FINANCIAL AND COMMERCIAL.

New York Stock Exchange—Sales Dec. 9.

UNITED STATES AND STATE BONDS (IN $1,000s).

15 U S 4s, c, 1925	129	13 Tenn set 3s...	91¼
5 B'klyn W, L 6s	105¾		

CLOSING PRICES OF UNITED STATES BONDS.

	Bid.	Asked.		Bid.	Asked.
Un St 6s, r			Un St 6s, r		
at pl of O.	99	—	1904.....	114½	115
Un St 4s, r			Un St 5s, c		
1907.....	112⅝	112⅞	1904.....	114½	115
Un St 4s, c			Un St 4s, r		
1907.....	114¼	114¾	1925.....	102⅝	—
Un St 4s, r			Un St 6s, r		
1925.....	129	129½	1899.....	108	—
Un St 4s, c					
1925.....	129	129½			

RAILROAD AND OTHER BONDS (IN $1,000s).

12 Atch adj 4s....	57⅝	10 Mo Pac on.....	94
75	57⅝	10	94¼
50	57⅝	10	94½
160	58	16	94⅝
192	58¼	1	94⅞
106	58⅛	7	95
35	58⅛	9	95¼
30	58⅝	2	95⅝
32	58⅝	5	95⅞
120	58⅝	5	95½
144 Atch gnl 4s...	89⅝	10 Mo P col 1st 5s.	69
80	89⅝	11	70
15	89⅝	10	70⅛
1 Ala Mid 1st...	90	10	71
1 Am S M 6s.....	75	5	71½
2 Am Tob scrip...	79½	2 Mo Pac T 6s...	70¼
5	80	1	71¼
2	80¼	1 Nor Pac T 1st..	107
1 Ann Arbor 4s..	83¼	10 Nor Pac 1st, r..	119⅛
29	83½	27 N P prior 4s....	94
10	83¾	13	94⅛
67 Brook R T 5s..	90	98	94¼
12	91½	20 N P gnl 5s.....	60⅞
5	91⅝	10	61
20	91¼	15	60⅝
25	92	40	60⅞
15	91¾	10 Nort & W con 4s	77½
15	91⅞	10	77⅝
10	91⅝	10	77⅞
1	92⅝	10 N Y & Bus gnl..	86⅝
5 Br W & W 5s...	99	10 North Ohio 1st.	99
6 Br El 1st, s r...	81⅝	10 N RR of Cal 5s.	99½
2	82½	3 N W s f 5s.....	111
23	82	3 N W gold, o.....	115½
25 Brook Un G 5s.	112¼	52	115⅝
12	112½	10 O & M 1st sp d..	102½
19 Ches&Ognl 4½s.	81	2	102⅝
7	81¼	2	103
11	81	9	103¼
1 Chs & O, R & A		61 O R & N 1st.....	116½
1st cn 4s.....	106½	62 Or R & N 4s.....	93
5 Chs & O, R & A		4	92⅞
2d cn 4s.....	95	10	92¾
1 Ch & Alt, S F...	112⅝	16	93
4 C, B & Q 4s, Nex	96½	4 O S L cn 5s.....	99¼
5	97	5	99⅝
1 C, B & Q 7s.....	118⅝	3	99½
2	118⅝	35	99
5	118⅝	5	99¼
2 C, B & Q 4s, D div	100	5 O S L, inc s.....	59½
32 C, B & Q deb 5s.	106⅛	8	59¼
1 C, B & N s f 5s..	103¼	29 O S L, inc b.....	39⅝
25 Ch Tmi 1st, t r.	45¼	5 O Imp 1st, t r...	101½
2	45⅝	10 Ore Imp 5s,	
1 Cl & Cant 1st r	68	8d 1p.....	43½
1 Chic & E I gnl 5s	101½	1 Om & StL 1st...	86
2 Col Mid 1st, t r	63½	5 Pitts & Wn 1st.	77½
8	63¼	33 Rock Isl ex 5s..	107½
10	63	18	107⅝
6 Cen Ga Ry 1st,		25 R Isl ex 5s, r...	107⅛
s 20.....	117⅞	10 Rock Isl deb 5s.	106½
4 Cen Ga cn 5s...	91½	25 Read gnl 4s....	85½
4 Den & R G cn...	90½	4 Rio G W 1st....	83¾
5 D M & F D 2½s.	66½	2	83½
5 Ev A T H gnl 5s	76	1	83
1 El, L & BS 1st.	101¼	10 Sel V & N E 4s..	83
3 Erie prior bds.	92⅝	6 St P & Minn cn.	135¼
15	92½	10 So P of N M 1st	108½
5 Erg Iien 3-4s...	71⅞	10 St P Ma 2d.....	121½
5 E Tenn 5s.....	110½	10 S L & S F 5s...	95
10	110	5 St L & S F g 6s.	118⅞
4 Ft Worth 1st...	68½	1	119
5 Ft W & R G 1st..	58½	30 St L & S Fg 5s..	104⅝
3 Galv, H & H 5s.	89	20 St L & S F 4s....	75¼
5 Gr Bay, deb B..	4½	15	75
15 Hocking Val 5s,		10	75⅛
$45 p.....	75	6 St P gold.....	141
31 Iron Mt 5s.....	88	2 St P 1st 8s.....	103¼
5	87¾	4 St P gnl 4s.....	105½
1	88¼	2	105⅝
12	88⅛	2 St P P 1st, I & D	
10 Kan P con, t r..	89	ex.....	42
5 Kan & Tex 4s..	86⅞	14 St L S W 1st...	73⅝
16	87	20	74
37 K & T 2ds.....	64⅝	2 St P & Dul 2d..	105½
3	64¼	3 S C & Ga 1st...	95
5	64⅜	35 So R'way 5s....	94
1 Kentucky C 1st	86½	10	94½
65 K C & P 1sts...	82	48	94¼
32	82¼	2 Stan R & T 6s..	59
17	82⅝	5	59½
45	82½	1 T & P 1st 5s.....	97⅝
15	82⅝	10	97¾
6	82	30	98
1 Laclede G 1st..	103½	29 Tex Pac 2d in...	30½
1	103¼	27	30⅝
7 L Av & P F 1st.	120	47	30⅝
10 L E & W 2ds...	102½	20	30¼
9 Lake Sh 8½p..	104½	5 Tex & N Ocn 5s	98
1 L & Nen.....	102⅝	7	98¼
1	102½	5 Tol, St L & K C	
4	102⅝	1st, t r.....	88
23 Lou & N g 4s...	87¼	5	88½
8	87⅝	37 Un P, P M ctf..	111¼
4 L, N & Ch 1st	114	37	111
1 Met S Ry 5s....	113	2 Un Pac 9s.....	102¾
25	113¼	10 Un Pac 9s, tr..	114½
5	113⅝	10 Un Pac s f, t r..	113
2 Mahoning C 5s.	125	9	112½
1 Mo, K & E 1st..	94	28 Un P C T 6s,	
1 M & St L cn 5s.	106½	62½ ⅌ ct. p p	43½
1 Man R'y 4s.....	95	3 Union El 1st, t r	81¼
70	95¼	6	82
5	95½	2 U P, D & G 1st.	
4	96	t r.....	52
8 Mob & O 1st N..	120½	10	51
10 Mob & O gnl....	75½	2 Wab 1st.....	107
10	76	1	106⅞
11	76½	15	107
8	77¼	8 Wab 2d.....	80⅞
18	77½	24	81
8	77¾	20	81½
2	77	5 Wab deb, s B...	28
10	77⅛	9 Wab D & C ex..	100
19	77⅝	1 West Un col 5s	109½
3 Mich Cent 7s...	114½	10 W N Y & Pa gnl	47
1	114¾		

Total sales of railroad bonds (par value), $8,828,000.

RAILROAD AND OTHER SHARES.

Sales.		Open-ing.	High-est.	Low-est.	Closing— Bid.	Asked.
51535	Am Sr R..	140¼	141⅝	139⅝	140⅛	140⅝
175	Am S Rp	114½	114½	114½	114	115
445	Am S M.	8⅝	8⅝	8½	8¼	8⅝
100	Am S Rp	20¼	20½	20½	20¼	21½
15607	Am Tob.	87⅞	88⅝	87¼	88⅛	88½
68	Am Ex..	117¼	117¼	117¼	115	117
8	Am Coil	23½	23½	23½	22⅝	23⅝
62	Am Cop	75¼	76	75½	74⅝	76
840	Atch, T & S Fe...	13⅝	13⅝	13⅝	13	13⅝
8890	Atch, T & S Fe p..	30¼	30½	30½	30¼	30⅝
180	A Arb pf	33½	33½	33½	33	34
100	Brunswk 2d i p..	5⅝	5⅝	5⅝	5⅝	5⅞
60	Balt & O	12½	12½	12½	12¼	12⅞
800	Balt & O, S W p.n	6¼	6½	6¼	6¼	7
2800	Bay St G	6	6¼	5⅝	5⅝	6
18877	Br'k R T	32⅞	34⅝	32⅞	34⅝	34⅝
4800	Can So..	55¼	56¼	55	56¼	56½
450	Con Ice.	34½	34⅝	33	32	33
12065	Ch Gt W	16¼	16½	16	16	16½
100	Ch G W pf. A..	36	36	36	35½	36
3505	Ches & O	22⅝	23	22⅝	22⅞	23
2065	C, C, C & St L....	36	37	36	36⅝	37
280	C, C, C & St L p..	80	80	80	80	85
4196	C & N W	122¼	123½	122¼	122¾	123⅝
55	C & NW p	165¼	165¼	165¼	165¼	166
16465	C, B & Q.	98¼	98⅝	98½	98½	98⅝
22230	C, M & St P	95¼	95⅝	95¼	95½	95⅝
125	C, M & St P p....	142½	142½	142½	142	142½
12695	C, R I & P	91¼	91⅝	91¼	91¼	91¼
100	Col Fuel.	23⅝	23⅝	23⅝	23¼	23½
400	C, H & T.	5⅝	5⅝	5½	5¼	5⅝
200	C, L & Wp	47	48	47	47	49
1369	Con Gas.	181	184⅝	181	183½	184
200	C, I & L.	10¼	10¼	9¼	9¼	10
100	C, I & L p	32	32	32	32	33
200	D & Hud.	109¾	109¾	109	108½	109¾
200	D & RG p	46¼	46¼	46¼	46¼	46½
410	Erie R R	14⅞	14⅞	14⅞	14⅝	14⅞
900	Erie 1st p	37½	37⅞	37½	37⅝	37¾
152	FW & Des	18	18	18	—	—
300	FW & RG	15⅝	16	15⅝	15	16½
20	Gt Nor p	133	133	133	—	—
750	Gen Elec	34	34¼	34	33⅝	34
1600	Hocking Val's n G & R..	25	29	22½	27	29

Sales.		Open-ing.	High-est.	Low-est.	Closing— Bid.	Asked.
1088	Ill Cent.	103½	104	103¼	102⅝	103⅝
840	Ill Select.	48½	49	48½	47	49
100	In Cen..	9½	9½	9½	9½	9⅝
100	In Cen p	33½	33½	33½	33	34
650	K C, Pac	23	23	22⅝	22½	22⅞
100	K & P M.	.23	.23	.22	—	—
20	L E & W	18	18	18	17½	18
495	L E & W p	72	72	71	71½	72
225	Lake Sh	175	175	175	174	175½
410	Lacl Gas	45	45	44½	44½	45
84710	Lou & N	56⅝	57⅞	56⅝	57⅞	57⅝
27800	Man Con	106	108⅝	105⅝	108⅝	108½
325	Md Coal p	46	50	46	—	—
2270	Met St Ry	119⅝	120½	119⅝	119⅝	120
243	Mich Cent	103½	104	103½	103½	104
200	M & St L	27⅞	27⅞	27	26⅝	27½
145	M & St L 1st p...	88⅞	88⅞	88⅞	88	89
300	M & St L 2d pf...	58	59	58	57⅞	58½
19820	Mo Pac..	34⅝	35⅝	34⅝	35¼	35⅛
1250	M, K & T p	36⅛	36⅞	36⅛	36⅛	36⅝
850	Mob & O	27	29⅛	27	28⅝	29⅛
4195	N J Cent	85	85⅛	84⅛	84⅛	85
7180	N Y Cent	107⅝	108⅝	107⅝	108⅛	108⅝
860	Nat Lead	35¼	35⅝	35¼	35¼	35⅝
59	Nat Ld p	105½	105½	105	104	108
1210	Nor Am.	4½	4⅝	4½	4⅝	4⅝
100	N Y, C & St L....	14	14	14	13⅝	14
100	N Y, C & St L p	36	36	36	35¼	36¼
200	N Y, L & W	121½	121½	121½	121½	122
69	N Y, S & W	18⅝	18⅝	18⅝	19	19½
700	N Y, S & W pf...	35	35½	35	35	35¼
1800	N & W p	44¼	44⅝	44¼	44½	44⅝
4680	Nor Pac.	20⅝	21	20½	20⅝	20⅞
19214	N Pac p.	57⅝	58⅝	57⅝	58½	58⅝
1000	Ont & W	15⅝	15⅝	15⅝	15⅝	15⅞
137	OR & Nav	70½	70½	70½	69	71
1921	Pac Mail	31	31½	31	31¼	31½
1	Pull Pal	C172½	172½	172½	—	—
530	P, C, C & St L....	35¼	35⅝	35	34⅝	35¼
200	P, C, C & St L p..	67⅝	67⅝	67¼	67⅝	68½
1922	Penn RR	113¼	113¼	113½	113¼	113⅝
3025	People's G & C..	96¼	96½	95⅞	96½	96¼
1000	Reading	22	22	21½	21¼	21⅝
200	Read 1 p	47⅝	47⅝	47⅝	47⅝	48
700	Read 2 p	26¼	27	26⅝	26⅝	27
115	St L S W	4⅝	4⅝	4⅝	4¼	5
100	St L S W p	11	11	11	10⅝	11
3070	St P & O.	78⅝	79¼	78⅝	79	79¼
400	So Pac..	20⅝	21¼	20⅝	20⅝	21¼
1135	So Rwy.	9⅝	9⅝	9½	9⅝	9⅝
7676	So Ry p.	32	32⅝	32	32½	32⅝
410	St J & G I	8	8	7⅝	7	8½
110	St J & G I 1st p...	49⅝	49⅝	49⅝	49½	50½
190	St J & G I 2d p...	17½	17½	17½	17	18
90	St L & S F	7½	7½	7½	7⅝	7⅝
1837	St L & S F 1st p...	58⅞	58⅞	58¼	58¼	58⅝
1926	St L & S F 2d p..	24¼	24½	24¼	24½	24⅝
968	Stan R & T	4¼	4½	4¼	4½	4⅝
1126	T C & L.	26¼	26¼	26	26	26½
300	Tex Pac.	12	12	12	11⅞	12
15691	Un Pac..	25⅝	25⅝	23⅞	24¼	24⅝
900	U P, D & G	8	8¼	8	8	8½
210	US Rub p	66	66½	66	66¼	67¼
1225	U S L....	7½	7⅝	7½	7¼	7⅝
4755	U S L p..	64	65⅝	64	64½	65
375	Wabash.	7⅝	7⅞	7⅝	7⅝	8
4905	Wab p..	18⅝	18⅞	18¼	18¼	18⅞
5617	W U Tel	89⅞	90¼	89⅞	90⅝	90⅝
100	W & L E, tr.....	2½	2½	2½	2½	2¼
200	W Ch St	102¼	102⅝	102¼	102½	102½

Total sales, 378,720 shares.

BOSTON CLOSING QUOTATIONS.

	Bid.	Asked.		Bid.	Asked.
Bos & Alb..	216	—	West Elec..	20½	—
Bos & Me...	167	168	Gen Elec p..	82	85
Chic J com.	110	111	Bos & Mon..	147½	148½
Fitchburg p	96	97	Cal & Hecla	465	470
New Eng p.	—	82	Osceola....	39	39¼
Mex Cen 4s	65	66	Quincy M...	114	115
Old Colony.	184	—	Tam Min...	129	130
W E R com.	84½	85	Butte.....	25⅝	25½
Domin'n C..	26¾	27	B U G 1st...	96	97
Am Bell Tel	258	260	B U G 2d...	82¼	83

PHILADELPHIA CLOSING QUOTATIONS.

	Bid.	Asked.		Bid.	Asked.
Lehigh Val.	26	26½	El S B com.	27	27½
Phila Trac.	76⅝	76½	El S B pf...	30½	30¾
Union Trac	12½	12¼	P H, L & Pc	18	18½
E & P T c..	76⅝	76¾	P H, L & P p	41½	41¾
Met Trac...	119¾	120	Wels Coom	14½	16
C T of N J s	35	36	Wels O pf..	—	64
CT of NJ 5s	97¾	98	Salt Tract.	20¼	20½
U G Imp Co	94¼	94½	Marsden....	13⅝	13¾
W G L Co..	42½	43			

CHICAGO CLOSING QUOTATIONS.

	Bid.	Asked.		Bid.	Asked.
So Side "L"	64¾	65½	Mil Brew...	8	9
Am Str'bd..	28	29	Mil Brew pf	29½	—
Canal & D..	—	60	N Y Biscuit	62¼	63
Ch Brew pf	29	32	N Ch St Ry.	226	231
City R'way.	238	243	St Stable C.	22½	23¼
Diam'd M..	141	142	W Ch St Ry	101⅝	102
Lake St "L"	16⅝	16⅞	Met W S...	4⅝	4¾
Ist "L" ctfs	14⅝	14⅞			

LATEST LONDON QUOTATIONS.

Atchison, a a p.....	13½	Norfolk & W pf. s..	44⅞
Canadian Pacific...	83	Northern Pacific pf.	59⅝
Chesapeake & Ohio.	23½	Ontario & West.....	16
Erie con, a a p.....	15½	Pennsylvania.....	58⅛
Erie 1st pf.....	38¾	Reading, 1st a p....	11¼
Illinois Central.....	106¼	St Paul	98½
Kansas & Texas....	13⅝	South Railway.....	9⅞
Lake Shore.....	178	South Railway pf..	33¼
Louisville & Nash..	58¾	Union Pacific.....	26
New York Central.	110¼	Wabash pf.....	19¼

THURSDAY, Dec. 9.

While the final prices in the stock market were fractionally below the highest level of the day, and there was a decided shrinkage in activity, the greater part of the list scored further advances on the day's transactions. The general market presented evidences of more irregularity than has been noted since the first of the month, and while speculative interest was again widely distributed, a few stocks assumed conspicuous positions in the market by reason of the range of their movements. The trading presented the general characteristics which have been noted of late, including an increased business on the part of commission houses, more or less manipulation in certain instances, and moderate purchases for the short interest, which has become disconcerted on account of the persistent strength of the market. Notwithstanding a moderate contraction in the dealings in the bond division, the very firm tone evident there of late was well maintained, and sharp advances were recorded in Missouri Pacific, Mobile and Ohio and Brooklyn Rapid Transit issues. The advance in the last named was attended by a rise in the stock also, the strength of these securities being due to the renewal of the suspended negotiations looking to the control of the Brooklyn Elevated road by the Rapid Transit Company.

Foreign arbitrage houses were fairly heavy sellers of stocks in the forenoon, which, together with the local realizing of profits, was effective in staying the buoyancy of the early market. Apart from the approach of the dividend periods on various stocks, there was no actual news bearing on the general market or upon particular securities. The Chicago corner in the December wheat option was reflected in a sharp advance in the grain market, but this circumstance was without perceptible effect in the stock market. Expectations of favorable traffic returns for the first week of December favorably affected the trading, and they were to some extent borne out by the report of the St. Paul Company, which was published after the close of business, and which showed an increase in excess of 17 ⅌ cent. Sugar Refining was the leader of the market in respect of activity, and was followed in the order named by Louisville and Nashville, Manhattan and St. Paul. The only considerable decline in the active list was in Union Pacific, where the selling was directly referable to the complications which may follow the position assumed by the Administration in the pending sale of the Kansas Pacific Company.

Final sales compare with those of yesterday as follows:

	Dec. 8.	Dec. 9.		Dec. 8.	Dec. 9.
A, T & S Fe.	13¼	13⅝	Nat Lead...	35¼	35¼
L T & S Fep	30¼	30¼	North Am..	4⅝	4⅝
Am S Ref ..	140⅝	140½	Norf & W p	44	44⅛
Am S Ref p	115	114½	N W com...	123	123
Am Tob....	87¼	88¼	N Pac com.	20⅝	20⅞
Am Sp M...	8⅝	8⅝	N Pac pf...	58	58½
Am Sp M p	21½	20½	N Y Cent...	107½	108¼
Brook R T..	32⅝	34⅝	N J Cent...	84⅝	84⅝
C, C, C & St L	36¼	36⅝	Omaha com	78⅝	79
C, B & Q....	98¼	98⅝	Ont & W...	15⅝	15⅝
Con Gas....	181	184	Peo G & C..	95⅝	96¼
Ches & O...	22⅝	22⅞	Pac Mail...	31½	31½
Ch G W....	16	16¼	Rock Island	91¼	91¼
Del & Hud..	109¼	109	Reading....	21⅞	21¾
D & R G pf.	46	46¼	Read 1st pf	47⅝	47⅝
Erie.....	14⅞	14⅞	St P com...	95¼	95⅝
Gen Elec...	34	34¼	St Paul p...	142½	142½
Illinois Cen	103	103¾	So R'way ..	9⅝	9½
Kan & T pf.	36¼	36½	So R'way p	32⅝	32½
Lou & Nash	56⅞	57⅝	St L S W...	4⅞	4⅝
L E & W pf	73	72	St L S W p.	10⅞	11
Laclede Gas	44¼	44½	Texas Pac..	12	12
Manh Con..	105⅞	108⅝	T C, I & R..	26	26¼
Mich Cent..	103¼	104	Un Pac....	25¼	24¼
Minn & St L	27½	27	U S Leath..	7⅝	7½
M & St L p	57¾	58	U S Leath p	63¾	64½
Mo Pacific..	34½	35⅝	Wabash pf.	18⅝	18¾
Met St Ry..	119	119¾	W Un Tel..	89⅝	90½

Government bonds strong. The 4s of 1925 and the 5s closed ¼ ⅌ cent higher bid each. Railway and other bonds strong and active. The features were American Tobacco scrip, Ann Arbor 4s, Brooklyn Rapid Transit 5s, Brooklyn Elevated 1sts, t. r., Chesapeake and Ohio general 4½s, Colorado Midland 4s, t. r., Iron Mountain 5s, Kansas Pacific consols, t. r., Kansas City, Pittsburg and Gulf 1sts, Manhattan Railway 4s, Mobile and Ohio generals, Oregon Railroad and Navigation 1sts, Ohio and Mississippi 1sts, S-division, St. Louis Southwestern 1sts, Southern Railway 5s, Texas Pacific 2ds, Toledo, St. Louis and Kansas City, 1sts, t. r., Union Elevated 1sts, t. r., Union Pacific, Denver and Gulf 1sts, t. r., Atchison, Missouri Pacific, Northern Pacific, Union Pacific, and Wabash issues. The more important net advances were in Atchison adj. 4s, ½ ⅌ cent., to 58⅝; American Tobacco scrip, ½, to 80½; Ann Arbor 4s, ⅝, to 83¾; Brooklyn Rapid Transit 5s, 2⅜, to 92⅜; Brooklyn Elevated 1sts, t. r., ½, to 89; Chesapeake and Ohio general 4½s, ⅝, to 81; Iron Mountain 5s, ⅜, to 88⅛; Kansas City, Pittsburg and Gulf 1sts, ¼, to 82; Manhattan Railway 5s, ¾, to 96; Mobile and Ohio generals, 2⅝, to 77⅞; Missouri Pacific consols, 1⅜, to 95½, and col. 1st 5s, 3, to 71½; Northern Pacific prior 4s, ¼, to 94¼; Ohio and Mississippi 1sts, S division, 1, to 103¼; St. Louis Southwestern 1sts, ½, to 74; Southern Railway 5s, ¼, to 94¼; Toledo, St. Louis and Kansas City 1sts, t. r., 1, to 88½; Union Elevated 1sts, t. r., ⅝, to 82; Wabash 1sts, ½, to 102; 2ds, ¼, to 81½, and D. and C. extensions, ½ ⅌ cent., to 100. The noteworthy declines were in Colorado Midland 1sts, t. r., 1 ⅌ cent., to 38; Kansas Pacific 1sts, t. r., ⅞, to 89; Oregon Railroad and Navigation 1sts, ⅝, to 116½; Texas Pacific 2ds, ½, to 30¼; Union Pacific p. m. ctfs., ¼, to 111; s. f., t. r., ½, to 112½, and c. t. 6s, 62½ ⅌ cent. p. p., ½, to 43½, and Union Pacific Denver and Gulf 1sts, t. r., 1 ⅌ cent., to 51.

Commercial price of bar silver in New York, 58c. Bar silver in London closed at 26⅞d. Mexican silver dollars were quoted at 45½c.

Money on call 1¾@2 ⅌ cent. Time money is quoted: Sixty days, 2½ ⅌ cent.; four months, 3 ⅌ cent., and six months, 3½ ⅌ cent. on good mixed Stock Exchange collateral. Commercial paper is quoted: Prime indorsed bills receivable at 3@3½ ⅌ cent., prime single names at 3½ ⅌ cent., and good names at 4@4½ ⅌ cent.

Sterling exchange continued weak. Continental exchange was also weak, with a slight decline in francs and reichsmarks. Posted asking rates for sterling are: Sixty days, $4.83½, and sight, $4.86½. Actual rates are: Long bills, $4.82½@$4.82¾; sight drafts, $4.85¾@$4.85½, and cable transfers, $4.85¾@$4.85¾. Francs are quoted at 5.21⅞@5.17½ for long and 5.20⅝@5.20 for short; reichsmarks, 94 9-16@94 11-16 for long and 95 3-16@95 5-16 for short; guilders, 40@40 1-16 for long and 40 3-16@40¼ for short.

Domestic exchange on New York: Boston—8 cents premium. Charleston—Buying, par; selling, ⅛ premium. Savannah—Buying, 1-16 off; selling, par. New Orleans—Bank, par; commercial, $1.25 discount. San Francisco—Sight, 10 cents premium; telegraph, 17½ cents premium. St. Louis—25 cents discount bid, offered at par. Chicago—Par. Cincinnati—Between banks, par, and over counter, 50 cents premium.

Glucose Sugar Refining common is quoted at 26¼@27¼, and the preferred at 93½@91½. Stanislaus Cattle Trust certificates closed at 334⅛@335½; American Malting at 26½@27¼ and preferred at 76½@77¼; Standard Gas common at 136⅛@141, and the preferred at 147@151; Mutual Gas at 300@330; Syracuse Gas at 22½@23½; New Amsterdam Gas at 26@29 and the preferred at 69¾@70¼, and the 5s at 98¼@99.

The Denver and Rio Grande Railroad Company has declared a semi-annual dividend of 1 ⅌ cent. on its preferred stock, payable Jan. 15.

The Oregon Railroad and Navigation Company has declared a quarterly dividend of 1 ⅌ cent. on its preferred stock, payable Jan. 3.

The Northern Central Railroad Company has declared a semi-annual dividend of 4 ⅌ cent., payable Jan. 15.

The Chicago, Milwaukee and St. Paul Railway reports gross earnings for the first week of December of $662,603, an increase of $115,680 as compared with the corresponding week last year.

The Western New York and Pennsylvania Railroad Company reports gross earnings for November of $301,900, an increase of $50,500 as compared with the same month last year.

The Laclede Gas Light Company reports net earnings for November of $95,999, an increase of $18,450 as compared with the same month last year.

The Baltimore and Ohio Southwestern Railroad reports gross earnings for September of $595,180, an increase of $69,618 as compared with the same month of last year, and net $209,985, an increase of $31,103. For the three months ending Sept. 30 the gross earnings were $1,721,835, an increase of $158,215 as compared with the corresponding period of last year, and net $552,772, an increase of $57,081.

The Oregon Short Line Railroad reports gross earnings for October of $588,858, an increase of $18,848 as compared with the same month of last year, and net $233,024, a decrease of $21,134. For the four months ending Oct. 31 the gross earnings were $2,184,204, an increase of $164,032 as compared with the corresponding period of last year, and net $860,865, an increase of $234,895.

The Bridgeport Traction Railroad reports gross earnings for November of $25,765, an increase of $1,924 as compared with the same month of last year, and net $12,196, an increase of $1,638. For the five months ending Nov. 30 the gross earnings were $145,873, a decrease of $1,227 as compared with the corresponding period of last year, and net $73,576, an increase of $9,443. Fixed charges were $35,222, leaving a surplus of $38,354, an increase of $9,444.

The receipts of the United States Treasury to-day were: Customs, $367,890; internal revenue, $607,267, and miscellaneous, $183,950, a total of $1,159,108, an excess of receipts over expenditures of $171,107. The receipts of the fiscal year to date have been $171,510,710, the expenditures $191,514,120, and the deficit $19,903,