THE MONEY MARKET.

OFFICIAL REPORT N. Y. STOCK EXCHANGE SALES, NOVEMBER 22, 1876.

10 A. M.—SALES BEFORE THE CALL.

Ohio and Miss Con		Lake Shore		St Paul	
7,000	80	800	58¾	200	20⅛
St L and I M 1st		1,000	58⅝	25	20⅜
1,000	100⅛	1,600	58	100	20
Tol, P and Warsaw		500	57⅞	100	20
West Div		800	57⅞	100	19¾
2,000	86	500	58	300	19½
Del and Hud R '91		900	57⅞	100	19⅝
1,000	107	1,100	57⅞	St Paul Pref	
Western Union		1,000	57⅞	200	52½
100	72⅜	1,013	57½	100	52⅝
200	72¼	4,200	57⅝	700	52½
200	72⅛	2,100	57¾	200	52¾
Pacific Mail		200	57⅛	300	52⅛
200	25	1,000	57	500	52⅝
Erie Railway		1,000	57⅛	600	52¼
500	10⅛	1,600	57¼	Morris and Essex	
50	10¼	100	57⅛	100	90
American Express		300	57¼	Union Pacific	
5	60½	North-Western		100	59½
Mich Central		100	55⅝	Del, Lack & West	
300	44¼	North-West Pref		100	68¼
200	44⅛	200	58¾	400	68¼
200	44	100	58⅝	100	68⅛
100	43⅞	200	58¼	1,100	68
400	43¾	Central of N J		700	67⅞
400	43⅝	100	32½	200	67⅝
300	44	200	32⅝	415	67¾
300	43⅞	200	32¼	500	67¾
300	43¾	Rock Island		500	67⅝
1,000	43⅝	500	99⅛	100	67½
1,300	43½	200	99	800	67¾
700	43⅛	Illinois Central		500	67¾
100	815. 43⅜	100	69	200	67⅝
100	43⅜	100	810. 69	500	67¼
500	43¼	Alton and T H		200	67½
400	43⅜	100	3	600	67⅝
100	6. 43¼	100	2¾	900	67¼
700	43	Ohio and Miss			
300	43¼	500	5⅝		

GOVERNMENT STOCK DEPARTMENT—10¼ O'CLOCK AND 11½ O'CLOCK A. M.

U S 6s, Coupon, 1881	U S 5-20 Coupon, 1867
10,000 118	10,000 116
U S 5-20 Registered, 1865	2,000 ..... bc. 115⅞
10,000 ..... 110⅛	U S 5s, Coupon, 1881
U S 5-20 Registered, 1867	30,000 ..... 112⅜
10,000 116	U S 4½, Registered, 1891
29,000 ..... bc. 116	22,000 ..... 110¼
U S 5-20 Coupon, 1868	
10,000 ..... 12. 117⅛	

FIRST BOARD—10½ O'CLOCK A. M.

Sales of State Bonds—Railroad Bonds—Bank and Railroad Shares—Express Stocks, &c.

Missouri 6s, L B		North-Western Pr		Ohio and Miss	
1,000 105		400 ..... 58¾		400 ..... bc. 5⅝	
Dis of Col 3.65s		400 ..... 58⅝		Metropolitan Bank	
5,000 ..... b3. 69		Del and Hud Can		20 ..... 124½	
500 ..... 68¾		5 ..... bc. 63. 67¼		North-Western	
N J Cent 1st, New		45 ..... 67⅝		C, C, C and I	
1,000 110		100 ..... 68½		100 ..... bc. 38	
N J Central Convt		Western Union		Cen R R of N J	
1,000 ..... 80½		18 ..... bc. 73⅛		200 ..... bc. 3. 32⅛	
Am Dock and Imp		100 ..... c. 72¼		200 ..... s. 32¼	
Co's 7s		100 ..... s3. 72¼		100 ..... s3. 32¼	
4,000 68		100 ..... b3. 72⅜		100 ..... 32⅝	
Mil and St Paul		Pacific Mail		100 ..... 32⅞	
1st, L C Div		100 ..... 24⅞		Rock Island	
6,000 ..... 101⅝		100 ..... bc. 24⅞		200 ..... bc. 3. 99	
Mil and St P C & P		400 ..... 25⅛		200 99	
10,000 ..... bc. 86		100 ..... c. 25⅛		Tol and Wabash	
Mich Southern 2d		300 ..... b3. 25¼		300 ..... bc. 6⅝	
2,000 102		American Express		Han and St Joseph	
Mich Cen 8s, S F		10 61		100 ..... bc. 12¾	
4,000 112		20 ..... bc. 61		Chicago and Alton	
Lake Shore Div Bd		Adams Express		100 99	
1,000 105		36, b60wng. 107		St Paul	
L Shore 1st Con Rg		Wells-Fargo Ex		200 ..... bc. 20¼	
1,000 105		7 ..... bc. 87		200 ..... b3. 20¼	
5,000 ..... 104½		Erie Railway		500 ..... 20¼	
Harlem 1st 7s, Cou		200 ..... bc b3. 10⅛		100 ..... 20⅛	
1,000 118		700 ..... s3. 10		100 ..... 20⅜	
Ohio and Miss Con		700 ..... 9⅞		St Paul Pref	
1,000 80		100 ..... 9⅞		100 ..... bc. 52½	
Ohio and Miss 2d		500 ..... 9¾		100 ..... 52⅝	
5,000 ..... bc. 45		Mich Central		1,900 ..... 52¾	
Con Pac 1st, Cal &		200 ..... bc b3. 43¼		300 ..... b3. 52⅝	
Oregon Dr		100 ..... 43¼		200 ..... 52¾	
5,000 ..... 94¼		200 ..... 43⅜		100 ..... 52¾	
Cent Pacific G B		700 ..... 43½		300 ..... b3. 53	
2,000 ..... 109½		300 ..... 43⅝		300 ..... 53¼	
West Pac Bonds		200 ..... 43½		200 ..... 53⅛	
3,000 103		200 ..... 43¾		Del, Lack & West	
Union Pacific 1st		100 ..... 43¾		200 ..... bc. 67½	
10,000 ..... 105¾		100 ..... 43⅝		200 ..... 67⅝	
St L & Iron M 1st		300 ..... 43½		200 ..... 67½	
6,000 ..... 100¾		200 ..... b3. 43½		100 68	
4,000 ..... 100⅞		100 ..... 43⅝		100 ..... 67⅞	
Tol, P, and W 1st,		700 ..... 43⅝		100 ..... 67¾	
East Div		Lake Shore		200 ..... 67⅝	
3,000 90		900 ..... bc s3 57¼		200 ..... 67½	
Tol, P and War 1st,		600 ..... 57¼		100 ..... 67⅝	
West Div		800 ..... 57⅜		200 ..... 67⅝	
7,000 ..... 86½		600 ..... s3. 57¼		100 ..... s3. 67⅝	
Tol and Wab 2d		800 ..... 57½		200 ..... 67¾	
5,000 69		100 ..... 57½		100 ..... 67¾	
Chi and N W Con		200 ..... s3. 57¼		100 ..... s3. 67⅝	
Cmp G B		2,000 ..... 57⅜		200 ..... 67¾	
1,000 ..... bc 95¼		1,000 ..... 57⅜		100 ..... 67¾	
Louis and N C '93		700 ..... 57⅞		100 ..... s3. 67¾	
6,000 93		200 ..... 57⅞		200 ..... 67⅞	
Canada South 1st		N Y Cent and Hud		200 68	
coupon 6s		310 ..... bc. 102⅜		200 ..... 68⅛	
4,000 55		100 ..... s3. 102¾		100 ..... 67⅞	
Gt Western 1st, '88		Panama		300 68	
1,000 98		7 ..... bc. 122½		400 ..... 68⅛	
Bank of Commerce		Illinois Central		200 68	
5 108		70 ..... bc. 68¾		100 ..... 67⅞	
North-West Pref		100 ..... 68⅝		Pitts, Ft Wayne and	
600 ..... bc. 58¼		Cleve and Pitts Gtd		Chic Guar'd	
100 ..... 58⅛		40 ..... bc. 88½		110 ..... bc. 102	
				Morris and Essex	
				100 ..... bc. 90	

12½ O'CLOCK—SALES BEFORE THE CALL.

U S 5s, Reg, '81		Mich Central		St Paul Pref	
25,000 ..... 112⅜		200 ..... s3. 43¼		500 ..... s3. 52⅞	
Ohio and Miss 2d		Lake Shore		100 ..... 52¾	
2,000 ..... 45¼		500 ..... 57⅛		500 ..... 52¾	
6,000 ..... 45¾		800 ..... 57½		Morris and Essex	
N J Central Conv		100 ..... b3. 57½		50 ..... 90¼	
1,000 81		2,000 ..... 57⅝		50 90	
Chic & Alton In		600 ..... s3. 57¼		Del, Lack and West	
3,000 106		200 ..... b3. 57¼		200 ..... 67⅝	
Del and Hudson		3,700 ..... 57¼		300 ..... s3. 67½	
100 ..... 67⅝		Rock Island		300 ..... 67½	
100 68		200 ..... b3. 98⅞		300 ..... 67⅝	
American Express		200 ..... c. 98⅞		200 ..... 67⅝	
10 ..... s3. 61		100 ..... s3. 67½		100 ..... 67¾	
Pacific Mail		600 ..... 67¾		200 ..... 67⅞	
100 ..... 24⅞		400 ..... s3. 67⅞		200 68	
100 ..... bc. 24⅞		100 ..... 67⅞		200 ..... 68⅛	
Pittsburgh		300 ..... 67⅞		100 ..... 67⅞	
25 ..... c. 88⅛		Tol and Wabash		100 ..... 67¾	
Mich Central		300 ..... bc. 6⅝		Pitts, Ft Wayne and	
200 ..... 43½		Han and St Joseph		Chic Guar'd	
200 ..... b3. 43⅜		100 ..... bc. 12¾		200 102	
400 ..... 43¾		Chicago and Alton		Cleve and Pitts Gtd	
100 ..... s3. 43¼		100 99		100 ..... bc. 88½	
100 ..... 43⅛		St Paul			
200 ..... 43¼		100 ..... b3. 20½			
		St Paul Pref			
		300 53			

GOVERNMENT STOCK DEPARTMENT—2 O'CLOCK.

U S 6s, registered, 1881	U S 5s, Coupon, 1881
5,000 ..... bc. 117	10,000 ..... 112⅜
U S 6s, Coupon, 1881	
5,000 ..... 117⅞	

SECOND BOARD—1 O'CLOCK P. M.

Sales of State Bonds—Railroad Bonds—Bank and Railroad Shares—Express Stocks, &c.

Dist of Col 3.65s		Western Union		Lake Shore	
2,000 69		100 b cs3. 72⅛		500 ..... 57⅛	
N J Cent Conv		Pacific Mail		1,100 ..... s3. 57	
4,000 81		200 ..... bc. 25¼		2,000 ..... 57⅛	
Central Pacific 1st		N Y Cent and Hud		200 ..... 57¼	
Cal & Or Br		75 ..... bc. 102⅜		Clev and Pitts Gu	
5,000 ..... bc 94¼		100 ..... 102½		100 ..... 88½	
Chic and N W Con		100 ..... 102⅜		Illinois Central	
10,000 ..... 102½		400 ..... b. 102¾		400 ..... b cs3. 32½	
Chic and N W Con		Illinois Central		10 ..... 32⅜	
Cmp G B		110 ..... bc. 69		100 ..... s3. 32⅛	
1,000 ..... 95⅛		100 ..... s30. 68		200 ..... 32½	
Gal and Chic 1st		Erie Railway		Rock Island	
12,000 ..... 106½		100 ..... bc. 9½		125 ..... bc. 99	
Ohio & Miss Con		400 ..... b3. 9⅝		25 ..... 99⅛	
5,000 81		700 ..... s3. 9½		200 ..... 98¾	
Del L and West 2d		400 ..... 9½		Pitts, Ft Wayne &	
3,000 108		Mich Central		Chic G'd	
Chic, Bur and Q 8s		1,600 ..... bc. 43⅛		50 ..... bc. 101⅞	
1,000 ..... 116½		800 43		St Paul	
3,000 116		500 ..... 42⅞		200 ..... bc. 20⅜	
Grt West 1st M, '88		100 ..... s3. 42¾		400 ..... 20¼	
2,000 99		100 ..... 42⅞		St Paul Pref	
Mich Central 7s		100 43		300 ..... bc. 52⅝	
1,000 102		North-Western Pf		300 ..... s3. 52⅝	
Louis & N Con '98		400 ..... bc. 58⅛		200 ..... 52½	
2,000 ..... 92¼		100 ..... s3. 58		600 ..... 52⅝	
Alton and T H 1st		Lake Shore		100 ..... 52¾	
3,000 ..... 107½		500 ..... bc s3. 57⅞		700 ..... 52⅝	
Canada S 1st, C on		200 ..... 57⅞		100 ..... s3. 52⅞	
7,000 55		1,000 ..... 57⅞		Del, L and West	
Mil & St P C S P		300 ..... bc s3. 57⅞		200 ..... bc s3. 67⅝	
10,000 ..... bc. 86		100 ..... bc s3. 57⅞		100 ..... 67⅞	
Del and Hudson		300 ..... s3. 57⅞		100 ..... s3. 67⅞	
100 ..... bc. 68¼		100 ..... 57⅞		500 ..... 68¼	
		200 ..... 57⅞		200 68	
		200 ..... 57¾		300 ..... 68⅛	
				200 ..... 68¼	

SALES FROM 2½ O'CLOCK TO CLOSE OF BUSINESS, 3 O'CLOCK.

Dist of Col 3.65s, R		Mich Central		St Paul Pref	
10,000 ..... 68⅝		300 ..... 43¼		200 ..... 52¼	
N J Cent 1st, New		300 ..... 43⅜		200 ..... 52¾	
2,000 109		300 ..... 43⅜		100 ..... 53⅛	
Ohio and Miss 2d		100 ..... 43¾		300 ..... 53⅛	
2,000 ..... 46¾		Lake Shore		100 ..... b3. 53⅛	
Mich Central 7s		600 ..... 57⅝		400 ..... 53⅛	
4,000 102		1,800 ..... 57½		St Paul	
Mariposa L and M,		700 ..... b3. 57½		100 ..... s3. 20½	
Ctf		100 ..... 57½		100 ..... s5. 20½	
160 ..... 4½		200 ..... b3. 57½		100 ..... 20⅝	
Western Union		100 ..... 57⅝		Ohio and Miss	
100 ..... 72⅞		100 ..... s3. 57⅝		100 ..... 5⅞	
100 ..... b3. 72¾		Central R R of N J		500 ..... 6⅛	
100 ..... 72⅞		300 ..... 32½		Tol and Wab	
Pacific Mail		Illinois Central		100 ..... 6½	
100 ..... b5. 25⅛		100 70		Tol and Wab Pref	
400 ..... b3. 25¼		100 ..... s3. 71		100 7	
300 ..... 25¼		300 71		Del, Lack and W	
200 ..... 25⅜		North-West Pref		100 ..... s3. 67⅞	
100 ..... b30. 25⅜		400 ..... b3. 58¼		200 ..... 67⅞	
100 ..... b3. 25⅜		100 ..... 58⅜		1,100 68	
N Y Cen and Hud		500 ..... s3. 58¼		500 ..... 68¼	
100 ..... 102¼		Chi, Bur & Quincy		200 68	
Erie Railway		15 ..... 113⅜		300 ..... 68⅛	
100 ..... 9⅝		St Paul Pref		200 ..... 68¼	
Mich Central		600 ..... 52¾			
100 ..... b3. 43⅛		500 53			

OFFICIAL REPORT OF AMERICAN MINING BOARD SALES.

Opening 11 o'clock Call.

Alpha		Exchequer		Northern Belle	
200 ..... s10. 38		2-0 ..... s10. 14¼		100 35	
100 ..... s10. 38		Gould & Curry		Ophir	
Belcher		300 ..... s10. 14¼		100 ..... s10. 48	
100 ..... s30. 17¼		Grant		Original Comstock	
100 ..... s10. 17¼		500 ..... 6½		300 1	
Best & Belcher		200 ..... 6⅝		Overman Min Co	
300 ..... s10. 50½		Hale & Norcross		100 ..... s10. 92	
Bullion		500 ..... s10. 8½		Pleasant V Min Co	
150 ..... s10. 35		500 ..... s10. 8½		100 ..... 1⅝	
Caledonia		100 ..... 8¾		Raymond & Ely	
300 ..... s10. 11¼		Julia Consolidated		300 ..... s10. 4	
California Min Co		100 ..... s10. 6¾		100 ..... s10. 4	
40 ..... c. 58		Justice		Savage	
40 ..... 58¼		200 ..... s10. 26⅞		500 ..... s10. 12	
Chollar-Potosi		Kentuck		Segregated Belcher	
50 ..... s10. 78		300 ..... s10. 13		50 ..... s10. 09	
50 ..... s10. 77½		Leopard		Sierra Nevada	
Cleveland		400 ..... 7½		100 ..... s10. 11½	
400 ..... 9¼		Lucerne		Silver City	
500 ..... b30. 8⅝		100 ..... 1⅜		200 ..... 7/8	
300 ..... 9⅝		200 ..... 1⅜		Silver Hill	
Consol Hercules		100 ..... 1½		400 ..... s10. 9	
300 ..... 5⅝		Merchants' and		Southern Star	
400 ..... 5¾		Miners'		100 ..... 1⅛	
Con Virginia		100 ..... 4¾		150 ..... 1¼	
20 56		300 ..... 4⅝		Union Consol	
Con Imp Min Co		100 ..... 4¾		200 ..... s10. 14	
500 ..... s10. 3½		100 ..... 4⅝		Yellow Jacket	
Confidence		Merrimac		200 ..... s10. 19⅝	
150 ..... s10. 13½		100 4		200 ..... s10. 19¾	
Crown Point		100 ..... 4⅛		100 ..... 19⅝	
200 ..... s10. 10		Mexican		Cedarberg (North	
Exchequer Min Co		200 26		300 ..... 5½	
200 ..... s30. 14¼					

Sales after the Call.

Belcher		Grant		Merrimac	
100 ..... s15. 17		300 ..... 6⅝		100 ..... 4½	
California		Justice		Raymond & Ely	
60 ..... 57¾		100 27		100 ..... s15. 4⅝	
Consol Hercules		Kentuck		Savage	
100 ..... 5⅝		100 ..... 13⅛		150 ..... 11⅞	
Exchequer		Lucerne		Silver Hill	
100 ..... 14⅝		100 ..... b3. 1⅛		100 ..... 9½	
Hayward		Merchants' and		Yellow Jacket	
200 ..... 9⅝		Miners'		200 ..... s30. 18⅝	
100 ..... 9¼		300 ..... 4⅝			

WEDNESDAY, Nov. 22—P. M.

The stock market to-day was prolific of riddles. Renewed reports of agreements between the trunk lines of railways were not wanting to add to a general confusion of ideas which might alone have been created by the muddled condition and strange movements made in the Lake Shore stock. At time of writing the preponderance of conflicting rumors seems to indicate that with a closing of the lake and canal competition "the principle of vital importance to the port of New-York as well as to the Central and Hudson River Railroad" is to be yielded by Mr. Vanderbilt, and the old discrimination against this city and in favor of Philadelphia and Baltimore reestablished. While we still hope that this event, which will prove as damaging to our railways—the Central and Hudson, Lake Shore, Michigan Central and Canada Southern—as to this port, may be diverted, yet if it shall come, it will show that THE TRIBUNE has been correct during the entire Summer in its opinion that the "war" was directed against the interest of our water courses rather than against the railways running to competing cities. On the Stock Exchange the Lake Shore speculation continues to be the great mystery. During the past few days a noted "bear" firm has been the principal buyer, while parties heretofore openly identified with the "bull" side have been the chief sellers. Hence the general muddle which exists in the minds of operators. To-day, after opening at 58¼, the stock declined to 57, rallied to 57⅞, again declined to 57, and then, after selling at 57¾, closed at 57⅜. Its course to-day has been inconsistent with the generally accepted idea that the purchases by the firm before referred to were for account of some railway official "who knew what he was doing." In such a case it is strange that some wide-awake operator has not ventured to suggest that it would be a shrewd move on the part of the clique to employ the firm, supposed to be near the secrets of more than one railway official, to buy the stock which it was selling. We know nothing about it, but such a course has been followed before and may be again. Michigan Central, which recorded sales of 17,000 shares, opened at 44¼, declined to 42¾, and closed at 43¼. The St. Paul stocks exhibited considerable vitality, considering what is already known as to the earnings for the third week of November. It seems probable that the accumulated short interest in these stocks was made the basis for an upward dash to cover the sales being made of other stocks. Of North-West common but 300 shares were sold at 35⅝@35⅜@35½, but of the preferred 4,600 shares are reported (which amount will probably surprise the operators who were watching it) at 58¾@58⅝@58¼. Erie was remarkably weak at 10¼@9½@9⅝, considering the numerous "points" to buy it which have been current for the past few days. Central and Hudson sold at 102¾@102¼. Illinois Central, after its recent heavy decline, had its first rally, selling at 69@71. Delaware, Lackawanna, and Western, after selling from 68¾ to 67⅛ rallied to 68¼ on the covering by bears, who probably were disappointed that the decline in the prices of coal sold to-day as compared with the October sale of the same company averaged only from 12¾ to 52¾ cents per ton. Central of New-Jersey was steady and lightly dealt in. The market closed feverish and irregular; the final sales comparing with those of yesterday as follows: Declines—Union Pacific, ⅛; Rock Island, ¼; Delaware, Lackawanna and Western and Western Union, each ⅜; Central and Hudson, C., C., C. and In., Central of N. J., and North-West, each ½; Chicago, Burlington and Quincy and Erie, each ⅝; Hannibal and St. Jo., Michigan Central, North-West preferred, and Adams Express, each ¾, and Lake Shore, ⅞. Advances—St. Paul and Pacific Mail, each ⅛; St. Paul preferred, ⅜; Ohio and Mississippi, ½; American Express, ⅝; Illinois Central and Wells, Fargo & Co., each 1 per cent. The following table shows the

RANGE OF THE STOCK MARKET:

	—Actual Sales.—				Closing Bids.	Shares
	Op'g.	High't.	Low't.	Final.	Bid. Ask'd.	sold.
A. & T. H. Pd.	—	—	—	—	— 19	—
C., C., C. & I.	38	38	38	38	36 38½	100
C., C. & I. C.	—	—	—	—	3 4	—
Chi. R. & Q.	113⅜	113⅜	113⅜	113⅜	112 113½	15
Chi. & Alton.	99	99	99	99	99 100	100
Chi. & Alt. Pf.	—	—	—	—	107 —	—
D., L. & West.	68¼	68	67⅞	68	68¼ 68⅝	19,015
D. & Hud. Can.	67¼	68½	67¼	68¼	— —	300
Erie Railway.	10¼	10¼	9½	9⅝	9¾ 9¾	6,350
Erie R. pref'd.	—	—	—	—	16 20	—
Fort Wayne.	102	102	101⅝	101⅝	101⅝ 102	160
Han. & St. Jos.	12¼	12¼	12¼	12¼	12 12½	100
Do. Pref.	—	—	—	—	24½ 25	—
Harlem	—	—	—	—	136 137	—
Illinois Cen.	69	71	68¾	71	69½ 70½	1,080
Kansas Pac.	—	—	—	—	2 3	—
Lake Shore.	58¼	58¼	57	57⅜	57⅜ 57½	49,513
Mich. Cent.	44¼	44¼	42¾	43¼	43¼ 43⅜	17,000
Mil. & Pad.	20⅝	20⅝	19⅝	20⅝	20½ 20⅝	3,125
Do. Pref.	52½	53¼	52⅝	53⅜	53 53½	13,600
Mo. Pacific.	—	—	—	—	3¾ 4	—
M., K. & T.	—	—	—	—	7 8	—
Morris & Es.	90	90¼	90	90	90 90¼	355
N. J. Central.	32½	32⅞	32¼	32⅝	32⅝ 33⅛	2,520
N. J. South'n.	—	—	—	—	¾ 1¼	—
N. Y. & N. H.	—	—	—	—	154 —	—
North-West.	35⅝	35⅝	35⅝	35½	35¼ 35½	300
North-W. Pf.	58¾	58¾	58	58¼	58⅛ 58⅜	4,600
N. Y. C. & H.	102¾	102¾	102¼	102¼	102¼ 10 ½	1,185
Ohio and M.	5⅝	6⅛	5⅝	5½	6⅛ 6¼	1,800
O. & M. Pref.	—	—	—	—	9¼ 10	—
Panama.	122½	122½	122½	122½	— 127	—
Pittsburgh.	88½	88½	88½	88½	88¼ 88¾	165
Rock Island.	99¼	99⅛	98¾	98¾	98⅞ 99⅛	1,550
St. L. K. C. & N.	—	—	—	—	— 6	—
Do. Pref.	—	—	—	—	26½ 28	—
Chic. Pac.	59½	59½	59½	59½	59¼ 59½	100
Wabash.	6⅝	6⅝	6⅝	6⅝	6⅝ 6⅞	900
A. & P. Tel.	—	—	—	—	14¾ 15¾	—
West. U. Tel.	72⅜	72⅜	71⅛	72¼	72⅛ 72¼	1,128
Adams Ex.	107	107	107	107	106 106¾	36
American Ex.	60½	61	60½	61	61¼ 61⅞	45
U. S. Ex.	—	—	—	—	56½ 57½	—
W. F. Ex.	87	87	87	87	86 88¾	—
Mariposa.	4½	4½	4½	4½	4½ 5	100
Mari. Pref.	—	—	—	—	8 9	—
Canton Co.	—	—	—	—	25 29	—
Pac. Mail.	25	25⅜	24⅞	25⅜	25¼ 25⅜	2,800
Consol Coal.	—	—	—	—	30 32	—
Quicksilver.	—	—	—	—	11 13	—
Q'ksilver pf.	—	—	—	—	17 17½	—

Total sales for the day.....128,396

* 68 seller 30 days.

CLOSING PRICES OF PHILADELPHIA STOCKS.

	Bid.	Asked.		Bid.	Asked.
City 6s, new	114⅛	114¾	Schuylkill N., Pr.	10⅛	11
U. R. R. of N. J.	136½	137	Northern Cent. R.	29	29
Penn. R.	45⅞	46	Lehigh Navig.	26¾	27
Reading R.	22¼	22⅜	O. C. & A. R. R.	8½	8¾
Lehigh Valley R.	49¼	49¾	Hestonville R. R.	21¼	21¾
Catawissa Pref.	36	37	Cent. Transport'n.	39¼	39½
Phil. & Erie R. R.	13⅜	14			

Bonds were firm but dull, Missouri plain sixes selling at 105, and District of Columbia 3.65s at 69. The city bank stocks sold at 108 for (5) Bank of Commerce, and at 124½ for (20) Metropolitan. In railroad bonds there was a general advancement in seconds of Ohio and Mississippi to 45¼, consols selling at 80. St. Paul sinking funds were up to 86, and first La Crosse division to 101⅝. Central New-Jersey firsts were steady at 110, and convertibles easier at 80½. American Dock and Improvement Company (indorsed) selling at 68. Central Pacific plain firsts were steady at 109½. California and Oregon being up to 94¼, and Westerns to 103. Union firsts selling at 105¾, and Toledo and Wabash seconds at 69.

The comparative estimated earnings of the Ohio and Mississippi Railway Company for the second quarter in November were: In 1875, $88,516; in 1876, $75,786; decrease, $12,730.

The earnings of the St. Louis, Iron Mountain and Southern Railway Company for the second week in November were: 1875, $110,063; 1876, $120,000; increase, $9,937.

London cables report British consols closing ¼ lower at 95 7/16, and U. S. bonds strong and higher, old 1865s at 103½, ten-forties at 107⅞, new 5s at 106@106⅛, and 1867s at 109@109⅛. Erie declined to 9⅜. The sum of £141,000 bullion was withdrawn from the Bank of England to-day. Silver in London is up to 54½ pence the ounce. In Paris the 5 per cent French rentes were up to 104.70. Foreign exchange was quiet and easier, selling rates being on the basis of $4 81¾@$4 82 and $4 83¾@$4 84. Nominal rates are given below. Gold was a shade more active, and after opening at 109½ declined to 109⅜, reaching to 109½. On gold loans the carrying rates were 3, 2, 2½, 1½, and 1 per cent to flat and for borrowing, 2 per cent. The Assistant Treasurer paid out in coin interest $72,000, and $3,000 in redemption of called bonds. The day's business at the Gold Exchange Bank covered: Gold cleared, $25,476,000; gold balances, $2,263,466; currency balances, $2,491,317. The principal quotations of gold were:

10 ..... 109⅜	10:40 ..... 109⅜	12 ..... 109½	3 ..... 109½
10:10 ..... 109⅜	10:50 ..... 109⅜	12:10 ..... 109½	3:10 ..... 109½
10:20 ..... 109⅜	11 ..... 109⅜	12:20 ..... 109½	3:20 ..... 109½
10:30 ..... 109⅜	11:10 ..... 109½	12:30 ..... 109½	3:30 ..... 109½
10:40 ..... 109⅜	11:20 ..... 109½	12:40 ..... 109½	3:40 ..... 109½
10:50 ..... 109⅜	11:30 ..... 109½	12:50 ..... 109½	3:50 ..... 109½
11 ..... 109⅜	11:40 ..... 109½	1 ..... 109½	4 ..... 109½
11:10 ..... 109⅜	11:50 ..... 109½	1:10 ..... 109½	4:10 ..... 109½
11:20 ..... 109⅜	12 ..... 109½	1:20 ..... 109½	4:20 ..... 109½
11:30 ..... 109⅜	12:10 ..... 109½	1:30 ..... 109½	4:30 ..... 109½
11:40 ..... 109⅜	12:20 ..... 109½	1:40 ..... 109½	4:40 ..... 109½
11:50 ..... 109⅜	12:30 ..... 109½	1:50 ..... 109½	4:50 ..... 109½
12 ..... 109⅜	12:40 ..... 109½	2 ..... 109½	5 ..... 109½
12:10 ..... 109⅜	12:50 ..... 109½	2:10 ..... 109½	
12:20 ..... 109⅜	1 ..... 109½	2:20 ..... 109½	
12:30 ..... 109⅜	1:10 ..... 109½	2:30 ..... 109½	
12:40 109