FINANCIAL AND COMMERCIAL.

MONDAY, Dec. 12.

To-day's market for securities came very near being a record breaker, at least for the current year. The dealings in stocks were approximately 850,000 shares, while the transactions in bonds footed up nearly 8¼ millions par value. The business in both departments of the Exchange was widely distributed and the tone, except for a comparatively few issues, was strong throughout. The preëminent feature was the large increase in the volume of commission business. It was evident from start to finish that a new buying power has come into the market, namely, the public outside of Wall street. London was also a heavy buyer of stocks, speculative sentiment there being influenced to an extent by the conclusion of the peace negotiations between the United States and Spain. Trustworthy foreign advices are that European speculators and investors seem likely to take a more active interest in American securities than they have for a long time past.

The market did not assume the proportions that it did to-day and make decided progress toward higher prices because of any fresh or extraordinary developments. The strength and activity were the result of the growing appreciation of commercial and financial conditions that have existed for many weeks. It is also becoming plain that these conditions are likely to continue for a long time to come. Investors are experiencing greater difficulty than ever before in finding securities of the character that they prefer and are therefore beginning to discover the merits of others that have heretofore not been regarded as gilt-edged. They are also taking hold of stocks, even non-dividend payers, with the expectation of making more than ordinary interest upon their money by the rise in securities. Upon this foundation of substantial buying the American people seem satisfied to build a speculative structure which in time may become dangerously high, but at present is of very moderate altitude.

The broadening tendency of the market is shown by the number of issues dealt in. In stocks 167 issues received attention, a larger number by thirteen than ever before in the history of the Exchange. The heaviest transactions were in Atchison preferred, at a net advance of more than three points. The dealings in it were upward of 150,000 shares. The Street suddenly discovered to-day that the stock is preferred as to dividends to the extent of 5 ⅌ cent., whereas the preferred shares of nearly all the other recently organized railway companies are limited to 4 ⅌ cent. until dividends at the same rate are paid upon the common. The sharp advance in Atchison preferred naturally started a sympathetic movement in the common stock of the company, and this directed attention to the fact that the common is selling no higher than it did soon after the reorganization of the company, while the preferred has enjoyed a very substantial advance on prospects that it will shortly be placed upon the dividend paying list.

Other active stocks that were exceptionally strong were Missouri Pacific, St. Paul, American Tobacco, Louisville and Nashville, Tennessee Coal and Iron, Union Pacific issues, Ontario and Western, and Northern Pacific preferred. A large business was done in stocks that at times do not receive much attention, and many of these enjoyed very sharp advances. Among them were Pullman's Palace Car, Illinois Central, General Electric new stock and Delaware and Hudson. Minor issues that received effective attention were American Spirits, Baltimore and Ohio issues, Colorado Fuel, Cleveland, Lorain and Wheeling preferred, Denver and Rio Grande preferred, Edison Electric Illuminating, International Paper issues, Jersey Central, St. Louis Southwestern and Wheeling and Lake Erie preferred.

The persistency and extent of the buying naturally invited a good deal of profit-taking that resulted in a moderate reaction during the middle of the day. Final prices show, however, that the demand for stocks was in excess of the supply around current figures. The demand for bonds was even more phenomenal than that for stocks. The only really weak feature in both lists was Sugar Refining, which was depressed several points by heavy selling that made it second only to Atchison preferred in respect to activity. In the late dealings traders were disposed to buy back some of the stocks they had sold early in the day, and foreign arbitrage houses took on quite a large line with a view of disposing of their purchases in London to-morrow morning. The closing was strong, at about the best prices.

New York Stock Exchange—Sales Dec. 12.

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

81 U S 3s, c	106⅝
1 U S 3s, s, w i	106⅝
10 U S 4s, r	112⅝
55 Va F deb 2-3s of 1991	61@61⅛

CLOSING PRICES OF UNITED STATES BONDS.

	Bid.	Asked.		Bid.	Asked.
Un St 2s, r at pl of G	99⅝	—	Un St 4s, c, 1925	128	128⅛
U S 3s, 1908-1918, r	106	106⅛	Un St 5s, r, 1904	112⅝	113
U S 3s, 1908-1918, c	106	106⅛	Un St 5s, c, 1904	112⅝	112⅞
Un St 4s, r, 1907	111⅝	111⅞	Un St 6s, r, 1899	102⅝	—
Un St 4s, c, 1907	112⅝	113⅛	Un St 6s, r, 1924	D C 118	—
Un St 4s, r, 1925	127⅞	128⅛			

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

70 Atch adj 4s	76	5 Mo P 5s	90⅛
10	76⅛	10	91
215	76⅝	13	92⅛
369	77	39	92
100	77⅛	2 M P col. 1st 5s	86
107	76⅞	20	86⅝
156	77⅛	5	87
72	77⅛	6	87⅛
225	77⅜	12	87⅛
38	77⅜	10 Mutual F G 5s	105⅛
40	77⅜	10	105⅝
190 Atch gal 4s	99⅝	26	106
8	99⅝	25	105⅛
15	99	3 Nor P T 1st	115
192	99⅛	10 N Pacific 3s	69⅝
7 Atl & Danv 1st	102⅛	45	69⅝
12 Am Tob scrip	94	28	69⅝
5	94⅛	161	69⅝
8 Aus & N W 1st s	90	21 N & W con 4s	90
5	90⅛	50	89⅝
190 B & O 5s, w i	97	18	89⅝
30 B & O 4s, w i	96⅛	5 N Y & S gnl	94⅝
820	97	8	95⅛
5	97⅛	32	95
75	97⅛	2 N J C gnl 5s, r	111⅝
10 Brook R T 5s	109	15	111
2	108	5	111⅛
25 Br W & W 5s	91⅞	2 N J C gnl 5s	114⅛
10	94	20 N Y C, L S col 5s	97⅞
7 B, Q C & S 5s	105⅛	Tp	14
13	105⅝	5	97⅛
4 C & O ch 5s, s	117⅞	1 N Y C, L S col 3½s, r	96⅝
85 C & O g 4½s	90⅛	25 N Y C, M C col 3½s	96⅛
45	90⅛	5 N Y, N H & H 4s, deb ctfs	172
134	90⅛	4	173
2 Ches & O R & A 1st c 4s	106	5 N Y, C & St L 4s s 20	106
23 C, B & Q cnv 5s	122⅝	11 N R R of Cal 5s	105⅛
1	122⅛	5 N W gold, c	112⅝
8	122⅛	5 N Y, O & W r 4s	103⅝
5 C, B & Q 4s, N e	104⅛	5	104
1 C, B & Q 7s	117⅞	5	104⅛
5 C, C, C & St L 4s, St L div	99	9	104⅛
27 C, C, C & I con	138	25	105⅛
2 Can South 1st	111⅛	35	105⅛
37 Chi Ter 4s	95⅛	5 O R & N 4s	99⅝
1	95⅝	22	99⅝
5	94⅝	26	99⅝
40 Cent Br U P 1st	89	6 Ore S L con 5s	111
27 Col So 4s, w i	87	10 Ore S L inc 5s	64⅝
45	86⅝	45	65
Chic & E Ill 6s	109⅛	4 s 20	65⅝
4	109	5 Pac Coast 1st	104⅝
2	109⅛	5	104⅝
1 Col Mid 1st	74	5 Peo & East 1st	83⅝
11	74⅝	15	84⅛
15	74⅛	4	85
10	74⅛	11	84
8	75	1	83⅛
12 Col Mid 2-4s	68⅛	5 Penna 4½s	115⅛
36	68⅝	1	116
12 Ch & E I 1st s 20	111⅛	5 Pitts & Wn 1st	98⅛
25 C Ga Ry cn 5s	93	34 R, W & O ex 5s	130
8	93⅛	20 R Isl gnl 4s	106⅝
103	93⅝	73	106⅝
121	93⅛	25	106⅞
5 C Ga Ry 1st inc	41	25 R Isl gnl 4s	107
2	40⅝	31	106⅝
5	41	50	106⅝
5 Den & R G 4½s	109⅝	5 Rio G So 1st	75⅛
13 D & R G cn	100⅝	10	75⅝
1 Dal & Wac 1st	82⅛	2 Read gnl 4s	86⅛
1 Det, M & M lq	23	15	86⅝
19 Det City G 5s	95⅛	44	86⅝
5 E & T H gnl	97	6 Rio G W 1st	91⅛
3	97⅛	2	91⅛
7	97⅝	43	91⅞
1 El, L & B S 1st	102⅛	6	92
2	102⅛	10 So P of Ariz 1st	111⅛
3	102⅝	1 St L & S F g 6s	123⅝
5 Erie prior bds	94	2 St L & S F g 5s	108⅝
15	93⅞	10	108⅝
20 Erie 1st 3-4s	75	11 St L & S F 4s	86
8	75⅛	26	85⅛
12	75⅝	32	85⅝
10	75	42	85⅛
2 E Tenn 5s	114⅛	18	85⅝
5 Ev & Ind 1st cn	97	1	86
2 Flint & P M 5s	99⅝	13	85⅝
6 Ft Worth 1st	84	2 St P gnl 4s, s A	108⅝
1	84⅛	6 St P con	162⅝
18	85	1 St P 1st, I & D ex	162⅛
15	85⅛	70 St L S W 1st	85
10	85⅝	11	84⅝
47	86	28	84⅛
32 Ft W & R G 1st 5-4s	66	3	85⅛
25	66⅛	5	85⅛
15	65⅛	40 St L S W 2d	39⅛
5 Galv, H & H 5s	99⅛	10	39⅛
10 G, H & S A M P 5s	99⅛	24	39⅝
5 Ga & Ala 1st 5s	106	105	39⅛
2 Gen Elec deb 5s	107⅝	15 S A & A P 1st 4s	76
6 H Val 5s, $85 p	75⅝	49 S C & Gs 1st	101
11	76	10	101⅛
10	77⅛	35 So R'way 5s	105
5 Hock V 6s	48	1	104⅝
1 Iron Mt 5s	100	13	105
100 Iron Mt 5s	103	2 Stan R & T 6s	79⅝
1 Ill C 3½s, L div	95⅝	8	79⅝
2	95⅝	53 St N & T inc	21
5 Ill Cent, St L div	95⅝	1	20⅛
4 Ill C 4s, 1952	104⅛	2 Tex Pac 1st 5s	107⅝
19 Ill C 4s, 1955	103	68 Tex Pac 2d inc	47
3 Int & Gt N 2d	93	40	47⅛
6	92⅝	99	47⅛
17 Int & Gt N 3d	61⅛	120	47⅛
16 Kan & Tex 4s	90⅛	115	48
12	90⅝	1 Third Av 5s	128
66	90⅛	2 T C, I & R 6s	
60 Kan & Tex 2s	66	Bir div	100⅛
70	66⅛	2 T C, I & R 6s, Tenn div	96⅛
31	66⅝	76 Union Pac 4s	103
64	66⅛	20	102⅛
205	66⅛	44	102⅝
5	66⅝	69	103
137	66⅝	1 Un Pac C T 4½s, tr	68
23	66⅞	2 Ul & Del 1st 5s	100
2	67	40 Union El 1st, tr	94
15 K C, P & G 1st	72	2	93⅝
1 Kanawha & M 4s	80	2 Union Pac, D & G 1st, tr	88
5 L E & W 2d s	104⅛	35	87⅛
3 L Sh div bds	102⅛	18	88⅛
5 Lou & N gnl 4s	97	55 Wab 1st	113
5	97⅝	1 Wabash 2d	93⅝
10 Met St Ry 5s	118	15	94
10 Mex Int cn	63	17	95
5	83⅛	10 Wis Cent 1st	63
10	83⅛	6 Wilkes & E 1st	95⅛
50 M & St L Pa ex. stock	128		
10 Man R'way 4s	96		
24	96⅛		
25	96⅛		
10 Mob & O gnl	83		
35	82⅝		
19	83		
1 Mich Cent 7s	111		
40 Mo Pac cn	110		
85	110⅛		
30	110⅛		
5	110⅝		
33	110		
11 N P prior 4s	102⅝		
4	102		

Total sales of railway bonds (par value), $8,249,000.

RAILROAD AND OTHER SHARES.

Sales.		Open-ing.	High-est.	Low-est.	Closing Bid.	Closing Asked.
130	Ads Ex	108⅛	108⅛	108⅛	108	110
54165	Am S R	13⅝	13⅝	13⅛	13⅜	13⅝
300	Am S R pf	115	115	115	114⅛	115
3950	Am S M	12⅛	13	12⅛	12⅝	13
400	Am S M pf	36⅛	36⅛	35⅛	35⅛	37
140	A Cable	98	98⅝	98	97	98⅛
200	Am D T	30	30	30	30	40
20770	Am Tob	143⅝	145⅝	143	143	143⅝
337	Am T p	128	128	127⅛	126	128
25	Am Exp	149	149	149	147	150
1130	Am C O	34⅛	34⅛	34	34⅛	34⅛
530	Am C O p	89	89⅝	89	89⅝	90
83230	A, T & S Fe	16⅝	17⅝	16⅝	17⅛	17⅝
121775	A, T & S Fe pf	47⅝	50⅝	47⅝	50⅛	50⅛
800	A Malt	31⅛	31⅛	31⅛	31⅛	31⅝
300	A Malt p	83⅝	83⅝	83⅛	83	83⅛
1825	Am Steel & W	34	34	33	33⅛	33⅝
2032	Am Steel & W p	91⅝	92⅝	91⅛	92	92⅛
175	B, R & P	31⅛	31⅛	31⅛	—	—
14	B, C, R & N	89	89	89	—	—
1520	Brunsw	11⅛	12⅝	11⅛	11⅝	12⅛
1780	B & O s i p	58⅛	59⅝	58⅛	59⅛	59⅝
1250	B & O, w i	45⅛	45⅝	45⅛	45⅛	46
2280	B & O p, w i	74⅝	75⅛	74⅛	75	75⅛
200	B & O S W pf	6⅛	6⅛	6⅛	6⅛	7⅛
6580	B St Gas	5⅛	5⅝	5⅝	—	—
15860	Bk R T	73⅛	73⅛	72⅝	72⅝	73
150	B U Gas	129	129	129	128⅝	129
2965	Can So	54⅛	54⅝	54⅛	54⅛	54⅝
100	Con Ice	46	46	46	45	46
1910	Ch Gt W	14⅛	15	14⅛	14⅛	15
1613	Ch Gt W pf A	52⅝	53⅛	52⅝	52⅝	53⅛
800	Ch Gt W pf B	30⅝	31⅛	30⅝	28⅛	30⅝
100	Ch Gt W deb	81⅛	81⅛	81⅛	79	81⅛
4910	Con Pac	35	35	34⅛	34⅝	34⅝
13261	Ches & O	26⅛	26⅝	25⅝	26⅛	26⅝
1050	C & E I	59⅛	60⅛	59⅛	60	60⅛
765	C & E I p	111⅛	112	111⅛	111⅝	112
500	Ch & Alt	168	168	167	166⅛	167⅛
2008	C, C, C & St L	43⅛	44	43⅛	43⅝	44
130	C, C, C & St L p	95	95	95	93	96
1940	C & N W	138⅛	139⅛	138⅛	138⅝	139
12355	C, B & Q	121⅝	122	121⅛	121⅛	122
29002	C, M & St P	116⅛	117	116⅛	116⅝	117
360	C, M & St P pf	166	166	166	166	166⅛
18880	C, R I & P	111⅛	111⅛	110⅝	110⅝	111
3050	Col Fuel	24⅛	26	24⅛	26⅛	26⅛
500	Col So	7⅛	7⅛	7⅛	7⅛	7⅛
400	Col So 1st pf	49⅛	49⅝	49⅛	49⅝	49⅝
600	Col So 2d pf	19⅛	19⅛	19⅛	18⅝	19⅛
1850	Ch Ter p	33	34⅛	34	34⅛	34⅛
200	C, H V & T	3	3	3	2⅝	3⅛
	C, H V & T p	14	14	14	12⅛	13⅛
359	Col Mid	7⅛	7⅛	7⅛	7⅛	7⅝
367	C Mid p	20	20	20	19⅝	20⅛
400	C, L & W	15	15⅛	15	15⅛	15⅛
500	C, L & W p	43⅝	44⅛	44⅝	43⅝	44
3125	Con Gas	194	195⅛	193⅝	193⅛	195
29	C, I & L p	34⅛	34⅛	34⅛	33	35
2020	Del & H	106	107⅛	106	107⅝	107⅝
550	D, L & W	150	150	149⅛	149	149⅝
900	D & R G	15⅝	15⅝	15⅝	15	15⅝
7260	D & R G p	63	64⅝	63	64⅝	64⅝
400	D M & F D	18⅛	18⅛	17⅝	17⅛	18
100	Erie R R	13⅝	13⅝	13⅝	13⅛	14
1063	Erie 1st p	36⅛	37	36⅛	36⅛	37
100	Erie 2d p	18	18	18	17⅝	18⅝
1110	Eds E I	190	191	188	—	188
140	E & T H	31⅛	31⅛	31⅛	32	32⅛
555	E T H p	64	65	64	64	65
10095	F Steel	32⅝	32⅝	31⅛	32	32⅛
18900	Fed S p	78⅛	78⅛	78	78⅛	78⅛
131	Ft W & D C S	23	23	23	—	—
100	F W & R G	17	17	17	16	18
2195	G Nor p	138⅛	140	138⅛	139⅝	140
10780	Gen Elec	89⅛	94⅛	89⅛	93⅛	94
100	H W & B n C Sug.	50⅝	50⅝	50⅝	49	50
1800	I Paper	60	61	60	60	60⅝
1100	Int Pp	91⅛	92⅝	91⅛	92	92⅛
15735	Ill Cent	112⅝	115⅝	112⅝	114⅛	114⅝
900	Ia Cent	9⅝	10⅛	9⅝	10	10⅛
1400	Ia Cen p	35⅛	39	35⅛	38	39
2100	K C, P & G	18⅛	18⅝	17⅝	17⅛	18
100	Kk & D M	4	4	4	3	5
100	L E & W	15	15	15	14⅝	15
470	L E & W p	64	64	64	63⅛	64
900	Lac G	53	53⅛	53	53	53⅛
15	Lac G p	94	94	94	94	96
19755	Lou & N	64⅝	64⅛	64⅛	64⅛	65
11660	Man Con	100	100⅛	99⅝	100⅛	100⅛
105	Mex Nt	1⅛	1⅛	1⅛	1	1⅛
400	Mex C	7	7	7	6⅝	7
9352	M St Ry	194⅛	194⅝	193	193	193⅛
100	M & St L	28⅝	28⅝	28⅝	28⅛	29
10	M & St L 1st p	95	95	95	95⅛	96
115	M & St L 2d p	63⅛	63⅛	63⅛	62⅛	63⅛
44225	Mo Pac	43⅛	44⅛	42⅝	43⅛	44
750	M, K & T	11⅛	12⅛	11⅛	12⅛	12⅛
6440	M, K & T p	36	36⅝	35⅝	36⅝	36⅝
430	Mob & O	31	31⅛	31	31	31⅛
500	N L Oil	10	10	9⅛	9⅛	10
2460	N J Cent	95	95⅛	94⅝	95	95⅛
8778	N Y Cent	119⅝	120⅝	119⅝	120⅛	120⅝
1625	Nat Lead	37⅛	37⅝	37	37	37⅛
185	N Lead p	113⅛	113⅛	113⅛	113	114
760	Nor Am	7	7⅛	7	6⅛	7
125	N Y Air Brake	100⅛	100⅛	100⅛	100	101
267	N Y & N H	198⅛	200	198⅛	200	—
1900	N Y, C & St L	13⅝	14⅛	13⅝	14	14⅝
900	N Y, C & St L 2p	35⅛	37⅛	35⅛	36⅛	37
3115	Nat Biss	45	46⅝	44⅛	46⅝	47
125	N & W	16⅛	16⅝	16⅛	15	16⅛
2883	N & W p	58⅝	59	58⅝	58⅛	59
24110	Nor Pac	41⅛	42	41⅛	41⅛	42
28560	Nor P p	76⅝	77⅛	76⅛	77⅝	77⅛
21778	Ont & W	16⅝	17⅛	16⅛	17⅛	17⅛
120	Or R & N p	75⅝	75⅝	75⅝	75	77
400	Ore S L	36	36	36	38	38⅛
8990	Pac Mail	44	44⅛	43⅝	43⅝	43⅛
700	Phoenix M	.12	.12	.12	—	—
3024	P P Car	146	149	146	148	149
200	P, C, C & St L	45⅛	45⅛	45⅛	45	47
500	P, C, C & St L p	74⅛	74⅛	74	74	74⅛
6606	Pa R R	120	120⅛	119⅝	119⅛	120
17665	People's G & C	109⅝	110⅝	109⅛	110⅛	110⅝
600	Q'kslvr	2	2⅛	2	1⅝	2⅝
668	Quick p	8	8	8	7⅛	8
800	Reading	19	19	18⅝	18⅝	19
13800	Read 1 p	46⅝	47	46⅛	46⅝	46⅝
1100	Read 2 p	21⅝	21⅝	21⅛	21⅛	21⅝
5440	St L S W	6⅝	7⅛	6⅝	7⅛	7⅛
3300	St L S W p	15⅝	16⅛	15⅝	16	16⅛
1250	St P & D	27	29	27	28⅛	29⅛
100	St Paul N Gas	78	78	78	78	78
12355	St P, M & M	173	174	173	174	176
600	Standard D & D	20	20⅛	20	20⅛	20⅛
550	Standard D & Dp	70	71	70	69	71
3400	Sug Pac	28⅝	29⅝	28⅝	29⅛	29⅝
6560	Sug Ry	10⅝	10⅝	10⅛	10⅛	10⅝
19430	Sug Ry p	42⅛	42⅛	41⅝	42⅝	42⅛
300	St J & G I	6	6	6	5⅛	6⅛
225	St J & G I 2d p	15	15	14⅝	14	15
800	St L & S F	8⅛	9	8⅛	8⅝	8⅞
400	St L & S F 1st p	68⅝	69	68⅝	68⅛	69
1200	St L & S F 2d p	33	33⅛	33	33	33⅝
100	Stan R & T	7⅝	7⅝	7⅝	7⅝	7⅝
25865	T C & I	32⅛	33⅛	32⅛	33⅝	33⅛
1200	Twin C RT	31	33	31	33	35
100	Twin C RT p	107⅝	107⅝	107⅛	—	—
1667	3d Av RR	165⅛	167	165⅛	165	166⅛
100	Tex Pac Land	10⅛	10⅛	10⅛	10⅛	10⅛
11330	Tex Pac	16	16⅛	16	16⅛	16⅛
14651	Un Pac	38⅝	39⅝	38⅝	39⅛	39⅝
26084	Un P pf	71	71⅝	70⅝	71⅛	71⅝
1040	U P, D & G 2d i p	12⅛	12⅛	12⅛	12⅛	12⅛
518	U S Exp	55	56	55	54	55⅛
7695	U S Rub	48	48	46⅝	47	47⅛
2380	U S R p	113	113⅛	111⅛	112⅛	113
2200	U S L	6⅛	6⅛	6	5⅞	6
4144	U S L p	69⅝	70	69⅛	69⅛	69⅝
1150	Wabash	8⅛	8⅝	8⅛	8⅝	8⅛
3100	Wab pf	23	23	22⅝	22⅝	22⅛
5865	W Un T	95⅛	95⅝	95⅝	95⅛	95⅝
5370	W & L E	5⅝	6	5⅝	5⅝	5⅛
4270	W & L E p	25⅛	30⅝	25⅛	27⅛	28⅝

Total sales, 857,200 shares.

BOSTON CLOSING QUOTATIONS.

	Bid.	Asked.		Bid.	Asked.
Bos & Alb	246⅛	—	West Elec	39⅛	39⅝
Bos & Me	—	167⅛	G Elecp	157*	—
Chic J com	135⅛	136	Bos & Men	238	240
Chic J pf	132	133	Cal & Hecla	610	—
Fitchb'g p	105	—	Osceola	70⅛	71
Mergenthal	—	193	Quincy M	135	136
Boston El	84	84⅛	Tam Min	170	—
Old Colony	195	—	Old Dom	33⅝	33⅞
W E R com	89⅝	90	Butte	66	66⅝
Dom'n Coal	34⅛	34⅝	B U G 1sts	—	93
Am Bell T	—	279	B U G 2ds	75	—
Erie Tel	75⅛	76	Arcadian	38⅛	39

*Ex dividend.

PHILADELPHIA CLOSING QUOTATIONS.

	Bid.	Asked.		Bid.	Asked.
Lehigh Val	22	22⅛	Elec Stock	53⅝	54
Phila Trac	94	94⅛	Elec Sup	63⅝	64⅛
Un Trac	33	34	Penn Mar	21⅝	21⅞
E & P Tels	96	96⅝	Pa Mf 5s p	101	101⅝
Met Trac	193	194	Wels Com	10	10⅝
C Tof NJs	56⅛	57	Welsb Cp	62	63
C Tof NJ 5s	107⅛	107⅝	Cam Ir Co	42⅛	42⅝
U Gas Pc	127	127⅛	Balt Trac	31⅛	31⅝
W G L Co	38	38⅝	Marsden	5⅝	6

CHICAGO CLOSING QUOTATIONS.

	Bid.	Asked.		Bid.	Asked.
Am Str'bd	32⅛	33	N Ch St Ry	226	227⅛
C & Dock	63⅛	—	So Side "L"	75	75⅛
City R'way	298	—	St S Car	—	21
Diam'd M	143	143⅛	W Ch St Ry	97⅛	98
L St "L"	14	14⅛	N Biscuit c	46⅝	47
L St "L" ctfs	12	12⅛	N Biscuit p	103	103⅛

LATEST LONDON QUOTATIONS.

Atchison	17⅞	Northern Pacific	42⅝
Atchison pf	49	Northern Pacific pf	78⅛
Canadian Pacific	87⅝	Ontario & West	17
Chesapeake & Ohio	27⅝	Pennsylvania	61⅛
Erie con	14⅛	Reading	9⅛
Erie 1st pf	37⅛	Reading 1st pf	24⅛
Illinois Central	115⅝	St Paul	120⅝
Kansas & Texas	12⅛	South Railway	10⅛
Lake Shore	199	South Railway pf	43⅝
Louisville & Nash	66⅝	Union Pacific	39⅛
New York Central	122⅛	Union Pacific pf	72⅝
Norfolk & W pf	60⅛	Wabash pf	23⅛

Final sales compare with those of Saturday as follows:

	Dec. 10.	Dec. 12.		Dec. 10.	Dec. 12.
A, T & S Fe	16⅛	17⅝	Norf & W p	58⅝	59
A, T & S Fe p	47	50⅛	N W com	138	139
Am Cot O	34	34⅛	N Pac com	41⅛	41⅝
Am S Ref	135⅛	132⅝	N Pac p	77	77⅛
Am Tob	142⅛	143⅛	N Y Cent	119	120⅛
Am Sp M	12⅛	12⅛	N J Cent	94	95
Brook R T	72⅛	73⅛	Ont & West	16⅛	17⅛
B & O	58⅛	59⅛	Pac G & C	109⅝	110⅛
Can So	54⅛	54⅝	Pac Mail	43⅛	43⅝
C, C, C & St L	43⅛	44	Full P Car	143⅛	148⅛
C, B & Q	121⅛	122	Rock Island	110⅝	110⅛
Con Gas	194	195	Reading	18⅛	18⅝
Ches & O	26	26⅛	Read 1st pf	46	46⅝
Ch G W	14⅝	15	St P com	116	116⅛
Del & Hud	106	107⅝	So R'way	10⅝	10⅝
D & R G pf	62⅝	64⅝	So R'way p	42	42⅛
Erie 1st p	36⅝	37	St L S W	6⅛	7⅛
Gen Elec	89⅛	94	St L S W p	15⅛	16⅛
Get North p	138	140	Texas Pac	15⅛	16⅛
Illinois Cen	112⅛	114⅝	T C & I	32	33⅝
Kan & Tex	12	12⅛