¼ | 34 | 34 | -1¼ |
| 400 | Pac Coast.. | 91½ | 91 | 91½ | +1½ |
| 2360 | Pacific Mail | 29½ | 28¾ | 28¾ | -1⅛ |
| 33700 | Penn RR.... | 114⅜ | 112¾ | 112⅞ | -⅝ |
| 450 | Peo Gas.... | 87 | 86½ | 86½ | +1¼ |
| 500 | PCC & St L | 62 | 60 | 62 | +3 |
| 200 | PCC&StL p | 90 | 85 | 90 | +5⅛ |
| 100 | Pitts Coal p | 42¼ | 42¼ | 42¼ | +¼ |
| 1000 | Met St Ry | 64½ | 63½ | | |
| 40000 | Mex Nat.... | 60½ | 60½ | | |
| 10000 | Mo K & T | 30¾ | 30¾ | | |
| 5000 | do pf.... | 61 | 61 | | |
| 2000 | do 2d pf.. | 60¾ | 60¾ | | |
| 5000 | Nat Bis Co | 73½ | 73½ | | |
| 40000 | Nat Lead.. | 40½ | 40½ | | |
| 5000 | do pf.... | 89½ | 89½ | | |
| 40000 | N Y C & H | 97½ | 97½ | | |
| 10000 | Nor Pac... | 107½ | 107½ | | |
| 5000 | Nor Sec... | 110 | 110 | | |
| 40000 | Nor & W.. | 91½ | 91½ | | |
| 10000 | Ont & W.. | 34½ | 34½ | | |
| 10000 | Pac Coast | 91½ | 91½ | | |
| 40000 | Penna RR | 112½ | 112½ | | |
| 10000 | Pitts C&St | 62½ | 62½ | | |
| 10000 | Pitts Ft W | 170 | 170 | | |
| 10000 | Pitts Junc | 50 | 50 | | |
| 10000 | Reading.. | 71½ | 71½ | | |
| 10000 | Rock Isl.. | 30½ | 30½ | | |
| 10000 | do pf.... | 61½ | 61½ | | |
| 40000 | Rome W&O | 35½ | 35½ | | |
| 10000 | Sloss-Shef | 38½ | 38½ | | |
| 10000 | St L & S F | 69½ | 69½ | | |
| 10000 | do pf.... | 85½ | 85½ | | |
| 10000 | St L S W.. | 14½ | 14½ | | |
| 10000 | do pf.... | 35½ | 35½ | | |
| 10000 | Tenn Coal | 70½ | 70½ | | |
| 10000 | Tex & Pac | 15½ | 15½ | | |
| 10000 | Tol St L&W | 34½ | 34½ | | |
| 10000 | do pf.... | 70½ | 70½ | | |
| 10000 | Union Pac | 158½ | 158½ | | |
| 10000 | do pf.... | 95½ | 95½ | | |
| 10000 | Wabash.. | 21½ | 21½ | | |
| 10000 | do pf.... | 40½ | 40½ | | |
| 10000 | Wheel&L E | 7½ | 7½ | | |
| 10000 | do pf.... | 45½ | 45½ | | |
| 10000 | Wis Cent.. | 15½ | 15½ | | |
| 10000 | do pf.... | 40½ | 40½ | | |
| 10000 | Int-Met st | 61½ | 61½ | | |
| 40000 | do pf.... | 80½ | 80½ | | |
| 10000 | do pf.... | 63¾ | 63¾ | | |
| 5000 | do pf.... | 81 | 81 | | |
| 2000 | do pf.... | 63¾ | 63¾ | | |
| 5000 | do pf.... | 61¼ | 61¼ | | |
| 15000 | do pf.... | 61¼ | 61¼ | | |
| 60000 | do pf.... | 61½ | 61½ | | |
| 20000 | do pf.... | 61¼ | 61¼ | | |
| 1000 | do pf.... | 60¾ | 60¾ | | |
| 80000 | do pf.... | 61¼ | 61¼ | | |
| 1000 | do pf.... | 61⅜ | 61⅜ | | |
| 1000 | do pf.... | 61¼ | 61¼ | | |
| 101000 | do pf.... | 61⅜ | 61⅜ | | |
| 5000 | do pf.... | 61¼ | 61¼ | | |
| 16000 | do pf.... | 61⅜ | 61⅜ | | |
| 5000 | do pf.... | 61¼ | 61¼ | | |
| 10000 | do pf.... | 61¼ | 61¼ | | |
| 40000 | do pf.... | 61¼ | 61¼ | | |
| 35000 | do pf.... | 61 | 60⅞ | | |
| 14000 | do pf.... | 60¾ | 60¾ | | |
| 7000 | do pf.... | 70¼ | 70¼ | | |
| 35000 | do pf.... | 61⅜ | 61⅜ | | |
| 1000 | do pf.... | 63½ | 63½ | | |
| 1000 | do pf.... | 80 | 80 | | |
| 500 | do pf.... | 86 | 86 | | |
| 1000 | do pf.... | 80 | 80 | | |
| 500 | do pf.... | 86 | 86 | | |
| 2000 | So Pacific rcf | 69 | 69 | | |
| 1000 | do pf.... | 82⅜ | 82⅜ | | |
| 10000 | do pf.... | 82⅜ | 82⅜ | | |
| 500 | do pf.... | 82⅜ | 82⅜ | | |
| 500 | do pf.... | 82⅜ | 82⅜ | | |
| 500 | do pf.... | 82⅜ | 82⅜ | | |
| 500 | do pf.... | 82⅜ | 82⅜ | | |
| 500 | do pf.... | 82⅜ | 82⅜ | | |
| 500 | do pf.... | 82⅜ | 82⅜ | | |
| 500 | do pf.... | 82⅜ | 82⅜ | | |
| 500 | do pf.... | 82⅜ | 82⅜ | | |
| 500 | do pf.... | 82⅜ | 82⅜ | | |
| 6000 | do pf.... | 88 | 88 | | |
| 500 | do pf.... | 88 | 88 | | |
| 500 | do pf.... | 88⅜ | 88⅜ | | |
| 500 | do pf.... | 88⅜ | 88⅜ | | |
| 500 | do pf.... | 88⅜ | 88⅜ | | |
| 500 | do pf.... | 88⅜ | 88⅜ | | |
| 500 | do pf.... | 88½ | 88½ | | |
| 500 | do pf.... | 88½ | 88½ | | |
| 6000 | do pf.... | 88 | 88 | | |
| 500 | do pf.... | 88 | 88 | | |
| 500 | do pf.... | 88⅜ | 88⅜ | | |
| 500 | do pf.... | 88⅜ | 88⅜ | | |
| 500 | do pf.... | 88⅜ | 88⅜ | | |
| 500 | do pf.... | 88⅜ | 88⅜