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Orders executed on the
NEW YORK, PHILADELPHIA, BOSTON & BALTIMORE
STOCK EXCHANGES.

St. L., B. & M. Appraised and Bonded.

AUSTIN, Tex., Dec. 24.—An order was executed by the Railroad Commission to-day fixing the total value of the St. Louis, Brownsville and Mexican Railroad at $10,756,985; which covers the total of 411 miles. As soon as the valuation was determined the commission issued an order providing for the registration of $4,384,000 of first mortgage 5 per cent. gold bonds. That amount represents the difference between the outstanding stock and bonds and the valuation fixed to-day. The company has outstanding $2,321,500 in stock and $3,000,000 in bonds.

FINANCIAL AND COMMERCIAL.

FRIDAY, December 24.

All through the present week up to to-day prices of stocks continuously if slightly declined. The trivial character of the fall was such indeed that it only amounted to a little more than three-quarters of 1 per cent. in the standard shares. Yet nevertheless it was only natural that to-day at the end of the business week and immediately preceding the Christmas holiday the usual evening up process in the market should tend to a reversal of the earlier movement. At any rate this was exactly what happened, for, taking the market through prices advanced to-day, leaving final quotations but little changed from those last made on Monday. Interest again chiefly centred on a few stocks, and these principally the Rock Island and Wabash issues. The Rock Island common shares advanced a point and the Wabash common a little more, while the feature of the bond market was a large rise upon enormous transactions in the Chicago, Rock Island and Pacific collateral trust 4 per cent. bonds and an advance of somewhat less, although also upon comparatively large dealings, in the Wabash refunding 4s. Of course all this led to a stirring up again of the stories regarding a Wabash-Lehigh Valley-Rock Island alliance, the two former roads being put together supposedly as the Eastern connection of the Rock Island. One rumor had it that the Lehigh Valley company had proposed a guarantee of 3 per cent. upon the Wabash preferred shares. Strength was also shown by the Virginia-Carolina Chemical, American Agricultural Chemical, American Linseed preferred, Pittsburg Coal preferred and one or two other stocks of similar class. But again, as was the case yesterday, the general market was lethargic, even if its whole course could be fairly described as that of a slow hardening. In spite of the activity of the speculative favorites of the moment the market was in fact extremely dull, transactions being heavily decreased from those of yesterday and amounting to only 486,000 shares.

Perhaps the most surprising development of financial importance recently has been the break this week in the price of sterling exchange. The quotation therefor sold at one time to-day 100 points, or a full cent in the pound, below the figure quoted earlier in the week, when it was supposed that gold exports to England were near at hand. Two theories are offered to account for this. One is that the sterling market became heavily overbought in consequence of an accumulation of altogether too great an amount of sterling in proportion to expected demands for remittance that did not put in an appearance. With the passage of the exigencies calling or supposed to call for metal remittances there was nothing for holders of the accumulated exchange to do but to sell it at the best price they could. Another explanation is that there has recently been a renewed negotiation of finance bills by our bankers in London. Whether one or both of these theories is correct or each of them is partially true, it is obvious that the recent buying of Rock Island stock and one or two other issues by London houses against sales made for the call of these stocks also accounts in some measure for the decline in the sterling rate. There was again talk to-day of a possible increase in dividend distributions in the case of some of the so-called fertilizer companies, and this was held to be responsible for the advance in these quarters. It may be said that the best opinion seems to be that suggestions of the kind stated are premature. Call money to-day was not as strong as yesterday and lent during a good portion of the day below 5 per cent. Domestic exchange in the interior cities moved rather against this centre. The weekly bank statement, made known at the close of business and covering only a five day period, was chiefly notable in that it exhibited or seemed to exhibit a sudden shifting of loans toward the close of the week from the banks to "other institutions" as reported in the Clearing House return. It will be remembered that last week there was an increase of $19,000,000 in loans in the actual figures. To-day although in the average form of the statement loans were reported as increasing $6,438,000 the actual figures made out a decrease in loans of $14,902,000 and an increase in the loans of "other banks" of $12,000,000. In to-day's average figures the bank surplus reserve decreased $298,000, but under the actual figures increased $3,616,000.

New York Stock Exchange Sales, Dec. 24.

CLOSING PRICES OF UNITED STATES BONDS.

	Bid.	Asked.		Bid.	Asked.
2s reg..	101½	102	4s reg...	114½	115½
2s coup..	101½	—	4s coup..	115½	116
3s reg..	101⅜	102½	Pan 2s r	100⅝	101⅝
3s coup..	101⅜	102½	Pan 2s c	100⅝	101⅝

RAILROAD AND OTHER BONDS.

Sales.			High-est.	Low-est.	Clos-ing.	Net Ch'ge.
	Alis-Chal 4s					
1000	Alis-Chal 5s		85¾	85¾	85¾	
	Amer Ag Ch 5s					
10000	Am T&T cv 4s		102	102	102	
	Am T&T cv 4s					
25000	Am T&T cv 4s		104¾	104¾	104¾	
1000	Am T&T cv 4s		104⅞	104⅞	104⅞	
	Am Tobacco 6s					
5000	Am Tobacco 6s		106	106	106	
4000	Am Tobacco 6s		106⅛	106⅛	106⅛	
1000	Am Tobacco 6s		106	106	106	
	Am Tobacco 4s					
8000	Am Tobacco 4s		77⅝	77⅝	77⅝	
18000	Am T&T cv 4s		77½	77½	77½	
	Ann Arbor 1st 4s					
10000	Ann Arbor 1st 4s		79	79	79	
	ArgentineGov 5s					
1000	ArgentineGov 5s		95¾	95¾	95¾	
	Armour 4½s					
5000	Armour 4½s		94½	94½	94½	
	Atch T&SF cv 5s					
5000	Atch T&SF cv 5s		121¾	121¾	121¾	
2000	Atch T&SF cv 5s		121	121	121	
	Atch T&SF cv 4s					
50000	Atch T&SF cv 4s		121¾	121¾	121¾	
	rcts 4 paid					
10000	Atch T&SF cv 4s		120	120	120	
	Atch T & S F 4s					
1000	Atch T&SF 4s		100	100	100	
	Atl Coast Line 4s					
10000	Atl Coast Line 4s		79	79	79	
	AtCLine col trs					
18000	AtCLine col trs		95	95	95	
4000	AtCLine col trs		94¾	94¾	94¾	
	Balt & O gold 4s					
3000	Balt & O gold 4s		99⅜	99⅜	99⅜	
500	Balt & O gold 4s		99½	99½	99½	
1000	Balt & O gold 4s		99⅜	99⅜	99⅜	
	Balt & Ohio 3½s					
2000	Balt & Ohio 3½s		93	93	93	
	Balt & O SW 3½s					
2000	Balt & O SW 3½s		90½	90½	90½	
	Beth Steel cv 5s					
5000	Beth Steel cv 5s		88⅞	88⅞	88⅞	
	Bkn Rap Tr cv 4s					
10000	Bkn Rap Tr cv 4s		86¾	86¾	86¾	
	Bkn Un Gas 5s					
4000	Bkn Un Gas 5s		76½	76½	76½	
4000	Bkn Un Gas 5s		107⅞	107⅞	107⅞	
4000	Bkn Un Gas 5s		107½	107½	107½	
	Central Ga 5s					
6000	Central Ga 5s		108½	108½	108½	
	Central Ga 1st 5s					
5000	Central Ga 1st 5s		88½	88½	88½	
	Central Ga 2d 5s					
5000	Central Ga 2d 5s		85	85	85	
5000	Central Ga 2d 5s		85½	85½	85½	
5000	Central Ga 2d 5s		85¾	85¾	85¾	
8000	Central Ga 2d 5s		86	86	86	
	Central Ga 3d 5s					
50000	Central Ga 3d 5s		86	86	86	
1000	Central Ga 3d 5s		85	85	85	
	Cen Leather 5s					
2000	Cen Leather 5s		87⅞	87⅞	87⅞	
3000	Cen Leather 5s		88¾	88¾	88¾	
12000	Cen Leather 5s		89	89	89	
	Cent Pacific 1st					
2000	Cent Pacific 1st		121⅛	121⅛	121⅛	
1000	Cent Pacific 1st		121	121	121	
	Atch T&SF cv 4s					
50000	Atch T&SF cv 4s		121¾	121¾	121¾	
	rcts 2 paid					
10000	Atch T&SF cv 4s		120	120	120	
	Atch T & S F 4s					
1000	Atch T&SF 4s		100	100	100	
	Atl Coast Line 4s					
10000	Atl Coast Line 4s		79	79	79	
	AtCLine col trs					
18000	AtCLine col trs		95	95	95	
4000	AtCLine col trs		94¾	94¾	94¾	
	Balt & O gold 4s					
3000	Balt & O gold 4s		99⅜	99⅜	99⅜	
500	Balt & O gold 4s		99½	99½	99½	
1000	Balt & O gold 4s		99⅜	99⅜	99⅜	
	Balt & Ohio 3½s					
2000	Balt & Ohio 3½s		93	93	93	
	Balt & O SW 3½s					
2000	Balt & O SW 3½s		90½	90½	90½	
	Beth Steel cv 5s					
5000	Beth Steel cv 5s		88⅞	88⅞	88⅞	
	Bkn Rap Tr cv 4s					
10000	Bkn Rap Tr cv 4s		86¾	86¾	86¾	
	Bkn Un Gas 5s					
4000	Bkn Un Gas 5s		76½	76½	76½	
4000	Bkn Un Gas 5s		107⅞	107⅞	107⅞	
4000	Bkn Un Gas 5s		107½	107½	107½	
	Central Ga 5s					
6000	Central Ga 5s		108½	108½	108½	
	Central Ga 1st 5s					
5000	Central Ga 1st 5s		88½	88½	88½	
	Central Ga 2d 5s					
5000	Central Ga 2d 5s		85	85	85	
5000	Central Ga 2d 5s		85½	85½	85½	
5000	Central Ga 2d 5s		85¾	85¾	85¾	
8000	Central Ga 2d 5s		86	86	86	
	Central Ga 3d 5s					
50000	Central Ga 3d 5s		86	86	86	
1000	Central Ga 3d 5s		85	85	85	
	Cen Leather 5s					
2000	Cen Leather 5s		87⅞	87⅞	87⅞	
3000	Cen Leather 5s		88¾	88¾	88¾	
12000	Cen Leather 5s		89	89	89	
	Cent Pacific 1st					
2000	Cent Pacific 1st		121⅛	121⅛	121⅛	
1000	Cent Pacific 1st		121	121	121	
	Atch T&SF cv 4s					
50000	Atch T&SF cv 4s		121¾	121¾	121¾	
	rcts 3 paid					
10000	Atch T&SF cv 4s		120	120	120	
	Atch T & S F 4s					
1000	Atch T&SF 4s		100	100	100	
	Atl Coast Line 4s					
10000	Atl Coast Line 4s		79	79	79	
	AtCLine col trs					
18000	AtCLine col trs		95	95	95	
4000	AtCLine col trs		94¾	94¾	94¾	
	Balt & O gold 4s					
3000	Balt & O gold 4s		99⅜	99⅜	99⅜	
500	Balt & O gold 4s		99½	99½	99½	
1000	Balt & O gold 4s		99⅜	99⅜	99⅜	
	Balt & Ohio 3½s					
2000	Balt & Ohio 3½s		93	93	93	
	Balt & O SW 3½s					
2000	Balt & O SW 3½s		90½	90½	90½	
	Beth Steel cv 5s					
5000	Beth Steel cv 5s		88⅞	88⅞	88⅞	
	Bkn Rap Tr cv 4s					
10000	Bkn Rap Tr cv 4s		86¾	86¾	86¾	
	Bkn Un Gas 5s					
4000	Bkn Un Gas 5s		76½	76½	76½	
4000	Bkn Un Gas 5s		107⅞	107⅞	107⅞	
4000	Bkn Un Gas 5s		107½	107½	107½	
	Central Ga 5s					
6000	Central Ga 5s		108½	108½	108½	
	Central Ga 1st 5s					
5000	Central Ga 1st 5s		88½	88½	88½	
	Central Ga 2d 5s					
5000	Central Ga 2d 5s		85	85	85	
5000	Central Ga 2d 5s		85½	85½	85½	
5000	Central Ga 2d 5s		85¾	85¾	85¾	
8000	Central Ga 2d 5s		86	86	86	
	Central Ga 3d 5s					
50000	Central Ga 3d 5s		86	86	86	
1000	Central Ga 3d 5s		85	85	85	
	Cen Leather 5s					
2000	Cen Leather 5s		87⅞	87⅞	87⅞	
3000	Cen Leather 5s		88¾	88¾	88¾	
12000	Cen Leather 5s		89	89	89	
	Cent Pacific 1st					
2000	Cent Pacific 1st		121⅛	121⅛	121⅛	
1000	Cent Pacific 1st		121	121	121	
	Atch T&SF cv 4s					
50000	Atch T&SF cv 4s		121¾	121¾	121¾	
	rcts 4 paid					
10000	Atch T&SF cv 4s		120	120	120	
	Atch T & S F 4s					
1000	Atch T&SF 4s		100	100	100	
	Atl Coast Line 4s					
10000	Atl Coast Line 4s		79	79	79	
	AtCLine col trs					
18000	AtCLine col trs		95	95	95	
4000	AtCLine col trs		94¾	94¾	94¾	
	Balt & O gold 4s					
3000	Balt & O gold 4s		99⅜	99⅜	99⅜	
500	Balt & O gold 4s		99½	99½	99½	
1000	Balt & O gold 4s		99⅜	99⅜	99⅜	
	Balt & Ohio 3½s					
2000	Balt & Ohio 3½s		93	93	93	
	Balt & O SW 3½s					
2000	Balt & O SW 3½s		90½	90½	90½	
	Beth Steel cv 5s					
5000	Beth Steel cv 5s		88⅞	88⅞	88⅞	
	Bkn Rap Tr cv 4s					
10000	Bkn Rap Tr cv 4s		86¾	86¾	86¾	
	Bkn Un Gas 5s					
4000	Bkn Un Gas 5s		76½	76½	76½	
4000	Bkn Un Gas 5s		107⅞	107⅞	107⅞	
4000	Bkn Un Gas 5s		107½	107½	107½	
	Central Ga 5s					
6000	Central Ga 5s		108½	108½	108½	
	Central Ga 1st 5s					
5000	Central Ga 1st 5s		88½	88½	88½	
	Central Ga 2d 5s					
5000	Central Ga 2d 5s		85	85	85	
5000	Central Ga 2d 5s		85½	85½	85½	
5000	Central Ga 2d 5s		85¾	85¾	85¾	
8000	Central Ga 2d 5s		86	86	86	
	Central Ga 3d 5s					
50000	Central Ga 3d 5s		86	86	86	
1000	Central Ga 3d 5s		85	85	85	
	Cen Leather 5s					
2000	Cen Leather 5s		87⅞	87⅞	87⅞	
3000	Cen Leather 5s		88¾	88¾	88¾	
12000	Cen Leather 5s		89	89	89	
	Cent Pacific 1st					
2000	Cent Pacific 1st		121⅛	121⅛	121⅛	
1000	Cent Pacific 1st		121	121	121	
	Atch T&SF cv 4s					
50000	Atch T&SF cv 4s		121¾	121¾	121¾	
	rcts 5 paid					
10000	Atch T&SF cv 4s		120	120	120	
	Atch T & S F 4s					
1000	Atch T&SF 4s		100	100	100	
	Atl Coast Line 4s					
10000	Atl Coast Line 4s		79	79	79	
	AtCLine col trs					
18000	AtCLine col trs		95	95	95	
4000	AtCLine col trs		94¾	94¾	94¾	
	Balt & O gold 4s					
3000	Balt & O gold 4s		99⅜	99⅜	99⅜	
500	Balt & O gold 4s		99½	99½	99½	
1000	Balt & O gold 4s		99⅜	99⅜	99⅜	
	Balt & Ohio 3½s					
2000	Balt & Ohio 3½s		93	93	93	
	Balt & O SW 3½s					
2000	Balt & O SW 3½s		90½	90½	90½	
	Beth Steel cv 5s					
5000	Beth Steel cv 5s		88⅞	88⅞	88⅞	
	Bkn Rap Tr cv 4s					
10000	Bkn Rap Tr cv 4s		86¾	86¾	86¾	
	Bkn Un Gas 5s					
4000	Bkn Un Gas 5s		76½	76½	76½	
4000	Bkn Un Gas 5s		107⅞	107⅞	107⅞	
4000	Bkn Un Gas 5s		107½	107½	107½	
	Central Ga 5s					
6000	Central Ga 5s		108½	108½	108½	
	Central Ga 1st 5s					
5000	Central Ga 1st 5s		88½	88½	88½	
	Central Ga 2d 5s					
5000	Central Ga 2d 5s		85	85	85	
5000	Central Ga 2d 5s		85½	85½	85½	
5000	Central Ga 2d 5s		85¾	85¾	85¾	
8000	Central Ga 2d 5s		86	86	86	
	Central Ga 3d 5s					
50000	Central Ga 3d 5s		86	86	86	
1000	Central Ga 3d 5s		85	85	85	
	Cen Leather 5s					
2000	Cen Leather 5s		87⅞	87⅞	87⅞	
3000	Cen Leather 5s		88¾	88¾	88¾	
12000	Cen Leather 5s		89	89	89	
	Cent Pacific 1st					
2000	Cent Pacific 1st		121⅛	121⅛	121⅛	
1000	Cent Pacific 1st		121	121	121	
	Atch T&SF cv 4s					
50000	Atch T&SF cv 4s		121¾	121¾	121¾	
	rcts 6 paid					
10000	Atch T&SF cv 4s		120	120	120	
	Atch T & S F 4s					
1000	Atch T&SF 4s		100	100	100	
	Atl Coast Line 4s					
10000	Atl Coast Line 4s		79	79	79	
	AtCLine col trs					
18000	AtCLine col trs		95	95	95	
4000	AtCLine col trs		94¾	94¾	94¾	
	Balt & O gold 4s					
3000	Balt & O gold 4s		99⅜	99⅜	99⅜	
500	Balt & O gold 4s		99½	99½	99½	
1000	Balt & O gold 4s		99⅜	99⅜	99⅜	
	Balt & Ohio 3½s					
2000	Balt & Ohio 3½s		93	93	93	
	Balt & O SW 3½s					
2000	Balt & O SW 3½s		90½	90½	90½	
	Beth Steel cv 5s					
5000	Beth Steel cv 5s		88⅞	88⅞	88⅞	
	Bkn Rap Tr cv 4s					
10000	Bkn Rap Tr cv 4s		86¾	86¾	86¾	
	Bkn Un Gas 5s					
4000	Bkn Un Gas 5s		76½	76½	76½	
4000	Bkn Un Gas 5s		107⅞	107⅞	107⅞	
4000	Bkn Un Gas 5s		107½	107½	107½	
	Central Ga 5s					
6000	Central Ga 5s		108½	108½	108½	
	Central Ga 1st 5s					
5000	Central Ga 1st 5s		88½	88½	88½	
	Central Ga 2d 5s					
5000	Central Ga 2d 5s		85	85	85	
5000	Central Ga 2d 5s		85½	85½	85½	
5000	Central Ga 2d 5s		85¾	85¾	85¾	
8000	Central Ga 2d 5s		86	86	86	
	Central Ga 3d 5s					
50000	Central Ga 3d 5s		86	86	86	
1000	Central Ga 3d 5s		85	85	85	
	Cen Leather 5s					
2000	Cen Leather 5s		87⅞	87⅞	87⅞	
3000	Cen Leather 5s		88¾	88¾	88¾	
12000	Cen Leather 5s		89	89	89	
	Cent Pacific 1st					
2000	Cent Pacific 1st		121⅛	121⅛	121⅛	
1000	Cent Pacific 1st		121	121	121	
	Atch T&SF cv 4s					
50000	Atch T&SF cv 4s		121¾	121¾	121¾	
	rcts 7 paid					
10000	Atch T&SF cv 4s		120	120	120	
	Atch T & S F 4s					
1000	Atch T&SF 4s		100	100	100	
	Atl Coast Line 4s					
10000	Atl Coast Line 4s		79	79	79	
	AtCLine col trs					
18000	AtCLine col trs		95	95	95	
4000	AtCLine col trs		94¾	94¾	94¾	
	Balt & O gold 4s					
3000	Balt & O gold 4s		99⅜	99⅜	99⅜	
500	Balt & O gold 4s		99½	99½	99½	
1000	Balt & O gold 4s		99⅜	99⅜	99⅜	
	Balt & Ohio 3½s					
2000	Balt & Ohio 3½s		93	93	93	
	Balt & O SW 3½s					
2000	Balt & O SW 3½s		90½	90½	90½	
	Beth Steel cv 5s					
5000	Beth Steel cv 5s		88⅞	88⅞	88⅞	
	Bkn Rap Tr cv 4s					
10000	Bkn Rap Tr cv 4s		86¾	86¾	86¾	
	Bkn Un Gas 5s					
4000	Bkn Un Gas 5s		76½	76½	76½	
4000	Bkn Un Gas 5s		107⅞	107⅞	107⅞	
4000	Bkn Un Gas 5s		107½	107½	107½	
	Central Ga 5s					
6000	Central Ga 5s		108½	108½	108½	
	Central Ga 1st 5s					
5000	Central Ga 1st 5s		88½	88½	88½	
	Central Ga 2d 5s					
5000	Central Ga 2d 5s		85	85	85	
5000	Central Ga 2d 5s		85½	85½	85½	
5000	Central Ga 2d 5s		85¾	85¾	85¾	
8000	Central Ga 2d 5s		86	86	86	
	Central Ga 3d 5s					
50000	Central Ga 3d 5s		86	86	86	
1000	Central Ga 3d 5s		85	85	85	
	Cen Leather 5s					
2000	Cen Leather 5s		87⅞	87⅞	87⅞	
3000	Cen Leather 5s		88¾	88¾	88¾	
12000	Cen Leather 5s		89	89	89	
	Cent Pacific 1st					
2000	Cent Pacific 1st		121⅛	121⅛	121⅛	
1000	Cent Pacific 1st		121	121	121	
	Atch T&SF cv 4s					
50000	Atch T&SF cv 4s		121¾	121¾	121¾	
	rcts 8 paid					
10000	Atch T&SF cv 4s		120	120	120	
	Atch T & S F 4s					
1000	Atch T&SF 4s		100	100	100	
	Atl Coast Line 4s					
10000	Atl Coast Line 4s		79	79	79	
	AtCLine col trs					
18000	AtCLine col trs		95	95	95	
4000	AtCLine col trs		94¾	94¾	94¾	
	Balt & O gold 4s					
3000	Balt & O gold 4s		99⅜	99⅜	99⅜	
500	Balt & O gold 4s		99½	99½	99½	
1000	Balt & O gold 4s		99⅜	99⅜	99⅜	
	Balt & Ohio 3½s					
2000	Balt & Ohio 3½s		93	93	93	
	Balt & O SW 3½s					
2000	Balt & O SW 3½s		90½	90½	90½	
	Beth Steel cv 5s					
5000	Beth Steel cv 5s		88⅞	88⅞	88⅞	
	Bkn Rap Tr cv 4s					
10000	Bkn Rap Tr cv 4s		86¾	86¾	86¾	
	Bkn Un Gas 5s					
4000	Bkn Un Gas 5s		76½	76½	76½	
4000	Bkn Un Gas 5s		107⅞	107⅞	107⅞	
4000	Bkn Un Gas 5s		107½	107½	107½	
	Central Ga 5s					
6000	Central Ga 5s		108½	108½	108½	
	Central Ga 1st 5s					
5000	Central Ga 1st 5s		88½	88½	88½	
	Central Ga 2d 5s					
5000	Central Ga 2d 5s		85	85	85	
5000	Central Ga 2d 5s		85½	85½	85½	
5000	Central Ga 2d 5s		85¾	85¾	85¾	
8000	Central Ga 2d 5s		86	86	86	
	Central Ga 3d 5s					
50000	Central Ga 3d 5s		86	86	86	
1000	Central Ga 3d 5s		85	85	85	
	Cen Leather 5s					
2000	Cen Leather 5s		87⅞	87⅞	87⅞	
3000	Cen Leather 5s		88¾	88¾	88¾	
12000	Cen Leather 5s		89	89	89	
	Cent Pacific 1st					
2000	Cent Pacific 1st		121⅛	121⅛	121⅛	
1000	Cent Pacific 1st		121	121	121	
	Atch T&SF cv 4s					
50000	Atch T&SF cv 4s		121¾	121¾	121¾	
	rcts 9 paid					
10000	Atch T&SF cv 4s		120	120	120	
	Atch T & S F 4s					
1000	Atch T&SF 4s		100	100	100	
	Atl Coast Line 4s					
10000	Atl Coast Line 4s		79	79	79	
	AtCLine col trs					
18000	AtCLine col trs		95	95	95	
4000	AtCLine col trs		94¾	94¾	94¾	
	Balt & O gold 4s					
3000	Balt & O gold 4s		99⅜	99⅜	99⅜	
500	Balt & O gold 4s		99½	99½	99½	
1000	Balt & O gold 4s		99⅜	99⅜	99⅜	
	Balt & Ohio 3½s					
2000	Balt & Ohio 3½s		93	93	93	
	Balt & O SW 3½s					
2000	Balt & O SW 3½s		90½	90½	90½	
	Beth Steel cv 5s					
5000	Beth Steel cv 5s		88⅞	88⅞	88⅞	
	Bkn Rap Tr cv 4s					
10000	Bkn Rap Tr cv 4s		86¾	86¾	86¾	
	Bkn Un Gas 5s					
4000	Bkn Un Gas 5s		76½	76½	76½	
4000	Bkn Un Gas 5s		107⅞	107⅞	107⅞	
4000	Bkn Un Gas 5s		107½	107½	107½	
	Central Ga 5s					
6000	Central Ga 5s		108½	108½	108½	
	Central Ga 1st 5s					
5000	Central Ga 1st 5s		88½	88½	88½	
	Central Ga 2d 5s					
5000	Central Ga 2d 5s		85	85	85	
5000	Central Ga 2d 5s		85½	85½	85½	
5000	Central Ga 2d 5s		85¾	85¾	85¾	
8000	Central Ga 2d 5s		86	86	86	
	Central Ga 3d 5s					
50000	Central Ga 3d 5s		86	86	86	
1000	Central Ga 3d 5s		85	85	85	