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HENRY C. SWORDS, Pres. H. H. CAMMANN, Vice-Pres.
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Astor Trust Co.
FIFTH AVE. & 36TH ST., NEW YORK.

LAWYERS TITLE INSURANCE & TRUST COMPANY
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59 Liberty Street, Manhattan.
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The Trust Company of America
37-43 Wall St., New York.
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TO THE HOLDERS OF THE FIRST MORTGAGE SIX PER CENT. BONDS of the
AMERICAN SEWER PIPE COMPANY,
Formerly
AMERICAN CLAY MANUFACTURING CO.
The undersigned, Trustee under the mortgage above referred to, desire under authority of said mortgage, to expend the sum of fifty thousand dollars ($50,000.00) in the purchase of bonds of said issue, providing said purchase can, in their opinion, be now made advantageously.
Offers of said bonds may be sent to Knickerbocker Trust Company, 66 Broadway, New York, on or before April 25, 1908.
KNICKERBOCKER TRUST CO., Trustee.
By CHARLES H. KEEP, President.
Dated New York, April 1, 1908.

MONTEREY LIGHT & POWER COMPANY.
TWENTY-FIVE YEAR FIRST MORTGAGE 6% GOLD BONDS.
Notice is hereby given, pursuant to the terms of the Mortgage dated April 1st, 1904, that the undersigned, as Trustee, will receive sealed proposals up to three P. M. of the 13th day of April, 1908, for the sale to it of bonds, as above described, sufficient to use the sum of $4,668.17. The Trustee reserves the right to reject any or all tenders.
THE NEW YORK TRUST COMPANY, Trustee,
By F. J. HORNE, Secretary.
New York, April 1st, 1908.

FINANCIAL AND COMMERCIAL.

THURSDAY, April 9.

Wall Street naturally to-day construed as a favorable influence the Erie Railroad's narrow escape yesterday from bankruptcy proceedings. There was of course more or less dissatisfaction over the outcome of the affair on the part of the holders of the maturing short term Erie notes who in the last few days had parted with these securities in the open market, believing that cash payment would not be made upon them and preferring to realize what they could by sale in preference to an exchange for new secured notes under the plan of readjustment officially offered. There were also those who maintained that it would have been better in the long run for the Erie Railroad itself if matters had been allowed to take their course and some sort of reduction in the Erie's large outstanding volume of capitalization had been effected. But on the other hand a development of this kind would unquestionably have been, for the time being at least, an adverse factor of no small importance in the general stock market and financial situation, and there was hence a great feeling of relief to-day over the fact that the matter had terminated as it had done, particularly because it was revealed that the danger of a receivership for the Erie was much greater than nine out of ten of the people in the financial district had imagined. There is still to be considered the weighty question of the Erie Railroad Company's financial future. The maturing short term notes will be paid in cash, and it is understood that the offer originally made by the first syndicate formed in the present crisis to buy $5,000,000 additional notes still holds good. The supposition, however, that this further amount of money has reference to the creation of new capital proper is unfounded, inasmuch as the money will be used to pay off the Erie's accruing current indebtedness, and this leaves as the crux of the whole question whether the Erie can with the help thus afforded manage to keep up the interest on its mortgage indebtedness through the ensuing months of business depression. At first to-day speculators in the market were seemingly inclined to consider that the Erie's position had been temporarily but not permanently or conclusively bettered by what had occurred, and though therefore prices of stocks held firmly no enthusiasm was displayed on the buying side. But as the day advanced this element began to figure in the situation that an illustration had been made of the determination of various large financial interests to avert so far as they could the work of harmful market forces, as these from time to time make their presence felt, and the personal concerns that they had at stake upon the result of their endeavors. The Union Pacific Railroad Company, for instance, is about to negotiate a $50,000,000 bond issue and the Illinois Central is soon to bring out about $30,000,000 in new bonds and stocks. Here in itself is a sufficient cause for Edward H. Harriman's offer to the Erie directors yesterday to take up the short term notes that were on the point of going to protest even if, as may be authoritatively stated, Mr. Harriman did not himself furnish all the money required for the purpose. At any rate the fairly large outstanding speculative interest for the decline in the market recently built up because of the Erie difficulty made up its mind to beat a retreat, and this cause, assisted by a certain amount of professional manipulation generally credited as proceeding from the Harriman party, caused a substantial rise in prices in the latter portion of the day. The advance in the market was not particularly notable in the Erie stocks themselves, but seemed rather to more especially affect the stocks and bonds of the other railroad companies whose precise status in common estimation of late has been commonly held to be somewhat in doubt. The Missouri Pacific and Southern Railway stocks rose briskly. All the railway equipment issues were strong and the Interborough-Metropolitan common and preferred stocks and collateral trust 4½ per cent. bonds advanced with vim. Third Avenue Railroad stock made an extreme advance of 11½ points, predicated, as was the case yesterday, upon the advantages that it is believed will be enjoyed by the company by the prospective abolition of the passenger transfer system, while Brooklyn Rapid Transit stock was helped, logically, by the defeat of the anti-racing bill in the State Legislature, inasmuch as the company derives a large revenue from the travel to the racetracks located along its lines. The strength of the United States Steel issues was less noteworthy than that in other quarters of the market, although a statement emanating from the chairman of the board of directors of the United States Steel Corporation during the day was ordinarily spoken of as a bullish utterance so far as the stocks of the corporation were concerned. Mr. Gary's statement was not so construed by those who read his words carefully. He declared that no reductions in the prevailing prices of steel were contemplated, but admitted that prices might be increased or decreased "if there was good reason," and that if such good reason could be given the question would be considered on its merits. The statement appeared to be one in which much should be read between the lines.

New York Stock Exchange Sales, April 9.

CLOSING PRICES OF UNITED STATES BONDS.

	Bid.	Asked.		Bid.	Asked.
U S 2s r	103⅜	104⅛	3s small	100¼	—
U S 2s c	104	—	4s reg	120½	121½
3s reg	100¼	101¼	4s coup	122½	—
3s coup	101	102	Pan 2s	102¾	103¾

RAILROAD AND OTHER BONDS.

Alb & Susq 3½s	Erie cv 4s ser A	Mo K & T of 4½s
1000....93¼	2000....53¼	15000....74
7000....93½	10000....53⅜	N Y Central 3½s
Am Tobacco 6s	36000....53½	9000....90
15000..103	10000....53¾	N Y Cent M C 3½s
1000..102¾	64000....54	1000....76
12000..103	16000....53½	NYCity 4½s 1957
4000..103¼	4000....53⅜	tem rcts
10000..103	2000....53¾	102000..106¾
10000..103¼	5000....53½	324000..106⅝
Am Tobacco 4s	3000....53⅛	10000..106¾
14000....67½	5000....53½	60000..106½
5000....67⅞	2000....53⅛	1000..106⅝
81000....68	18000....53½	75000..106½
12000....68¼	Erie cv 4s ser B	285000..106⅜
2000....68⅜	10000....50	5000..106½
2000....68¼	10000....51⅛	20000..106⅜
6000....68⅜	31000....50½	45000..106½
22000....68½	Erie-Pa C col 4s	2000..106⅝
Atch T&SF cv 5s	25000....73	20000..106½
9000....97½	Erie g m ren 4s	NYCity 4½s 1917
Atch T & S F 4s	3000....69	tem rcts
3000....96¾	Flint & Pere Marquette Pr H 5s	3000..102½
12000....96⅞	5000..102⅜	26000..102½
6000....96¾	5000..100¾	NYCity 4½s 1957
20000....96⅞	Gen Elec cv 3s	12000..107⅜
14000....96¾	1000..113½	48000..107½
2000....96⅞	10000..114	1000..107⅜
1500....96¾	1000..113½	N Y Gas Elec Lgt
Atch T&SF adj 4s	Green Bay & West	H & P 5s
500....86	deb ser B	7000....93
stamped	1000....11	NY NH&H cv ctf
2000....86½	Imperial Jap 4½s	full paid
Atl Coast Line 4s	sterl loan cpn	10000..123
10000....85	1000....86	1st instal paid
At C Line col tr 4s	Imp Jap 4½s KL	15000..120½
2000....75	& Co ct new 2d	Norf & W Poca 4s
Balt & Oh gold 4s	6000....85¾	6000....84⅞
500....98	Imp Jap cpn 4s	2000....84¾
Balt & Oh P L E	sterling loan	North Pacific 4s
& W Va 4s	2000....76⅞	5000....99⅜
2000....89	Interboro Met Co	3000....99¼
Balt & Oh SW 3½s	col trust 4½s	7000....99½
10000....86⅞	65000....59½	Or S Line ldg 4s
Bkn Rap Tr cv 4s	2000....59⅝	2000....89
1000....70⅛	7000....59¾	Penna cv 3½s
56000....70	2000....59⅝	10000....95
1000..85 70¼	5000....59¾	2000....95¼
9000....70⅜	5000....59⅝	Penna 3½s 1915
66000....70½	35000....59½	9000....91¼
10000....70⅝	10000....69¾	2000....91⅛
1000....70½	20000....59⅞	7000....91¼
10000....70⅝	31000....59¾	2000..91¼
40000....70½	35000....59⅝	1000....91¼
12000..70⅝	10000....59¾	Reading g m 4s
37000....70¾	10000....59⅞	2000....95⅞
Bkn Union El 1st	15000....59¾	5000....96
4000....96	30000....59⅞	St L & San Fr fdg
5000....96⅜	155000....60	15000....69
12000....96½	10000....60½	

	20000....60¼	St Louis S W cn 4s
	5000....60⅜	4000....60
	5000....60¼	So Pacific ref 4s
	35000....60⅛	3000....88¾
	73000....60¼	Southern Ry 5s
	15000....60⅛	11000....90½
	50000....60¼	4000....90¾
	10000....60⅜	Tex & Pac 1st 5s
	40000....60⅛	5000..106
	20000....60¾	1000..106¼
	2000....60⅝	Third Avenue 4s
	60000....60¾	Cent Trust ctfs
	43000....60⅞	stamped
	10000....60¾	24000....57
	58000....60⅞	25000....57½
	25000....60¾	25000....57⅝
	66000....60⅞	19000....57⅞
	166000....61	15000....58
	1000....60⅞	10000....60
	65000....61	22000....59
	5000....61⅛	Tol StL & West 4s
	35000....61¼	10000....71
	11000....61⅜	Union Pacific 4s
	12000....61¼	1000....90⅞
	9000....61⅜	5000..100
	17000....61½	4000....99⅞
	22000....61¾	6000..100
	20000....61⅞	Union Pac cv 4s
	25000....62	58000....84¾
	20000....61⅞	1000....85
	135000....62	65000....84⅞
	1000....62⅛	1000....85
	37000....62	U S of Mexico 5s
	10000....61⅞	5000....98
	35000....62	1000....98⅛
	11000....61¾	4000....98
	4000....61⅞	U S of Mexico 4s
	Int Mer Marine	30000....93½
	col tr 4½s	U S Steel s f 5s
	1000....68	9000....95¼
	Iowa Central 4s	5000....95⅛
	5000....75¼	1000....95¼
	Kansas City So 3s	40000....95⅛
	2000....70	11000....95¼
	Kings County 4s	5000....95
	stamped	500....95
	2000....78	2000....95⅛
	2000....79⅛	6000....95¼
	L Sh & M So 4s	registered
	1000....91¾	5000....95
	L S & M S 4s 1931	1000....95⅜
	16000....92⅛	Va 6s Brown Bros
	38000....92	& Co ctfs
	Lou & Nash 4s	5000....29
	3000....96	Wabash 1st
	Lou & N col tr 4s	1000..106
	1000....91¼	Wab P Ter 1st 4s
	Met Street Ry 5s	1000....45
	4000....76¾	Wab P Ter 2d 4s
	1000....80	12000....101½
	Mex Cent con 4s	Wabash ext 4s
	16000....83	19000....44
	1000....82¾	10000....44½
	1000....82⅝	5000....45
	10000....82¾	Westing El cv 5s
	5000....82⅝	1000....74
	10000....82½	13000....74¾
	5000....82¼	Wn Maryland 4s
	23000....82½	2000....64
	Mex Cent 2d inc	Westn Md cv 4s
	1000....17	1000....35
	5000....16⅞	9000....34¼
	Mo Kan & Ok 5s	5000....34½
	5000..102¾	10000....35
	Mo Kan & Tex 4s	Wh & L E con 4s
	1000....96⅛	6000....63
	9000....96	Wisconsin Cen 4s
	Mo Kan & Tex 2d	3000....80
	5000....80¼	

Total sales of bonds (par value), $4,928,000.

RAILROAD AND OTHER SHARES.

Sales.	High-est.	Low-est.	Clos-ing.	Net Ch'ge.
100 Allis Chalm.	7½	7½	7½	+ 1⅛
1100 Allis Ch pf	20¾	19⅛	20½	+1½
23400 Amal Cop	69¾	68½	69½	+ 1⅛
100 Am Ag Ch	17½	17½	17½	+ ¾
100 Am Beet Sug	11⅞	11⅞	11⅞	+ 1⅛
100 Am Can	4⅞	4⅞	4⅞	
400 Am Can pf	50¼	50	50¼	
2900 Am Car & F	33½	33	33⅛	− 1⅛
100 Am Coal	120	120	120	−16
600 Am Cot Oil	27½	27	27½	− 1⅛
320 Am Gr Tw	7¼	6⅞	7¼	+ 1⅛
100 Am Hide&L	3½	3½	3½	+ ⅜
1200 Am Ice Secs	21½	21¼	21½	+ 1⅛
100 Am L'seed p	18¾	18¾	18¾	
2200 Am Loco	45¾	44½	45¾	+1¼
500 Am Loco pf	91¾	91½	91½	
23950 Am Smelt	70⅜	68½	70	+1⅛
310 Am Smelt p	96½	96	96½	+1½
100 Am S Se p B	76	76	76	
2200 Am Sugar	126¼	124¾	126¼	+1½
100 Am Sugar p	123	123	123	+2½
100 Am Tob pf	87½	87½	87½	+1¼
1600 Am Woolen	20¾	19	20¾	+2
2600 Anaconda	38⅜	37¾	38¼	+ 1⅛
6900 A T & S F	76¾	76⅛	76½	+ 1⅛
300 A T & S F pf	86⅝	86½	86½	+ 1½
410 At C Line	72½	70¾	72½	+ ¾
1800 Balt & Ohio	84½	83¾	84⅛	+ 1⅛
600 Batopilas M	4	3¾	4	+ 1⅛
14510 Bklyn R T	47¼	46⅜	46¾	+ ¾
100 But'k Co	16½	16½	16½	+4⅜
7500 Can Pac	156½	155	155¾	− 1⅛
400 Can Pac cts	153¼	152¾	152¾	−3⅛
2700 Cen Leather	21	20¼	21	+1
900 Cen Leath pf	88½	87¼	88½	+1¼
1700 Ches & Ohio	32⅞	32	32⅜	+ ⅝
100 Chi & Alton	12¼	12¼	12¼	
700 Chi & N W	147¾	147	147½	+1⅛
450 Chi Gt W	5¼	5¼	5¼	
100 C Gt W pf B	7	7	7	
13260 C M & St P	119¼	118⅛	118⅞	+ ⅞
100 C M & St P pf	113	113	113	+1½
800 C M & St P p ct	136	135⅜	136	+1
100 Chi Un Tr	11½	11½	11½	− 1½
700 C C C & St L	54¾	53½	54¾	+1¼
100 CCC&StL p	94	90	94	+10⅛
2500 Col Fuel & I	24¼	23½	24¼	+ ¾
100 Col F & I pf	49¼	49¼	49¼	+9¼
530 Col H C & I	19¼	18	19¼	+1⅛
1680 Col South	27	26¾	27	
800 Col So 2d pf	45½	45	45½	+ 1½
600 Con Gas	117½	117	117½	+ 1½
2200 Corn P Ref	137⅞	131½	133¾	+ 1½
100 Corn P Ref p	65	65	65	+2
800 Del & Hud	156	154	156	+1
505 Distillers' S	317⅞*	311½	317⅞	+11⅛
325 Dul S S & A	113⅜	111¼	113⅜	+ 1⅛
100 D S S & A pf	19½	19½	19½	
12400 Erie	17	16⅜	16¾	+ ¼
2025 Erie 1st pf	33¾	32¾	33¾	+1¼
2000 Erie 2d pf	23⅜	22⅞	23⅜	+ ⅞
100 Fed M & S pf	71	71	71	
1300 Gen Elect	132⅛	128½	131	+2½
100 Granby	94½	94½	94½	− 1½
11760 Great Nor pf	125¼	124	125	+ ⅞
1050 G N O ctfs	57	56¼	56⅞	+ ⅝
1580 Gt No sub cf	125	124¼	125	+1
125 Homestake	73½	73½	73½	
500 Int M M pf	19½	19¼	19½	+ ⅜
230 Int Paper pf	54¼*	53¼	54¼	− ¾
470 Int Pump	24¼	23⅞	23⅞	− 1⅛
3500 Interb-Met	8¾	8⅜	8¾	+ 1½
12450 Inter-Met pf	23½	21½	23⅜	+2⅜
100 Iowa Cent	12¼	12¼	12¼	− ⅜
900 Iowa Cen pf	32⅞	31½	32	−1
800 Kan C So	23⅝	23	23⅝	+ 1½
145 Kan C So pf	53	53	53	+ 1⅛
300 KC Ft Sc pf	61½	61⅜	61½	+1½
300 Lou & Nash	99½	98¾	99½	+ ¾
100 Mackay	60¾	60¾	60¾	+ ¾
225 Met St Ry	26	25	26	+9
122 Mex Cent	17⅞	17½	17¾	− ¼
100 Minn & St L	24½	24½	24½	+ ¼
100 M & St L pf	63	63	63	
350 M St P & SSM	114½	113½	113½	− 1½
4200 M K & T	25¼	24⅝	25	+ ⅜
900 M K & T pf	59	58¼	59	+1
11550 Mo Pacific	46⅛	44⅜	45¾	+1½
100 Nat Bis Co	79	79	79	+1
100 Nat Bis pf	115	115	115	6.5
1900 Nat Lead	56¼	55⅝	56¼	+1⅛
500 Nat Lead pf	96	96	96	+ 1½
400 Nat RR M pf	50	49	50	−1½
700 Newhouse	6⅝	6½	6⅝	− ⅛
300 N J Central	174	174	174	+1
450 N Y Air Br	67⅝	66	67⅝	+2⅝
1850 N Y Central	99	98	98¾	+ ¼
100 NYC&StL 2	65	65	65	+1
500 N Y N H & H	133¼	132½	133	+1
460 Nor & W	64¼	64	64¼	+1¼
2330 North Am	53⅜	52¼	53⅛	+ ⅝
15100 Nor Pacific	128⅝	127⅛	128⅜	+ ⅞
4860 Nor Pacific	115	113¾	114¾	+ ⅞
100 Ont & West	33¼	33¼	33¼	+ ¼
200 Ont Silver	3	3	3	
100 Pac Coast	74¾	74¾	74¾	
1600 Pacific Mail	27	26	27	−2½
15600 Penn RR	118⅛	116¾	117¾	+ ⅞
200 Peo Gas	89½	89½	89½	+ ¾
384 P C C & St L	70	69	70	+ 1½
2270 Pressed S C	24⅝	24⅛	24⅝	+1⅝
500 Ry St Sp'g	34	33¾	34	+ ¼
1200 Rep Steel	18⅝	18¼	18½	+ ¼
1495 Rep Steel pf	69	68½	68¾	− ¼
103000 Reading	106⅛	104¾	106	+ ⅞
1450 Rock Island	15⅜	15	15⅜	− ¼
1950 Rock Isl pf	28⅞	27¾	28½	+ ¾
600 Sloss-Sheff	44½	43½	44½	
200 St L&SF 2 pf	26	25½	25½	− ¼
100 St L & S W	14⅞	14⅞	14⅞	+ 1⅛
1000 St L S W pf	34½	33⅛	34½	+1⅝
5100 Sou Pacific	74⅝	73¾	74⅝	+ ½
450 Sou Pac pf	112	112	112	+ ¼
3100 Sou Ry Co	14¾	14¼	14¾	− ¼
2300 Sou Ry Co p	42	40	42	+3
5750 Tenn Cop'r	42⅜	41⅝	42	
100 Tex Land	59¾	59¾	59¾	+1¾
1000 Tex Pacific	18⅛	17⅞	18⅛	+ ⅝
4600 Third Av R	35	23½	30	+6½
600 Tol Rwys	9	8⅞	9	
100 Tol St L & W	18⅛	18⅛	18⅛	− ⅛
810 Tol S L & W n	42⅞	42½	42⅞	+ ½
100 Twin C R T	84½	84½	84½	+ ½
100 Un Bag & P	6	6	6	
99355 Union Pac	128⅞	126⅝	128⅜	+1⅛
300 Un Pac pf	80	79⅝	80	+ ¾
200 Un Ry Inv	18¼	18	18¼	+ ⅞
200 Un Ry Inv pf	36½	36	36½	+1
100 U S C I Pipe	24⅛	24⅛	24⅛	+ ⅛
100 U S Rubber	19⅛	19⅛	19⅛	+ ¼

	High-est.	Low-est.	Clos-ing.	Net Ch'ge.
Sales.				
700 USRub 2d p	50	49	49	−1
48125 U S Steel	34⅝	33⅝	34½	+ ⅜
5410 U S Steel pf	99	98½	99	+ ½
4500 Utah Cop'r	81⅜	79⅞	80¾	+1¾
300 Va-Car pf	91½	91	91½	+1
100 Wabash	10⅝	10⅝	10⅝	+ ⅛
300 Wabash pf	18¼	18	18¼	+ ½
100 West'house	53½	53½	53½	+ ½
200 Wheel & L E	6	5½	6	
120 W & L E 1 p	14	14	14	
100 Wis Cent pf	37½	37½	37½	+1½

Total sales of stocks, 645,000 shares.

*Ex dividend.

CLOSING PRICES.

	Bid.	Asked.		Bid	Asked.
Adams Exp	166	177	Lou & Nash	99	100
Allis Ch'lm'rs	7¼	7⅝	Mackay	60⅝	65
Allis Ch pf	19¼	20¼	Mackay pf	65	66⅝
Amal Copper	59½	59⅝	Manhattan	123	127
Am B Sug	11¾	12	Mex Cent	17⅝	17¾
Am Can	4⅝	4⅞	Minn & St L	23⅝	24¼
Am Can pf	50	50⅝	M & St L pf	62	66
Am C & F	33¼	33⅝	M S P & SSM	113¼	113½
Am C & F pf	90	93½	M S P & SSM pf	125	137
Am Cot Oil	27¼	27⅝	M K & T	25	25½
Am Cot Oil p	82	85	M K & T pf	58¾	59½
Am Express	180	190	Mo Pacific	45⅝	46
Am Hide & L	3¼	3½	Nash C & S L	104	108
Am H & L pf	15	16	Nat Bis Co	77½	79½
Am Ice Secs	21	21½	Nat Bis Co pf	114	116
Am Linseed	7	10	Nat Lead	56	56¼
Am Lin pf	18½	25	Nat Lead pf	95¼	97
Am Loco	45½	45½	Newhouse	6½	6⅝
Am Loco pf	91½	92½	N J Central	172	175
Am Malt Crp	5½	6	N Y A B	66	68
Am M Crp pf	32	35	N Y Central	98¼	99¼
Am Smelt'g	69⅞	70	N Y O & St L	32	34
Am Smelt pf	96	97	N Y C & St L 1 pf	88	94
Am Steel Fdy	8	8½	N Y C & St L 2 pf	63	67
Am St F ct pf	30	31	N Y N H & H	132	132¼
Am Sugar	126½	126½	North Am	53	53½
Am Sugar pf	122	124	Nor & West	64	65
Am T & T	113	114	Nor & West p	70	70
Am Tob pf	87	89	Nor Pacific	128¼	128½
Am Wool	20	21	No Pac rects	114¾	115
Am Wool pf	82½	84½	Ont & West	33	33½
Anaconda	38¼	38½	Pacific Coast	74½	75½
Atl Coast L	72½	73	Penna RR	117¼	117½
Balt & Ohio	84	84¼	Penna RR		
Balt & Oh pf	82	84	Peo G L & C	89	90
Batopilas M	3¾	4	Pittsburg C	9	9½
Beth Steel	12⅝	13⅝	Pittsbg C p	39¼	40½
Beth Steel pf	34	36	P C C & St L	69½	71
Bklyn R T	46¼	46¼	P C C & St L pf	86	90
Bklyn U Gas	110	120	Pr Steel Car	24½	25
Butterick	16½	20	P Steel C pf	78	81
Can South'n	58½	61¼	Pull P Car	153	154
Can Pac	155⅝	158¼	Ry St Spg	34⅝	35
Cen Leather	20⅞	21½	Ry St Spg pf	75	80
Cen Leather p	89	90	Reading	105⅞	106
Ches & Ohio	32⅝	32½	Read 1st pf	81½	82½
Chi & Alton	10½	13	Read 2d pf	80	81
Chi & Alt pf	—	49	Repub Steel	18¼	18½
Chi Gt West	5⅛	5¼	Rep Steel pf	68¾	69
Chi Gt W (A)	20	23	Rock Island	15⅛	15½
Chi Gt W (B)	6½	7	Rock Isld pf	28½	28¾
Chi Gt W deb	40	50	Sloss-Shef	45	48
Chi & N W	147½	147½	St L & S F 1 p	45	55
Ch M & St P	118⅞	119	St L & S F 2 p	25½	26
C M & St P pf	145	150	St L S W	14¼	15
C C C & St L	54⅝	55	St L S W pf	34	35
C C C & St L p	95	105	St P & Om	120	125
Col Fuel & I	24	24¼	So Pacific	74½	74¾
Col H C & I	18¼	19	So Pacific pf	112	112½
Col Southern	26¾	27	Southern Ry	14¾	14⅞
Col So 1st pf	55½	56	So Ry pf	42⅝	42½
Col So 2d pf	45¼	45½	Tenn Cop	42	42¼
Con Gas	117¼	117¾	Texas Pac	18	18½
Cers Pd Ref	13⅝	13½	Third Av RR	30½	32
Corn P Ref pf	63	65½	T St L & W	17	18
Del & Hud	155¾	157¾	T St L & W pf	42½	42¾
Del L & W	475	480	Twin City	84½	85½
Den & R G	20	20⅝	Un Bag & P	5½	6
Den & R G pf	53	55	Un Bag & P pf	55	57
Dis Secur	31	32	Un Pacific	128¼	128½
D S S & A	11	11½	Un Pac pf	79	80
D S S & A pf	19¼	19⅝	Union Ry Inv	17⅝	18½
Erie	16⅝	16⅝	Un Ry Inv p	36½	37¼
Erie 1st pf	33	33⅝	Un Cigar pf	84	90
Erie 2d pf	23½	23⅝	U S C I Pipe	24	24½
Fed Min & S	81	81	U S C I pf	67½	70
Fed M & S pf	70½	71¼	U S Express	75	90½
Gen Elec Co	131	132	U S Rlty & Im	40	41
Granby Cons	93	95	U S Red & R	6½	9
Gt North pf	124¾	124⅞	U S R & R pf	20	24
G N sub cfts	124¾	126	U S Rubber	19½	21
Gt N Ore ctfs	56¾	57	U S Rub 1 pf	82½	83½
Hock V rects	70	73	U S Rub 2 pf	49	50
Hock Val p	70	75	U S Steel	34⅝	34½
Illinois Cent	124	125½	U S Steel pf	95⅝	95⅞
Inter-B Met	8⅜	8⅝	Utah Copper	30⅞	31
Inter-B Met pf	23¼	23⅝	Va-Car	19¼	19¾
Int Paper	8¾	8⅝	Va-Car pf	9¾	91¾
Int Paper pf	83½*