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Capital, $2,000,000. Surplus, $5,500,000.
JOHN W. CASTLES, President.

TO HOLDERS OF
EASTERN RAILWAY COMPANY
of Minnesota's First Mortgage 5% Bonds
MATURING APRIL 1, 1908:

These bonds will be redeemed, on and after April 1, 1908, on presentation at the office of the Great Northern Railway Company, 32 Nassau Street, New York, or at the office of Messrs. Lee, Higginson & Co., 44 State Street, Boston, Mass., or, at the option of their holders, may be exchanged for the Northern Division First Mortgage 4% bonds of the Eastern Railway Company of Minnesota.

On such exchanges a payment of $20 per $1,000 bond will be made.

The right is reserved to withdraw this privilege of exchange after APRIL 15TH, 1908.

Particulars regarding the Northern Division bonds may be obtained upon application to Messrs. Lee, Higginson & Co., or to the undersigned.

GREAT NORTHERN RAILWAY COMPANY,
32 NASSAU ST., NEW YORK.
New York, March 12th, 1908.

Universal Caster and Foundry Company.
NOTICE TO BONDHOLDERS.
Notice is hereby given that Bonds Nos. 44, 48, 68, 119, 126, 133, 146, 157, 162, 263, 270, 275, 296, 298, 364, 377, 841, 842, 343 and 401 of the Universal Caster & Foundry Company, secured by its Mortgage to the subscriber, bearing date December 14th, 1903, have been and are hereby, according to the terms of the said Mortgage, called for payment, and will be paid in full, principal and accrued interest, at the office of the subscriber in Newark, New Jersey, on the First day of April next upon presentation and surrender of said bonds and all coupons except those already paid.
FIDELITY TRUST COMPANY, Trustee.
Dated, Newark, N. J., March 10th, 1908.

INVESTORS READ
The Wall Street Journal

DIVIDEND DECLARATIONS.

Company and Term.	Stock.	Amt.	Payable.
Minneapolis, St. Paul and Sault Ste. Marie, semi-annual	com	3	April 15
Minneapolis, St. Paul and Sault Ste. Marie, semi-annual	pfd	3½	April 15
Nipissing Mines, quarterly	—	3	April 20
Buffalo Mines, quarterly	—	8	April 1
Manning, Maxwell & Moore, quarterly	—	1½	April 1
Rochester Railway, quarterly	pfd	1¼	April 1

FINANCIAL AND COMMERCIAL.

MONDAY, March 16.

Prices of stocks yielded to-day under the influence of a sentiment in the financial district which was almost universal that despite the many encouraging factors that have recently developed in the general situation the upward movement in stock market values had been of too violent a nature to be further prolonged without some intervening period of reaction and digestion. If the advancing movement had been continued throughout the day the rise in values would have been carried on through eleven successive sessions of the Stock Exchange, with only one day during this time when the average quotation for the leading stocks closed at a recession. A sustained upward swell of such character is most unusual in point of time in Stock Exchange fluctuations, even if greater advances have been recorded in a similar period, and as it is the almost uninterrupted advance in the principal railroad stocks up to the opening of business this morning was nearly six points. Nevertheless, despite the prevalence of scepticism as to the immediate continuance of the rise, the market was still very strong in the early hours of business to-day, absorbing without difficulty a large quantity of liquidating sales and rising before noon to the highest level of the month. Net gains over the final figures of Saturday of between one and two points were made in the prominent issues, and it seemed at one time as if the advancing tendency was almost getting out of bounds. But liquidation went on steadily, however, and the market at last succumbed under it, as of course it was bound to do sooner or later. Speculative selling for the decline was no doubt increased as prices receded, but the only feature of the day's trading was the large and persistent profit taking which became urgent in the closing portion of business hours. Final prices were at or near the lowest and were usually at considerable declines.

There is every reason to believe that prices would have fallen to-day whatever the news might have been, and attempts therefore to make out that the decline was due to the decision of the Supreme Court of the United States upholding the convictions obtained by the Government in what are known as the Armour packing cases were not very conclusive. The decisions were merely to the effect that the well known Elkins act applied to the cases in question, although there were some technicalities in the matter which caused the Court to take its stand on this particular issue by a divided vote. Less was heard to-day very naturally about last week's rumors to the effect that the Government proposes to adopt a conciliatory attitude hereafter, or at least for the time being, in its policy regarding corporations, and more or less suspicion was engendered that this revision of policy might be found to be more in the interest of the labor unions than employers. The formal announcement of the character of the suits soon to be brought against the Southern Pacific Company, in addition to the proceedings by which the Union Pacific Railroad's control of the Southern Pacific Company is sought to be destroyed, did not convey the impression that, as concerning certain railroad organizations at least, the officers of the Government are animated by any more consideration than they have been in the past; and some degree of pessimistic comment was excited by the statement of the president of the New York, New Haven and Hartford Railroad Company, recently published, to the effect that dividends upon his company's stock would be reduced before wages were. Flood damage to railway lines in the Northwest and the passing of the quarterly dividend on the preferred stock of the Crucible Steel Company were also stock market influences in a measure, although offset as market factors by the action of the Appellate Division of the State Court in refusing to sustain the contention of the Attorney-General in the suit brought by him to annul the charter of the Consolidated Gas Company, by the advance in the semi-annual dividend distribution on the common stock of the Minneapolis, St. Paul and Sault Ste. Marie Railroad Company and by the continued firmness of the markets for lead and copper. The full statement of the country's exports and imports in February as they became available this morning for the first time also made very cheering reading. Merchandise exports decreased for the month $8,350,541, a smaller falling off from the preceding month than was indicated a few days ago, when only the volume of agricultural exports was made known. As it was exports for February were the largest on record for the period and imports for the month again diminished in such an extraordinary way—falling off nearly $44,000,000—that the excess of exports for the month rose to $88,743,361, the largest gain shown in February for the last ten years. The trade balance in the country's favor too for the first eight months of the fiscal year stands now at $520,889,724, being the largest excess thus shown since 1900 and making it very possible that the balance in our favor for the year as a whole will also be the greatest in our history.

New York Stock Exchange Sales, March 16.

CLOSING PRICES OF UNITED STATES BONDS.

	Bid.	Asked.		Bid.	Asked.
U S 2s r..	103¾	104½	3s small..	100½	—
U S 2s c..	104½	—	4s reg....	121½	122½
3s reg....	101	102	4s coup..	122½	—
2s coup...	101	102	Pan 2s...	103	103¼

RAILROAD AND OTHER BONDS.

Adams Exp 4s	Cons Gas cv 6s	N Y State Highway Imp 4s w i	
2000....88	10000..105½	10000..103⅝	
Am Tobacco 6s	1000..107	Norfolk & W cv 4s	
7000..104	500..106	25000...81⅝	
2000..104⅝	15000..107	Norf & W Pocah 4s	
5000..104½	10000..107¼	2000....85½	
2000..104	10000..107⅜	North Pacific 4s	
Am Tobacco 4s	Del & Hud cv 4s	1000..100¼	
3000....67	1000....97	1000..100⅛	
5000....67½	2000....96¾	North Pacific 3s	
2000....67¼	Erie cv 4s ser A	5000....70¼	
52000....67½	25000....52	Or Short Line 6s	
4000....67¼	Erie prior lien 4s	21000..118	
Atch T&SF cv 5s	6000....83	Or S L fdg 4s	
1000....97	Erie gen lien 4s	4000....87	
7000....96⅞	10000....62	Penna 3½s 1915	
14000....97	1000....62⅝	2000....90¼	
5000....96⅞	4000....62½	24000....90⅝	
1000....97	Ft Worth & D 1st	23000....90½	
2000....96⅞	7000..107	1000....90¼	
Atch T&SF cv 4s	Gen Elec cv 5s	1000....90½	
3000....88½	12000..110½	Peoria & East in	
Atch T & S F 4s	10000..111	4000....46	
31000....99	5000..111½	Reading gm 4s	
Atch T&SF adj 4s	5000..111	3000....95¼	
stamped	5000..111¼	St L & Iron M 5s	
45000....86½	Gt Nor & W ch 5	5000..104½	
Atlantic Cline 4s	1000..101½	St L & Iron M 4s	
1000....86¾	Imperial Jap 4½s	1000....68½	
Balt & Oh gold 4s	ster loan cpn	St L & San Fr fdg	
2000....99½	1000....85⅞	11000....68⅞	
1000....99	1000....85⅝	10000....69	
3000....99½	1500....85½	5000....68¾	
Bal & Oh SW 3½s	Imp Jap 4½s s L	St Louis SW cn 4s	
1000....86¾	& Co ct new 2d	15000....60	
Bkn Rap Tran 5s	5000....84⅞	SanA & A Pass 4s	
2000....96	2000....85	10000....80	
Bkn Rap Tr cv 4s	Impl Jap cpn 4s	South Pacific 4s	
95000....71	sterling loan	20000....85	
6000....70⅞	1000....77	So Pacific ref 4s	
5000....70¾	5000....77¼	5000....88⅞	
28000....70½	Int-Met cv 4½s	Southern Ry 5s	
Bkn Un El 1st	7000....88¾	12000....85	
5000....95	3000....59	5000....85½	
7000....95½	10000....59¼	2000....85	
23000....96	20000....59	Tenn C I & RR 5s	
10000....96½	2000....58½	5000....87	
5000....94	5000....58	Tex & Pac 1st 5s	
Bkn Un Gas 1st	10000....57⅞	1000..102¼	
2000....99	Int & Gt Nor 2d	1000..102¾	
1000....98¼	1000....75	Tol St L & W 5s	
1000....98⅛	InMerM ct cr 4½s	5000....83½	
5000....98	30000....66½	Union Pacific 4s	
CanadaSouth 1st	Int Stm Pump 6s	8000..100¼	
JPM&Co rcts	5000....93½	3000..100⅛	
4000..105⅜	20000....93¾	2000..100¼	
8000..105½	Kan C Ft S&M 4s	1000..100⅛	
Canada South 2d	5000....68½	Union Pac cv 4s	
1000....99	KingsCo Electric	11000....85⅝	
Central Ga cn 5s	L & P 6s	9000....85¼	
1000..101⅜	10000..104		

L Sh & M So 4s		21000....85⅝
7000....91½		U S Leather 6s
3000....91¾		5000..106
L S & M S 4s 1931		U S of Mexico 5s
5000....92½		2000....99
2000....92⅝		U S Red & Ref 6s
25000....92		5000....63
Lou & N col tr 4s		U S Steel s f 5s
21000....92½		1000....97⅞
3000....93		65000....92
Manhattan Ry 4s		5000....91¾
2000....94¾		5000....97⅞
15000....94		55000....92
Met Street Ry 5s		10000....91¾
2000....71½		10000....91⅞
Mex Cent con 4s		25000....91¾
9000....83		1000....91⅞
Mex Cent 1st inc		2000....91¾
1000....19¼		15000....91⅞
2000....19⅜		17000....92
9000....19½		1000....91⅞
5000....19⅛		12000....92
11000....19		15000....91⅞
Mex Cent 2d inc		7000....92
10000....17⅛		9000....91⅞
3000....17		6000....92
Mo K & T s f 4½s		3000....91⅞
31300....72½		1000....92
Mo Pacific con		5000....91⅞
1000....105		1000....92
Nash Ch&StL 1st		217000....91⅞
10000..112¼		6000....92
Nash Ch & St L 5s		24000....91⅞
1000..107½		3000....92
N Y Cen deb 4s		44000....91⅞
28000....94¼		14000....91¾
N Y Cent L 3½s		5000....91⅞
3000....77¼		3000....91¾
N Y Chi & St L 4s		registered
4000..100½		500....92¼
NY City 4½s 1957		5000....92
tem rcts		500....92¼
25000..106⅞		Wabash 1st
1320000..107		4000..103
1000..107⅛		Wab P Ter 1st 4s
10000..107		1000..42¼
500..107⅜		4000..42½
5000..107		5000..43
NY City 4½s 1917		5000..43½
tem rcts		1000..44
5000..102½		Wab P Ter 2d 4s
NYCity 4½s 1957		6000..12
6000..107¾		18000..11¾
19000..107⅝		1000..11½
7000..107⅞		10000..11⅛
N Y Gas Elec Lgt		5000..11
H & P 4s		10000..10⅞
1000....75½		Wabash ext 4s
1000....76		1000..40½
NY NH&H cv ctf		1000..40⅞
full paid		Westing El cv 5s
1000..121¾		6000....68
15000..122		Wn Maryland 4s
10000..122½		10000....56¼
1st instal paid		5000....58¼
11000..120		4000....57½
14000..120¼		West Shore 4s
31000..120½		10000..100½

Total sales of bonds (par value), $2,509,500.

RAILROAD AND OTHER SHARES.

Sales		High-est.	Low-est.	Clos-ing.	Net Ch'ge.
100	Allis Chalm	69⅝	69⅝	69⅝	
100	Allis Ch pf.	178¼	178¼	178¼+	1½
51200	Amal Cop..	68	65¼	65¼-	23⅝
200	Am Ag Ch.	18	18	18 -	1¼
100	Am Can....	5	5	5	
500	Am Can pf.	50	49	49	
2200	Am Car & F	30⅞	30⅛	30⅛-	1¼
500	Am Cot Oil.	27¾	27⅛	27⅛-	1⅜
200	Am Gr Tw..	55⅝	55⅝	55⅝	
300	Am Hide&L	27⅞	27⅞	27⅞-	1⅛
100	Am H&L pf	14½	14½	14½-	1½
2260	Am Ice Secs	17⅝	16¾	17	
200	Am Linseed	6½	6½	6½+	1½
100	Am L'seed p	18	18	18	+1
2300	Am Loco...	38¾	37	37	-1½
100	A MalCrp p	27	27	27	
50450	Am Smelt..	70⅜	67¼	67⅞-	¾
100	Am Smelt p	92⅜	92⅜	92⅜-	¾
100	Am S So p B	76	76	76 -	1½
200	Am St Fetts	53¼	53¼	53¼+	1½
200	AmSFpfetts	30¾	30¾	30¾+	¾
800	Am Sugar..	119⅞	118½	118½-	1¼
100	Am Sugar p	116	116	116	+1
970	Am Tob pf.	84	82	82	+1
200	Am Woolen	17½	17¼	17½-	1½
100	Am Wool pf	80½	80½	80½+	1½
9725	Anaconda..	37¼	35	35⅝-	1⅜
10525	A T & S F..	74¾	72¾	72¾-	1¼
300	A T&S F pf.	85¼	85	85 -	1¼
500	At C Line..	67	65	65 -	1½
2100	Balt & Ohio	83⅜	81⅜	81⅜-	2⅛
200	Balt & O pf.	82	82	82 +	1⅛
600	BaltoPlasM	31⅛	28¼	31⅛+	1¼
12850	Bklyn R T..	45⅜	43⅝	43¾-	1¼
5000	Can Pac....	146½	144½	144¾-	⅝
600	Can Leather	18¾	18½	18¾-	1⅛
120	CenL'ther p	82⅞	82⅞	82⅞+	1⅝
2300	Ches & Ohio	30⅜	29⅝	29⅝-	1⅛
1025	Chi & N W..	147⅝	145¾	145¾-	1½
200	Chi Gt W...	5	4¾	5 +	1¼
32500	C M & St P.	120⅞	118⅛	118¼-	1½
1116	C M&S Pets	110⅛	109¼	110⅛+	1⅛
660	CM&SP p et	133	132	132 -	1½
600	C C C&StL.	49⅞	49⅞	49⅞+	⅜
2700	Col Fuel & I	21	19	19	-1
1700	Col H C & I.	19	18	18⅜-	1¼
820	Col South..	23⅞	23⅝	23⅝-	1½
345	Col So 1st p	53⅞	53¾	53¾-	1⅛
600	Col So 2d pf	44¼	44	44 -	1⅛
1400	Cons Gas...	104½	102½	104¼+	2
1600	Cors P Ref.	131⅛	121⅛	121½-	⅜
100	CorsPRef p	61⅞	61⅞	61⅞+	⅝
1150	Del & Hud..	158¼	155	155 -	1¼
370	Den & R Gr	20	19½	19½	
225	Den&RG pf	52½	51	51	+1½
1003	Distillers' S	31¾	31	31	+ 1¼
550	Dul S S & A	7¼	7	7¼+	1¼
100	D S S & A pf	14	14	14	-1
2700	Erie.....	15¼	14½	14⅝-	⅜
1050	Erie 1st pf..	29½	29	29	
400	Erie 2d pf..	21¾	21	21	+ ¾
200	Fed M&S pf	70½	70	70	- 1½
700	Gen Elect ..	123¾	122	122¼+	¾
200	Granby.....	90	90	90	
8300	Great Nor p	124⅜	122⅜	122¾-	⅞
5932	Gt N O ctfs.	58¾	57½	57½-	1¼
100	Homestake	72	72	72	
200	Ill Central..	128	128	128	
400	Int Merc M.	7	7	7	
200	Int M M pf..	20	19⅞	19⅞+	1¼
850	Int Paper p	57	56	57	+1
400	Int Pump..	24⅜	23¾	24¼-	⅜
200	Int Pump p	73⅞	72¾	72¾-	⅞
500	Interb-Met.	7¾	7½	7½-	1¼
600	Int'b-Met p	20	19¾	19¾-	1
400	Iowa Cen pf	29¾	29½	29¾+	1¼
100	Kan C So...	21⅝	21⅝	21⅝-	1⅜
100	KC Ft Sc pf.	60	60	60	-1
1200	Lou & Nash	99½	98½	99	+ ¾
300	Mackay....	56⅝	56½	56½+	1½
300	Mex Cent..	18	18	18	
200	Minn & St L	22¼	22	22¼+	1¼
2825	MStP&SSM	105½	97	102½-	2⅛
1900	M K & Tex.	23	21⅞	22	-1
300	M K & T pf.	53¾	52½	52½-	1½
10500	Mo Pacific.	40	36⅝	38⅜+	1⅜
300	Nat Bis Co.	79	78	78	-1
100	Nat Bis pf..	110	110	110	
1300	Nat Lead..	50¼	49	49	- ⅝
300	Nat Lead p.	94	94	94	+2
100	Nat E & S..	83¾	83¾	83¾+	1½
600	N J Central	169¾	169	169¾+	1¼
300	N Y Air Br.	65½	63	63	-2⅞
7400	N Y Central	101¼	99½	99½-	1¾
100	NY C & StL	33¾	33¾	33¾+	¾
100	NYC&StL 2	62¼	62¼	62¼+	2¼
100	NY NH & H	133	*133	133	+ 1½
180	Nor & Wes.	63½	63½	63½-	¾
200	North Am.	49⅞	49⅞	49⅞	
38600	Nor Pacific	129⅛	126¾	127	- ⅝
4550	No P rcts...	110¼	109	109½+	1¼
200	Ont & Wes.	32¾	32	32½-	⅜
200	Pac Coast..	83¾	83¼	83¼-	1½
2500	Pacific Mail	28¾	27½	27½	
14700	Penn RR....	118¾	116¾	116¾-	1¾
400	Pee Gas....	88½	88½	88½-	1½
100	Pitts Coal p	39	39	39	-1
685	Pressed S C	22⅞	22¾	22¾+	1½
800	Ry St Sp g.	33½	32⅞	32⅞+	⅞
4900	Rep Steel..	18⅞	18	18 -	1¼
4200	Rep Steel pf	74	72½	72½+	1½
161800	Reading...	106½	103⅜	103½-	1¾
2300	Rock Island	14½	13¼	13¾-	1⅛
1000	Rock Isl pf.	25¾	25	25 +	1¼
800	Sloss-Sheff.	51	49½	49½-	1¾
100	St Jos & G I..	18½	18½	18½-	1½
800	St L&SF 2 pf	26	25¼	25¼	
200	St L S W...	12⅛	12⅛	12⅛+	1⅛
14700	Sou Pacific	75⅛	73½	73½-	1⅛
250	Sou Pac pf.	109¾	109⅝	109⅝-	⅜
400	Sou Ry Co..	11⅝	11	11⅜	
1100	Sou Ry Co p	31	30½	30¾+	¾
300	Tenn Cop'r	30	29	30 -	1½
100	Tex Land..	59	59	59	+2
1300	Tex Pacific.	16½	15¾	15¾-	⅜
100	Tol Rwys..	10	10	10	
1100	Tol St L & W	14⅜	14⅜	14⅜+	1⅛
300	Tol St L&Wp	38	36½	37¾+	1¼
100	Twin C R T.	84	84	84	+ 1⅛
156600	Union Pac.	127	123⅞	123⅞-	1⅞
100	Un Ry In pf	37⅜	37⅜	37⅜+	1⅛
1395	U S C I Pipe	21½	20½	20½+	1¼
100	U S R&R pf	20¾	20¼	20¾+	1½
450	U S Rubber	22	21¾	21¾+	1½
1600	USRub 1st p	85¼	84	84	-1
82325	U S Steel...	34½*	33	33	-1⅛
9900	U S Steel pf	98⅜	97¼	97¼-	¾
2358	Utah Cop'r.	29	28	28	-1
100	Va-Car Ch..	17¾	17¾	17¾+	1¼
220	Va-Car pf..	91¾	91½	91½-	1½
100	Va I C & C..	50¼	50¼	50¼+	1¼
800	Wabash....	9½	9	9	
500	Wabash pf.	16⅜	16	16	- 1½
300	West'gh'se.	40¼	40	40	
200	W Maryl'nd	61½	61¼	61¼+	1
900	West Un T.	49½	49	49	-1
200	Wis Cent pf	38	38	38	+2

Total sales of stocks, 775,100 shares.

*Ex dividend.

CLOSING PRICES.

	Bid.	Asked.		Bid.	Asked.
Adams Exp..	165	177	Lou & Nash..	97	98½
Allis Ch'm'rs	6	6⅝	Mackay.....	54	56½
Allis Ch pf...	17	17⅝	Mackay pf...	62	64
Amal Copper	55¼	55½	Manhattan...	125	130
Am B Sug....	10½	11½	Mex Cent....	17¾	18
Am Can.....	4½	5	Minn & St L..	21½	24½
Am Can pf...	49	49½	M & St L pf...	58	65
Am C & F....	30	30½	M S P & SSM..	102	103
Am C & F pf.	88¼	90	MSP&SSM pf	128	135
Am Cot Oil...	27	27½	M K & T.....	22	22½
Am Cot Oil p.	81	85	M K & T pf...	52½	54
Am Express.	170	190	Mo Pacific...	38⅝	38¾
Am Hide & L	2¾	3	Nash C & St L	103	106
Am H & L pf	14¼	15	Nat Bis Co...	76	79
Am Ice Secs.	16⅝	16⅞	Nat Bis Co pf.	111	111½
Am Linseed..	6⅝	7	Nat Lead.....	48	49
Am Lin pf....	17	20	Nat Lead pf..	93	94
Am Loco.....	26¾	27¼	Newhouse....	3¾	8
Am Loco pf..	90½	91½	N J Central..	165	170
Am Malt Orp.	4	5	N Y A B.....	63	65
Am M Crp pf.	25	30	N Y Central..	99⅝	99¾
Am Smelt'g..	67⅛	68	N Y C & St L..	32	33½
Am Smelt pf.	92⅝	93½	NYC&SL 1 pf	85	100
Am Steel F'ds	53¾	6	NYC&SL 2 pf	60	64
Am St F ct pf	30	33	NY NH & H..	131	*134
Am Sugar....	118¾	119	North Am....	49½	50
Am Sugar pf.	116	118	Nor & West...	63¼	64
Am T & T....	108½	109¾	Nor & West p	70	80
Am Tob pf...	81½	82	Nor Pacific...	127	127⅛
Am Wool.....	17	17¾	No Pac rects.	109⅛	109⅝
Am Wool pf..	80½	83	Ont & West...	32¼	33
Anaconda....	35½	35¾	Pacific Coast.	81	83
At T & S F...	72⅝	72½	Pac Coast 1 p	80	100
At T & S F pf.	84	85	Pac Coast 2 p	80	85
Atl Coast L..	66½	67	Pacific Mail..	27½	28
Balt & Ohio..	81¼	81¾	Penna RR....	116⅞	117
Balt & Oh pf.	81	83	Peo G L & C..	88	88½
Batopilas M..	2⅝	3¼	Pittsburg C..	5	9
Beth Steel...	10	14⅝	Pittsbg C p...	37	39
Beth Steel pf.	33	37	P C C & St L..	66	70
Bklyn R T....	43⅝	43¾	PCC&StL pf..	85	90
Bklyn U Gas.	90	100	Pr Steel Car..	22¼	22¾
Butterick....	14½	20	P Steel C pf...	77	80
Can South'n..	55	58½	Pull P Car....	150	151
Can Pac.....	144¾	144⅞	Ry St Spg....	52⅛	52⅞
Cen Leather..	18	18¾	Ry St Spg pf.	80	89⅞
Cen Liher p..	82	82⅞	Reading.....	103½	103⅝
Ches & Ohio..	29½	29¾	Read 1st pf...	80	88
Chi & Alton..	10	12	Read 2d pf...	76	80
Chi & Alt pf..	—	45½	Repub Steel..	17⅞	18
Chi Gt West..	4½	4¾	Rep Steel pf..	72½	72¾
Chi Gt W (A).	17	13	Rock Island..	13¾	14
Chi Gt W (B).	6⅛	7⅛	Rock Isld pf..	25	25¼
Chi Gt W deb.	36	—	Sloss-Shef...	48½	49½
Chi & N W....	145½	148½	St L & S F 1 p	45	55
Ch M & St P..	118¼	118½	St L & S F 2 p	24¾	35
CM & St P pf.	143	144½	St L S W.....	12	13
CCC & St L..	49	49¾	St L S W pf...	30	31½
CCC & St L p	88	92	St P & Om....	115	125
Col Fuel & I..	19	19½	So Pacific....	73¼	73½
Col H C & I...	18⅛	18½	So Pacific pf..	109	111
Col Southern.	23⅛	24	Southern Ry.	11⅝	11½
Col So 1st pf..	53¼	54	So Ry pf.....	30¾	31
Col So 2d pf..	43	44	Tenn Cop....	29½	30½
Con Gas.....	102½	103½	Texas Pac....	16	16½
Corn Pd Ref..	12⅝	12½	Third Av RR.	—	—
Cors P Ref pf	61	61¼	T St L & W...	14¼	14⅞
Del & Hud...	154¾	155	T St L & W pf	37	37½
Del L & W....	474	485	Twin City....	83¼	84
Den & R G...	19	20	Un Bag & P..	4½	5½
Den & R G pf.	50	52	Un Bag & P pf	50½	51
Dis Secur....	30¼	31	Un Pacific....	123⅛	124
D S S & A...	6½	7½	Un Pac pf....	80	81
D S S & A pf..	14	15	Union Ry Inv	17	18
Erie.....	14½	14⅝	Un Ry Inv p..	37	37½
Erie 1st pf...	28¾	29¼	Un Cigar pf..	80	90
Erie 2d pf....	20¾	21½	U S C I Pipe..	20⅝	21¼
Fed Min & S..	40	81	U S C I P pf...	69	80
Fed M & S pf.	69	70½	U S Express..	80	90
Gen Elec Co..	121½	122½	U S Rlty & Im	40	41
Granby Cons.	88	95	U S Red & R..	6½	9
Gt North pf...	122¼	122¾	U S R & R pf..	20	21¼
G N sub cfts..	122½	124	U S Rubber...	21¼	21½
Gt N Ore ctfs.	57¼	57¾	U S Rub 1 pf..	83	84
Hock V rects.	66	70	U S Rub 2 pf..	—	—
Hock Val p...	69	75	U S Steel.....	33	*33⅛
Illinois Cent..	126	127¾	U S Steel pf...	97¼	97¾
Inter-B Met..	7⅛	7¾	Utah Copper.	28½	29
Int-B Met pf.	19	19⅛	Va-Car.....	17¾	18
Int Paper....	9	9½	Va-Car pf....	91	92
Int Paper pf.	56	58	Wabash.....	9	9¼
Int Power....	25	40	Wabash pf...	15½	16
Int Pump....	24	24¼	Wells-F Exp..	250	400
Int Pump pf..	72½	73