

# MARKET VALUES

## ON A BROAD BASIS

Business Increases in Volume and Embraces Great Number of Standard Stocks.

### GOOD BANK STATEMENT

Loan Increase and Cash Loss Showed Better Than Had Been Expected.

(By Associated Press.)  
NEW YORK, Nov. 26.—Initial transactions in today's stock market were made up largely of United States Steel issues, but before the end of the session business increased in volume and the market broadened until it embraced a great number of standard stocks. At the outset large blocks of steel common and preferred came out at fractional advances and the bonds also gained. There were slight advances in such specialties as Colorado Fuel, Pressed Steel Car, and American Locomotive. Amalgamated Copper responded to buying by houses supposed to represent Boston in this. The list fluctuated narrowly for a brief period, but shortly before the publication of the bank statement a heavy buying movement set in. There was a lively demand for United Pacific, Southern Pacific, Rock Island, L. & N. Pennsylvania and others in the same group. London bought United Pacific and Southern Pacific, and the heavy purchases of Erie were probably for account of the professional short interest. The market remained active to the close, and prices of most issues were then the best of the day. The bank statement was regarded as favorable in the sense that the loan increase, as well as the cash loss showed better than had been expected. Now high prices were registered by the steel issues. Atchafalpa made a slight gain in spite of its poor October report. Great Northern preferred, advanced seven points, making a seventeen point gain in two days.

Total bond sales to-day, par value, \$5,200,000.  
Total sales of stocks to-day, \$86,700 shares.  
**MONEY AND EXCHANGE—CLOSE:**  
Money on call, 6 per cent.; 10 days, 7 per cent.; 30 days, 7 per cent.; 60 days, 7 per cent.; 90 days, 7 per cent.; 120 days, 7 per cent.; 150 days, 7 per cent.; 180 days, 7 per cent.; 210 days, 7 per cent.; 240 days, 7 per cent.; 270 days, 7 per cent.; 300 days, 7 per cent.; 360 days, 7 per cent.; 420 days, 7 per cent.; 480 days, 7 per cent.; 540 days, 7 per cent.; 600 days, 7 per cent.; 660 days, 7 per cent.; 720 days, 7 per cent.; 780 days, 7 per cent.; 840 days, 7 per cent.; 900 days, 7 per cent.; 960 days, 7 per cent.; 1020 days, 7 per cent.; 1080 days, 7 per cent.; 1140 days, 7 per cent.; 1200 days, 7 per cent.; 1260 days, 7 per cent.; 1320 days, 7 per cent.; 1380 days, 7 per cent.; 1440 days, 7 per cent.; 1500 days, 7 per cent.; 1560 days, 7 per cent.; 1620 days, 7 per cent.; 1680 days, 7 per cent.; 1740 days, 7 per cent.; 1800 days, 7 per cent.; 1860 days, 7 per cent.; 1920 days, 7 per cent.; 1980 days, 7 per cent.; 2040 days, 7 per cent.; 2100 days, 7 per cent.; 2160 days, 7 per cent.; 2220 days, 7 per cent.; 2280 days, 7 per cent.; 2340 days, 7 per cent.; 2400 days, 7 per cent.; 2460 days, 7 per cent.; 2520 days, 7 per cent.; 2580 days, 7 per cent.; 2640 days, 7 per cent.; 2700 days, 7 per cent.; 2760 days, 7 per cent.; 2820 days, 7 per cent.; 2880 days, 7 per cent.; 2940 days, 7 per cent.; 3000 days, 7 per cent.; 3060 days, 7 per cent.; 3120 days, 7 per cent.; 3180 days, 7 per cent.; 3240 days, 7 per cent.; 3300 days, 7 per cent.; 3360 days, 7 per cent.; 3420 days, 7 per cent.; 3480 days, 7 per cent.; 3540 days, 7 per cent.; 3600 days, 7 per cent.; 3660 days, 7 per cent.; 3720 days, 7 per cent.; 3780 days, 7 per cent.; 3840 days, 7 per cent.; 3900 days, 7 per cent.; 3960 days, 7 per cent.; 4020 days, 7 per cent.; 4080 days, 7 per cent.; 4140 days, 7 per cent.; 4200 days, 7 per cent.; 4260 days, 7 per cent.; 4320 days, 7 per cent.; 4380 days, 7 per cent.; 4440 days, 7 per cent.; 4500 days, 7 per cent.; 4560 days, 7 per cent.; 4620 days, 7 per cent.; 4680 days, 7 per cent.; 4740 days, 7 per cent.; 4800 days, 7 per cent.; 4860 days, 7 per cent.; 4920 days, 7 per cent.; 4980 days, 7 per cent.; 5040 days, 7 per cent.; 5100 days, 7 per cent.; 5160 days, 7 per cent.; 5220 days, 7 per cent.; 5280 days, 7 per cent.; 5340 days, 7 per cent.; 5400 days, 7 per cent.; 5460 days, 7 per cent.; 5520 days, 7 per cent.; 5580 days, 7 per cent.; 5640 days, 7 per cent.; 5700 days, 7 per cent.; 5760 days, 7 per cent.; 5820 days, 7 per cent.; 5880 days, 7 per cent.; 5940 days, 7 per cent.; 6000 days, 7 per cent.; 6060 days, 7 per cent.; 6120 days, 7 per cent.; 6180 days, 7 per cent.; 6240 days, 7 per cent.; 6300 days, 7 per cent.; 6360 days, 7 per cent.; 6420 days, 7 per cent.; 6480 days, 7 per cent.; 6540 days, 7 per cent.; 6600 days, 7 per cent.; 6660 days, 7 per cent.; 6720 days, 7 per cent.; 6780 days, 7 per cent.; 6840 days, 7 per cent.; 6900 days, 7 per cent.; 6960 days, 7 per cent.; 7020 days, 7 per cent.; 7080 days, 7 per cent.; 7140 days, 7 per cent.; 7200 days, 7 per cent.; 7260 days, 7 per cent.; 7320 days, 7 per cent.; 7380 days, 7 per cent.; 7440 days, 7 per cent.; 7500 days, 7 per cent.; 7560 days, 7 per cent.; 7620 days, 7 per cent.; 7680 days, 7 per cent.; 7740 days, 7 per cent.; 7800 days, 7 per cent.; 7860 days, 7 per cent.; 7920 days, 7 per cent.; 7980 days, 7 per cent.; 8040 days, 7 per cent.; 8100 days, 7 per cent.; 8160 days, 7 per cent.; 8220 days, 7 per cent.; 8280 days, 7 per cent.; 8340 days, 7 per cent.; 8400 days, 7 per cent.; 8460 days, 7 per cent.; 8520 days, 7 per cent.; 8580 days, 7 per cent.; 8640 days, 7 per cent.; 8700 days, 7 per cent.; 8760 days, 7 per cent.; 8820 days, 7 per cent.; 8880 days, 7 per cent.; 8940 days, 7 per cent.; 9000 days, 7 per cent.; 9060 days, 7 per cent.; 9120 days, 7 per cent.; 9180 days, 7 per cent.; 9240 days, 7 per cent.; 9300 days, 7 per cent.; 9360 days, 7 per cent.; 9420 days, 7 per cent.; 9480 days, 7 per cent.; 9540 days, 7 per cent.; 9600 days, 7 per cent.; 9660 days, 7 per cent.; 9720 days, 7 per cent.; 9780 days, 7 per cent.; 9840 days, 7 per cent.; 9900 days, 7 per cent.; 9960 days, 7 per cent.; 10000 days, 7 per cent.

**RICHMOND STOCK MARKET.**  
Richmond, Va., Nov. 26, 1904.  
**STATE SECURITIES.** Bid. Asked.  
North Carolina 4s, C. 1910..... 102 1/2  
North Carolina 4s, C. 1915..... 102 1/2  
Va. Cent. & A. Ry. 4s, C. 1915..... 98 1/2  
Va. Cent. & A. Ry. 4s, C. 1920..... 98 1/2  
**CITY SECURITIES.**  
Richmond City 4s, 1913..... 108 1/2  
**RAILROAD BONDS.**  
Atlantic Coast Line 4s, C. 1910..... 102 1/2  
A. C. L. 4s, C. 1915..... 102 1/2  
A. C. L. 4s, C. 1920..... 102 1/2  
Chesapeake & Ohio 4s, C. 1910..... 102 1/2  
Chesapeake & Ohio 4s, C. 1915..... 102 1/2  
Chesapeake & Ohio 4s, C. 1920..... 102 1/2  
Seaboard Air Line 4s, C. 1910..... 102 1/2  
Seaboard Air Line 4s, C. 1915..... 102 1/2  
Seaboard Air Line 4s, C. 1920..... 102 1/2  
**BANK AND TRUST COMPANY STOCKS.**  
Bank of Richmond..... 100 1/2  
American National..... 100 1/2  
Union Bank of Richmond..... 100 1/2  
Virginia Trust Co..... 100 1/2  
**MISCELLANEOUS.**  
American Locomotive pfd..... 100 1/2  
American Locomotive com..... 100 1/2  
Va. Car. Chem. pfd..... 100 1/2  
Va. Car. Chem. com..... 100 1/2

**BALTIMORE STOCK MARKET.**  
BALTIMORE, MD., Nov. 26.—Seaboard Air Line common, 102 1/2; preferred, 104 1/2; Atlantic Coast Line common, 102 1/2.

**COTTON MARKETS.**  
NEW YORK, Nov. 26.—The cotton market opened at an advance of 600 points on better cables than expected and continued to advance. After the first few minutes prices were steady, but then they began to rise, having covered yesterday's loss. Prices went out fresh lines on the initial bulge. Private advices from the South reported a very slow movement for spot cotton at the decline of yesterday, but also claimed that spots were being covered, and that the market was to be slowly pending some more settled look in the Southern situation. The averages estimate by the Baltimore Cotton Exchange for the week ending Nov. 26, 1904, was 14,000 bales; the lowest 16,000, the highest 12,000.

Receipts of cotton at the ports to-day were 70,000 bales against 40,000 last week and 71,000 last year. The week ending Nov. 26, 1904, was 14,000 bales; the lowest 16,000, the highest 12,000. Cotton futures opened at 14.00 and closed 14.00.

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## OFFICIAL RANGE AND SALE OF STOCKS IN NEW YORK

By Thomas Branch & Co., Bankers and Brokers.

SALES:	Open.	High.	Low.	Closing.	SALES:	Open.	High.	Low.	Closing.
100 A. C. L. com.....	150	150	150	150	500 Mo. Kan. and Tex. pfd.....	63 1/2	63 1/2	63 1/2	64 1/2
200 Amer. Grass Twine.....	97 1/2	98 1/2	97 1/2	98 1/2	1000 Missouri Pacific.....	108 1/2	109 1/2	108 1/2	109 1/2
800 Amer. Cotton Oil.....	31 1/2	32 1/2	31 1/2	32 1/2	1000 New York Central.....	137 1/2	138 1/2	137 1/2	138 1/2
400 Amer. Tob. pfd.....	92 1/2	93 1/2	92 1/2	93 1/2	1000 Norfolk and Western.....	75 1/2	76 1/2	75 1/2	76 1/2
1000 Amer. Can. pfd.....	104 1/2	105 1/2	104 1/2	105 1/2	800 N. Y. Ont. and West.....	45 1/2	46 1/2	45 1/2	46 1/2
2000 Amer. Locomotive com.....	104 1/2	105 1/2	104 1/2	105 1/2	800 Pacific Mail.....	45 1/2	46 1/2	45 1/2	46 1/2
2000 Amer. Locomotive pfd.....	104 1/2	105 1/2	104 1/2	105 1/2	1000 People's Gas (Chicago).....	103 1/2	104 1/2	103 1/2	104 1/2
700 Amer. Sugar.....	18 1/2	19 1/2	18 1/2	19 1/2	1000 Pressed Steel Car.....	29 1/2	30 1/2	29 1/2	30 1/2
13800 A. T. & S. Fe. com.....	87 1/2	88 1/2	87 1/2	88 1/2	1000 Pressed Steel Car pfd.....	90 1/2	91 1/2	90 1/2	91 1/2
1000 B. & O. pfd.....	104 1/2	105 1/2	104 1/2	105 1/2	1000 Reading 1st pfd.....	75 1/2	76 1/2	75 1/2	76 1/2
3400 Baltimore and Ohio.....	95 1/2	96 1/2	95 1/2	96 1/2	1000 Reading 2d pfd.....	75 1/2	76 1/2	75 1/2	76 1/2
4000 Brooklyn Rapid Transit.....	97 1/2	98 1/2	97 1/2	98 1/2	1000 Rock Island.....	84 1/2	85 1/2	84 1/2	85 1/2
1000 Canada Southern.....	13 1/2	14 1/2	13 1/2	14 1/2	1000 Rock Island pfd.....	84 1/2	85 1/2	84 1/2	85 1/2
6000 Chesapeake and Ohio.....	49 1/2	50 1/2	49 1/2	50 1/2	1000 St. Louis.....	62 1/2	63 1/2	62 1/2	63 1/2
12700 Chi. Great Western.....	25 1/2	26 1/2	25 1/2	26 1/2	1000 St. Paul.....	62 1/2	63 1/2	62 1/2	63 1/2
12000 Chi. Mil. and St. P.....	17 1/2	18 1/2	17 1/2	18 1/2	1000 St. Paul & Northern Pac.....	62 1/2	63 1/2	62 1/2	63 1/2
2200 Colo. Fuel and Iron.....	62 1/2	63 1/2	62 1/2	63 1/2	1000 St. Paul & S. W. Fe. 2d pfd.....	68 1/2	69 1/2	68 1/2	69 1/2
200 Colo. Southern com.....	22 1/2	23 1/2	22 1/2	23 1/2	1000 St. Paul and Southern, pfd.....	67 1/2	68 1/2	67 1/2	68 1/2
1000 Colo. Southern 1st pfd.....	22 1/2	23 1/2	22 1/2	23 1/2	1000 Southern Pacific.....	65 1/2	66 1/2	65 1/2	66 1/2
1000 Colo. Southern 2d pfd.....	22 1/2	23 1/2	22 1/2	23 1/2	1000 Southern Railway.....	65 1/2	66 1/2	65 1/2	66 1/2
2000 Cleve. Clin. and St. L. S. S.....	88 1/2	89 1/2	88 1/2	89 1/2	1000 Southern Railway pfd.....	65 1/2	66 1/2	65 1/2	66 1/2
1000 Consol. Carb. pfd.....	128 1/2	129 1/2	128 1/2	129 1/2	1000 Seaboard Air Line, com.....	19 1/2	20 1/2	19 1/2	20 1/2
1000 Consol. Carb. 2d pfd.....	128 1/2	129 1/2	128 1/2	129 1/2	1000 Seaboard Air Line, pfd.....	19 1/2	20 1/2	19 1/2	20 1/2
1000 Consol. Carb. 3d pfd.....	128 1/2	129 1/2	128 1/2	129 1/2	1000 Seaboard Air Line, 2d pfd.....	19 1/2	20 1/2	19 1/2	20 1/2
1000 Del. Lack. and West.....	32 1/2	33 1/2	32 1/2	33 1/2	1000 Texas Pacific.....	20 1/2	21 1/2	20 1/2	21 1/2
100 Erie com.....	32 1/2	33 1/2	32 1/2	33 1/2	1000 Union Pacific.....	116 1/2	117 1/2	116 1/2	117 1/2
100 Erie 1st pfd.....	32 1/2	33 1/2	32 1/2	33 1/2	1000 United States Leather.....	39 1/2	40 1/2	39 1/2	40 1/2
1000 General Electric.....	192 1/2	193 1/2	192 1/2	193 1/2	1000 United States Steel, pfd.....	94 1/2	95 1/2	94 1/2	95 1/2
1000 Illinois Central.....	101 1/2	102 1/2	101 1/2	102 1/2	500 Va.-Car. Chemical, com.....	40 1/2	41 1/2	40 1/2	41 1/2
1000 Louisville and Nashville.....	163 1/2	164 1/2	163 1/2	164 1/2	1000 Va.-Car. Chemical, pfd.....	112 1/2	113 1/2	112 1/2	113 1/2
1000 Metropolitan.....	163 1/2	164 1/2	163 1/2	164 1/2	1000 Western Union.....	23 1/2	24 1/2	23 1/2	24 1/2
100 Metro. Street Railway.....	122 1/2	123 1/2	122 1/2	123 1/2	1000 Wisconsin Central.....	47 1/2	48 1/2	47 1/2	48 1/2
100 Mexican Central.....	23 1/2	24 1/2	23 1/2	24 1/2	100 Wisconsin Central pfd.....	47 1/2	48 1/2	47 1/2	48 1/2
					Total sales \$72,100 shares.				