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24 Broad St. 16 George St. Colorado.
Mansion House, E.

REDEMPTION OF Duluth, Missabe & Northern Railway Co.

First Consolidated Mortgage Bonds, Dated Jan. 1, 1893.

NOTICE IS HEREBY GIVEN that one hundred and seventeen (117) of the First Consolidated Mortgage Bonds of the Duluth, Missabe & Northern Railway Company were this day drawn for redemption in accordance with the requirements of Article Five of the Trust Mortgage numbered as follows, viz.:

12	1510	1741	2034	2260	2535	2781
18	1565	1759	2058	2287	2539	2800
1267	1573	1820	2066	2310	2558	2826
1278	1582	1834	2118	2345	2576	2839
1280	1595	1845	2122	2347	2589	2853
1287	1596	1845	2127	2358	2590	2878
1321	1598	1881	2148	2383	2600	2891
1376	1610	1904	2165	2399	2612	2896
1395	1625	1923	2174	2421	2615	2929
1402	1628	1941	2178	2445	2637	2936
1417	1657	1944	2190	2453	2653	2940
1426	1660	1968	2187	2467	2696	2952
1478	1667	1979	2203	2491	2709	2961
1484	1671	1980	2208	2494	2715	2970
1490	1681	1983	2211	2512	2722	2988
1507	1696	2004	2224	2531	2758	2994
1509	1700	2010	2242	2532		

All future interest of any of the bonds so designated ceases February 1st, 1908, in accordance with the terms of the mortgage.

CENTRAL TRUST COMPANY OF NEW YORK,
Trustee.
By E. F. HYDE, Vice President.

New York, January 20, 1908.

We, the undersigned, hereby certify that the one hundred and seventeen (117) bonds were designated by lot in our presence as above stated.

F. WOLFE,
With Central Trust Company of New York.
CHAS. E. SCHEIDE, Asst. Treasurer
of Duluth, Missabe & Northern Railway Co.
[L. S.] W. H. SMIDT,
Notary Public, Rockland Co.
Certificate filed in New York Co.
My commission expires March 30th, 1909.

In accordance with the foregoing certificate said mentioned bonds will be paid at this office on or after the 1st of February, 1908, at 105 per centum and interest, say $1,055 per bond.

CENTRAL TRUST COMPANY OF NEW YORK,
Trustee.
By E. F. HYDE, Vice President.

NOTICE.

The Planters & Mechanics National Bank of Houston, long ed at Houston, in the State of Texas, is closing its affairs. All note holders and other creditors of the association are therefore hereby notified to present the notes and other claims for payment.

GEORGE HAMMAN Cashier
Houston, Texas, Dec. 7, 1907.

FINANCIAL AND COMMERCIAL.

MONDAY, Jan. 20.

There was nothing to differentiate to-day's stock market from that of its immediate precedecessors except that during the greater part of the Stock Exchange session the market did not display that snap and resiliency that so eminently characterized it throughout last week and that an outburst of liquidation or short selling right at the close of the market served to place most of the active stocks for the day at considerable net declines. The market was as active, so far as the quantity of transactions was concerned, as it has been in the recent past, but direct and positive impulses to a continuation of the upward movement seemed to be lacking, and most of the time the market presented a listless and uninteresting appearance. There was, however, no diminution to-day of the chief source of recent strength in the market, that is to say, the ease in money. Call loans to-day were renewed for the most part below 3 per cent. and time money was really unlendable at 5 per cent., and surface indications were certainly that the money plethora was so increasing that lower rates for both call and time funds might be expected in the immediate future. Similarly to-day in London the rate of discount in the open market fell to 3¾ per cent., as compared with the Bank of England's minimum rate of 5 per cent., making it seem difficult for the directors of the Bank of England to maintain their official price for financial accommodation at the figure stated. It is generally understood, however, that it is the intention of the management of the bank to hold this price for some time yet if possible. There are already evidences, however, that natural forces have begun to work toward counterbalancing in some degree the present cheapness of money. A plain redundancy of money is now visible in the great financial centres in the United States, and as this becomes pronounced it must tend toward an expulsion of gold from the country, and while bank reserves in England seem to be so high at the present that there will be no eager bidding there for gold to arrive from this side, the same cannot be said of the other European financial capitals. In Germany particularly an insistent demand is likely to arise and indeed has already arisen for the return to the country of the large sum of money contributed by the German bank for the relief of our financial necessities last year. Again, in view of the extreme ease in money that prevails here, the Government will presumably soon seek to build up the Treasury's actual cash balance to a normal figure, although in view of the fact that the Government's expenditures are now largely in excess of its receipts and will unquestionably continue so as long as the country's imports of merchandise are curtailed in the way that they have been in the last two months this withdrawal of Government funds from the national bank depositaries will not probably cause any material tightening of the general money situation.

The stock market wavered back and forth to-day, showing great underlying strength, but without any one stock assuming distinct forward leadership. One striking feature of the market was the weakness displayed by the American Smelting and Refining common shares, attention to the decline here being the more marked inasmuch as the stock named fell heavily when the general market was strong in the last two days of last week. The stock declined to-day 6½ points from its final price of Saturday, closing almost at the lowest. It was, indeed, weak from the very opening of business, declining nearly 4 points in the first few minutes of trading. During most of the day, as has been detailed, the general market, although it did not advance, seemed yet impervious to the influence of the especial weakness of the American Smelting and Refining shares; but just before the end of business Smelting stock again broke, and this time the market as a whole weakened in sympathy. Rumors were in wide circulation that the next quarterly dividend on Smelting common would be reduced, but of course no official statements concerning the matter were forthcoming. There was also much talk, inevitable under the circumstances, concerning the affairs of the Smelters Securities Company, in whose stocks the American Smelting and Refining Company is so largely interested. Other developments to-day, aside from the large decrease in earnings shown by the Baltimore and Ohio Railroad Company in its report for December, published after the close of business on Saturday, was the extra dividend of 1 per cent. in scrip declared by the Louisville and Nashville Railroad Company on Saturday afternoon, the failure of a small trust company in Providence, R. I., and the news of important decisions in the Federal and State courts bearing on the question of recent anti-railroad legislation. The reason of Louisville and Nashville's distribution was but vaguely understood, but was thought to be connected with the sale of real estate and other property made by the subordinate companies in the Louisville and Nashville organization. The legal decisions to which reference has been made comprised a confirmation by the Supreme Court of Pennsylvania of the decision handed down by a lower court some time ago declaring the two cent railway passenger law in the State to be unconstitutional, and a ruling by a United States Circuit Judge in Kansas City that the statute passed by the Missouri Legislature last year forbidding foreign corporations seeking to change to the Federal jurisdiction suits brought against these corporations in the State courts was likewise without warrant under the country's organic law. Little by little thus it is being attested that a large share of the anti-corporation legislation passed throughout the country last year is null and void.

New York Stock Exchange Sales, Jan. 20.

CLOSING PRICES OF UNITED STATES BONDS.

	Bid.	Asked.		Bid.	Asked.
U S 2s r	104	104¾	4s reg	118¼	120½
U S 2s c	—	104¾	4s coup	120½	122
3s reg	100¼	100¾	USPI 4s	—	110½
3s coup	101	102	Pan 2s r	103	—
3s small	100¼	—			

RAILROAD AND OTHER SHARES.

Sales.		High-est.	Low-est.	Clos-ing.	Net Ch'ge.
100	Allis Chalm	6⅜	6⅜	6⅜	— 1⅛
60700	Amal Cop	53⅛	51½	51½	— 1
300	Am Ag Ch	15¾	15½	15½	— ½
300	Am Ag C pf	81	80	81	+ 1
300	Am Beet Su	12½	12	12	
100	Am Can	5⅜	5⅜	5⅜	+ ⅛
100	Am Can pf	52	52	52	+ ¼
1000	Am Car & F	31⅞	31⅜	31½	— ½
100	Am C&F pf	90	90	90	— ⅜
300	Am Cot Oil	33¾	33⅝	33¾	— ⅛
100	Am Gr Tw	41⅛	41⅛	41⅛	— ⅜
400	Am H&L pf	15¾	15⅝	15¾	+ ¼
4210	Am Ice Secs	18¼	16⅝	18	+ 1⅞
3600	Am Loco	40¼	39¼	39¼	— 1
100	Am Loco pf	91	91	91	— 1
200	A Malt Crp p	31	31	31	+ ⅛
139500	Am Smelt	70⅞	65⅛	65¼	— 6⅜
2125	Am Smelt p	91¼	89½	90½	— 2⅜
600	Am S Sc p B	74	72	74	+ 1
1595	Am Steel F	6⅝	6	6⅝	— ⅛
415	Am St F pf	34	34	34	+ 3
1600	Am Sugar	114¾	113¼	113¼	— 1
215	Am Tob pf	80	80	80	— ⅜
3700	Anaconda	34	33	33	— ¾
7350	A T & S F	74¼	73	73	— 1¼
100	A T&S F pf	87½	87½	87½	— 1
200	At C Line	74	73½	73½	— 1⅝
600	Balaklala	3⅞	3¾	3¾	— ⅛
1700	Balt & Ohio	89⅜	89	89	— ½
100	Beth Steel	16	16	16	
19915	Bklyn R T	47⅜	45¾	45¾	— 1
100	Buf R & P	75½	75½	75½	+ ½
100	Can South	61¾	61¾	61¾	— 1¾
700	Can Pac	151¾	150½	150½	— 1½
600	Can Pac rts	8⅝	8⅝	8⅝	— 1⅛
1850	Cen Leather	19½	19	19½	+ ⅝
140	Cen L'ther p	86	86	86	+ 2
1000	Ches & Ohio	31¾	31⅛	31¼	— ½
100	Chi & Alton	13	13	13	— 1½
1900	Chi & N W	151	149¾	150	— 1½
500	Chi Gt W	5¼	5	5	
300	C Gt W pf B	7½	7⅛	7⅛	— ¼
10000	C M & St P	117½	115¾	116	— 1¼
100	CM&StP pf	143½	143½	143½	— ½
600	C M&S P rcts	109½	108¾	109	
100	CM&SP p rt	136	136	136	+ 1
600	Chi Un Tr	2⅜	2⅜	2⅜	+ ⅛
500	Chi U Tr pf	10	10	10	+ 2
100	C C C & St L	61	61	61	+ ½
100	CCC&StL p	90¼	90¼	90¼	— 1¼
1400	Col Fuel & I	22⅜	21⅝	21⅝	— 3⅜
1450	Col South	25¾	25	25	— ½
450	Col So 1st p	52⅝	52	52⅝	+ ⅛
600	Col So 2d pf	43¾	43¼	43¾	+ ¼
1820	Corn P Ref	14½	14	14⅜	— 1¼
400	Corn PRef p	66	65¼	66	— 1
825	Del & Hud	163½	163	163½	— 1½
1000	Den & R Gr	20¾	20⅜	20¾	+ 1
100	Den&RG pf	59	59	59	— ⅞
1500	Distillers' S	35	34¼	34¼	— ½
100	Dul S S & A	8½	8½	8½	
160	D S S & A pf	15⅝	15⅝	15⅝	— ⅝
600	Erie	16⅛	15¾	15¾	— ¼
300	Erie 1st pf	33¾	33	33	— ½
900	Erie 2d pf	23⅛	23	23	— ½
100	Fed M&S pf	68	68	68	+ ¾
300	Gen Elect	122½	122	122½	+ ½
14100	Great Nor p1	125¼	123½	123½	— 1
450	Gt N O ctfs	56½	55	55	— 1
100	Gt No sub ef1	23½	123½	123½	— ⅛
200	Hock V rcts	71½	70¼	70¼	— 1¾
500	Ill Central	132⅛	132	132	— ½
630	Int Paper	12¼	11¾	11¾	— ¼
850	Int Paper p	64½	62¾	64¼	— ½
4500	Int Pump	20⅞	20	20	— 1¼
2200	Int Pump p	73⅛	69½	73⅛	+ 4⅛
600	Interb-Met	8½	8¼	8¼	
570	Int'b-Met p	22¾	22⅜	22⅜	— ⅜
300	Iowa Cent	12¾	12¾	12¾	— ⅛
1100	Iowa Cen pf	30⅜	30	30⅜	+ ⅝
400	L & N cash	105	105	105	+13¾
500	Lou & Nash	101½	*100½	100½	+ ¾
100	Mackay p	62½	62½	62½	
150	Manhattan	124	124	124	
1000	Mex Cent	16	15⅞	16	+ ⅛
400	Minn & St L	26¼	25	25	— 1
200	M & St L pf	67	66¾	67	
700	MStP&SSM	91	89	89	— 1
3900	M K & Tex	25	24¼	24½	— ⅝
200	M K & T pf	56½	56	56½	— 1⅜
7850	Mo Pacific	45¼	43¾	43¾	— 1¼
100	Nat Bis pf	106½	106½	106½	+ 1
5400	Nat Lead	41	40⅛	40¼	— 1¼
950	Nat Lead p	91	90½	90½	— ½
*200	Nat E & S	93¾	93¾	93¾	
1420	Newhouse	9⅞	9¼	9½	— 1¼
530	N Y Air Br	66	65	65	— 1
8700	N Y Central	102	100½	100½	— 1
200	NY C & StL	33	32½	32½	— 1
212	NY& N J Tel	101	101	101	+ 1
810	Nor & Wes	68¼	68	68	— ½
530	North Am	51½	50½	51	— ½
24250	Nor Pacific	128¾	127	127¼	— 1
1450	Nor Pacific rts	111¼	110	110	— 1¼
200	Ont & Wes	35	34½	34½	— 1
300	Pac Coast	91½	91	91½	— 1½
100	Pac C 2d pf	92	92	92	— 3½
100	Pacific Mail	28	28	28	+ 1¼
49916	Penn RR	117⅞	115½	115¾	+ ⅜
7000	do	60			
2000		61⅛			
1000		61½			
20000		61⅜			
1000		61¾			
5000		61⅜			
2000		61¾			
10000		61½			
5000		61⅝			
3000		61¾			
6000		61¾			
10000		61½			
3000		61¾			
24000		61½			
10000		61⅜			
32000		61¼			
10000		61⅛			
Internat Paper 6s					
9000		104			
Int Paper cv 5s					
3000		85½			
Kansas City So 5s					
5000		69			
Kings County 4s stamped					
6000		80¾			
7000		80½			
5000		81			
Knox & Ohio 1st					
2000		108			
L Sh & M So 4s					
12000		92			
10000		92¾			
L S & M S 4s '91					
25000		91¼			
10000		91½			
15000		91½			
23000		91¼			
L Sh & Mich S 3½s registered					
2000		91½			
Long Island 7ds					
500		92			
Louis & Nash gm 6s					
1000		114			
Manhattan Ry 4s					
2000		95			
Mex Cent con 4s					
1000		74¾			
Mex Cent 1st inc					
30000		15½			
35000		15⅜			
25000		15½			
40000		15⅝			
10000		15½			
10000		15⅜			
38000		15⅝			
Mo K & T s f 4½s					
3000		77			
Mo Pacific 5s 1917					
2000		96¼			
Nash Ch & St L 5s					
3000		107½			
N Y Cen eq ctfs					
10000		99½			
N Y Central 3½s					
10000		88¾			
15000		88⅞			
48000		89			
N Y Cent L S 3½s					
5000		81			
N Y Cent M C 3½s					
1000		79			
2000		80			
N Y City 4½s 1957					
12000		106¼			
1000		106⅜			
2000		106⅛			
3000		106¼			
2000		106½			
18000		106⅜			
10000		106⅜			
N Y Gas Elec Lg H & P 4s					
2000		79			
NYNH & H cv cf					
18000		120½			
17000		120¼			
1000		120⅜			
60000		120			
25000		120½			
3000		120¼			
10000		120⅜			
10000		120			
15000		120¼			
33000		120⅜			
Norf & W rcv 4s					
3000		83½			
1000		83⅜			
10000		83¼			
10000		83½			
30000		83¼			
10000		83⅜			
1000		83½			
25000		83⅜			
Norf & W Pocah 4s					
2000		83½			
North Pacific 4s					
5000		100			
1000		99⅞			
6000		100			
Or Short Line 6s					
5000		119			
Or Short Line 5s					
6000		109½			
Or S Line fdg 4s					
35000		88			
10000		88½			
10000		88			
Penna 4½s 1921					
1000		103			
Penna 4s 1906					
5000		94½			
St L & San Fr 6s					
7000		74¼			
28000		74⅛			
10000		74¼			
5000		74¾			
1000		74			
3000		74½			
St Louis S W cn 4s					
10000		65			
3000		65½			
St Paul M & M 4½s					
3000		105¼			
35000		105¾			
San A & A Pass 4s					
6000		83½			
2000		83			
Seaboard A L 4s					
3000		52			
So Pacific ref 4					
5000		90¼			
10000		90½			
Southern Ry 5s					
5000		88			
Tenn C & I 1st B					
2000		102			
Tex & Pac 1st 5s					
12000		110			
1000		110½			
Tol St L & West 4s					
10000		71			
Union Pacific 4s					
5000		100			
1500		99¾			
12000		99¾			
1000		100			
3000		99⅞			
1000		99¾			
Un Pacific cv 4s					
8000		87¼			
39000		87			
17000		87¼			
500		87¾			
48000		87			
500		87½			
U P Cent Br 4s					
1000		83½			
U S 4s cpn					
3000		121½			
U S 2s cpn					
1000		104⅛			
U S of Mexico 5s					
9000		98			
U S Steel s f 5s					
9000		88⅞			
1000		88¾			
11000		88⅞			
25000		89			
54000		88⅞			
20000		88¾			
21000		88⅞			
10000		88¾			
10000		88⅞			
2000		89			
84000		88⅞			
75000		89			
5000		88⅞			
73000		89			
15000		88⅞			
5000		89			
2000		88⅞			
2000		89			
5000		88⅞			
2000		89			
10000		88⅞			
10000		89			
1000		88⅞			
1000		89			
1000		88⅞			
55000		89			
6000		88¾			
1000		89			
5000		88⅞			
registered					
500		89¼			
500		89			
2000		89			
500		88¾			
2000		89¼			
1000		88⅝			
1000		89¼			
Wabash list					
11000		108			
Wabash 2d					
1000		94			
Wab P Ter 1st 4s					
10000		46			
1000		45½			
2000		46			
Wab P Ter 2d 4s					
7000		14			
1000		14⅛			
6000		14½			
5000		14			
Wabash ext 4s					
8000		43			
5000		43½			
Westing El cv 5s					
12000		74			
1000		73½			
1000		74			
7000		74¼			
West N Y & Pa 1st					
1000		108½			
Wheel & L E cn 4s					
5000		72½			
Wisconsin Cen 4s					
1000		83½			

Total sales of bonds (par value), $3,682,000.

RAILROAD AND OTHER SHARES.

Sales.		High-est.	Low-est.	Clos-ing.	Net Ch'ge.
700	Peo Gas	87	*86¼	86½	+ ¼
1600	Pitts Coal	10	9¼	9¼	— ¾
200	Pitts Coal p	42⅜	41¾	41¾	— ½
600	Pressed S C	23	22¾	22¾	+ ¼
119	Press S C pf	80	80	80	+5
200	Pullman PC	160	158¼	160	+2
100	Ry St Sp'g	29½	29	29	— ¾
450	Rep Steel	18⅜	18¼	18¼	
400	Rep Steel pf	71	70	70	— ¾
156400	Reading	111	108½	108⅝	— 1⅝
2500	Rock Island	14⅛	13½	13½	— ⅞
3200	Rock Isl pf	28⅜	27½	27½	— ⅞
200	Sloss-Sheff	42	42	42	+ 1
900	StL&SF 2 pf	29	28	28	— 1
200	St L S W pf	32⅝	31⅝	32⅝	+ 2⅝
110	St P & Om	132½	132½	132½	+ ½
36360	Sou Pacific	78½	76⅜	76⅜	— ½
1800	Sou Ry Co	10¾	10¼	10½	
400	Sou Ry Co p	34½	33¾	33¾	— ½
500	Tex Pacific	19¾	19⅝	19⅝	— ⅞
400	Tol Rwys	13¼	13	13	+ ¼
200	Tol StL & W	14⅞	14⅞	14⅞	
100	Tol SL&Wp	37	37	37	+ ⅛
285	Twin C R T	88	87	87	
200	Un Bag & P	5	4⅞	4⅞	— ⅛
58500	Union Pac	128⅜	125⅞	126¼	— 1½
300	Un Pac pf	84	84	84	
100	Un Ry Inv	16¼	16¼	16¼	+ ¼
220	U S Cl Pipe	20	19⅝	19⅝	
430	U S Cl P pf	66¾	66½	66¾	— ¼
100	US L'ther p	96	96	96	+1
100	U S Rubber	24	24	24	+1
66100	U S Steel	31¼	30⅜	30½	— ½
13800	U S Steel pf	95½	93⅝	93⅝	— 1⅜
5000	Utah Cop'r	26½	24¾	24¾	— ⅜
200	Va-Car Ch	18	18	18	
100	Va-Car pf	91	91	91	+1
500	Wabash	9	9	9	— ¼
600	Wabash pf	16¾	16½	16¾	
514	West'gh'se	51	50	50	—2
200	W Maryl'nd	12½	12	12	
800	West Un T	60	58	58	— 1½
300	W & L E 1 p	15	14½	14½	— 3½
150	W & L E 2 p	7¾	7¾	7¾	— ¼
500	Wis Central	16¼	16¼	16¼	— ¼
200	Wis Cent pf	43½	43	43½	+ 2½

Total sales of stocks 816,600 shares

*Ex dividend.

CLOSING PRICES.

	Bid.	Asked.		Bid.	Asked.
Adams Exp	166	—	Lou & Nash	100	*101
Allis Ch'lm'rs	6¼	6¾	Mackay	57½	63
Allis Ch pf	19	19½	Mackay pf	62	65
Amal Copper	51½	51⅝	Manhattan	124	125
Am B Sug	12	12½	Mex Cent	15⅞	16
Am Can	5¼	5⅝	Minn & St L	25¼	26½
Am Can pf	51⅝	52¼	M & St L pf	65	69
Am C & F	31⅜	31½	M S P & SSM	89	90
Am C & F pf	88	91	MSP&SSM pf	125	132
Am Cot Oil	33½	33¾	M K & T	24½	24¾
Am Cot Oil p	80	85	K K & T pf	56½	57½
Am Express	185	200	Mo Pacific	43¾	43⅞
Am Hide & L	3¾	3⅞	Nash C & S L	110	115
Am H & L pf	15¼	16	Nat Bis Co	73½	74½
Am Ice Secs	18	18½	Nat Bis Co pf	105	113
Am Linseed	8	9	Nat Lead	40	40¾
Am Lin pf	18½	22½	Nat Lead pf	90¼	91¼
Am Loco	39½	39¾	Newhouse	9⅜	15
Am Loco pf	91	92½	N J Central	178	180
Am Malt Orp	4½	5	N Y A B	65	68
Am M Crp pf	30	31	N Y Central	100¼	100½
Am Smelt'g	65⅛	65⅝	N Y C & St L	31½	33
Am Smelt pf	90	91	NYC&SL 1 pf	90	105
Am Steel Fd	6⅝	6¾	NYC&SL 2 pf	65	70
Am St Fd pf	33½	75	NY NH & H	137	138½
Am Sugar	113¾	113⅝	North Am	50¾	51½
Am Sugar pf	112	113¼	Nor & West	67¾	68
Am T & T	108	110	Nor & West p	76	80
Am Tob pf	79½	80	Nor Pacific	127⅞	127½
Am Wool	18	19	No Pac rects	110	110½
Am Wool pf	85½	87	Ont & West	34½	35
Anaconda	33	33½	Pacific Coast	90½	91½
At T & S F	73	73½	Pac Coast 1 p	85	100
At T & S F pf	87	87¼	Pac Coast 2 p	91	95
Atl Coast L	73	74	Pacific Mail	26⅞	28
Balaklala	3¾	4	Penna RR	115¾	115⅞
Balt & Ohio	88½	89	Peo G L & C	86¼	86¾
Balt & Oh pf	85	88	Pittsburg C	91½	95
Batopilas M	3	3¼	Pittsbg C p	41½	42
Beth Steel	13½	16	P C C & St L	65	70
Beth Steel pf	30	50	PCC&STL pf	80	90
Bklyn R T	45⅝	45⅞	Pr Steel Car	22¾	23
Bklyn U Gas	90	100	P Steel C pf	77	82
Buttertick	14½	24	Pull P Car	158	162
Can South'n	61⅝	62	Ry St Spg	28¾	30
Can Pac	150	150½	Ry St Spg pf	78	85
Cen Leather	19½	19½	Reading	108⅝	108¾
Cen Lther p	86	89	Read 1st pf	81	—
Ches & Ohio	31½	31¼	Read 2d pf	—	81⅞
Chi & Alton	12	14	Repub Steel	17¾	18
Chi & Alt pf	—	50	Rep Steel pf	70	71
Chi Gt West	5	5½	Rock Island	13¼	13½
Chi Gt W (A)	20	22	Rock Isld pf	27½	27¾
Chi Gt W (B)	7	7¼	Sloss-Shef	41½	42
Chi & N W	149	150½	St L & S F	59	62
Ch M & St P	115¾	116¼	St L & S F 2 p	28	29
C M & St P pf	145	145	St L S W	15	15½
C C C & St L	58	61	St L S W pf	32	34⅝
C C C & St L p	90	90½	St P & Om	130	132
Col Fuel & I	21½	22	So Pacific	76¼	76½
Col H C & I	16½	17	So Pacific pf