

**The Nebraska National Bank**

Of Omaha, Neb.

Paid up Capital, \$250,000

DIRECTORS:

S. B. JOHNSON, President, of Steele, Johnson &amp; Co.

A. R. TOUZALIN, Vice President, of C. H. &amp; Q. E. R., Boston.

W. V. MORSE, of W. V. Morse &amp; Co.

JOHN S. COLLINS, of G. H. &amp; J. S. Collins.

J. M. WOOLWORTH, Counsellor &amp; Attorney-at-Law.

L. S. REED, of Byron Reed &amp; Co.

H. W. YATTS, Cashier, late Cashier of the First National Bank of Omaha, and connected with the active management of that bank since its organization in 1863.

Opened for business April 27, 1882, with the largest capital of any bank in Nebraska.

Collectors of every special attention and charge less creditable here or elsewhere.

Interest allowed on time deposits upon favorable terms and upon a sound basis of bankard banking.

For more information, Government Bonds, and County &amp; City securities bought and sold.

It is reported, &amp;c., in a general banking business in all its details, in the treatment of customers will pursue the most liberal policy consistent with safe banking.

**FINANCE AND COMMERCE.****FINANCIAL.**

Postal Dispatch to The Bee.

NEW YORK, October 5.

MONEY.

Money—Loaned at 7½ per cent, closing at 4 per cent offered.

Prime Mercantile Paper—7½ per cent.

Sterling Exchange—Weak; bankers' bills, \$4.90; demand, \$4.85.

Governments were unchanged.

In the stock market at the opening showed a decline from yesterday's closing figures of 14½ per cent. In early dealings there was a fractional recovery in the general line, after which the market became weak, and a decline ranged from 14½ per cent, was recorded, in which Louisville &amp; Nashville, Omaha preferred, Union Pacific, Denver &amp; Rio Grande and Michigan Central were prominent. The market became strong, and in final dealings recorded an advance of 14½ per cent, and closed with the general list 14½ per cent, lower than at yesterday's close.

**GOVERNMENTS.**

Yesterday, To-day.

100<sup>c</sup>.....100<sup>c</sup>.....100<sup>c</sup>4½% Coupons.....112<sup>c</sup>.....112<sup>c</sup>4%.....118<sup>c</sup>.....118<sup>c</sup>Pacific 6's of 1868.....130<sup>c</sup>.....130<sup>c</sup>**BONDS.**100<sup>c</sup>Central Pacific Bonds.....114<sup>c</sup>Erica bonds.....100<sup>c</sup>Lehigh & New Haven.....102<sup>c</sup>Louisiana consols.....70<sup>c</sup>Missouri 6's.....111<sup>c</sup>St. Joseph.....109<sup>c</sup>St. Paul & Sioux City bonds.....109<sup>c</sup>Tennessee 6's.....51<sup>c</sup>do.....50<sup>c</sup>Texas & Pacific land grants.....62<sup>c</sup>do.....62<sup>c</sup>R. G. Div. ....82<sup>c</sup>Union Pacific land mortgage.....115<sup>c</sup>do.....115<sup>c</sup>Banking fund.....174<sup>c</sup>Virginia 6's.....35<sup>c</sup>do.....35<sup>c</sup>do.....37<sup>c</sup>do.....37<sup>c</sup>do.....13<sup>c</sup>**STOCKS.**Adams Express.....139<sup>c</sup>Allegany Central.....27<sup>c</sup>Alt. & Terre Haute.....43<sup>c</sup>do.....84<sup>c</sup>Am. Express.....96<sup>c</sup>Burl. Cedar Rapids & North 2<sup>c</sup>Can. & Ind. Cent. ....108<sup>c</sup>Central Pacific.....91<sup>c</sup>Chesapeake & Ohio.....28<sup>c</sup>do.....30<sup>c</sup>do.....30<sup>c</sup>do.....30<sup>c</sup>Chicago & Alton.....139<sup>c</sup>Chi. Bur. & Quincy.....131<sup>c</sup>Chi. St. L. & New Orleans.....75<sup>c</sup>Chi. S. Ind. & Cincinnati.....53<sup>c</sup>Chi. & St. Louis Canal.....51<sup>c</sup>Delaware & Hudson canal.....113<sup>c</sup>Del. Luck. & Western.....36<sup>c</sup>Denver & Rio Grande.....56<sup>c</sup>Erie.....42<sup>c</sup>do.....42<sup>c</sup>East Tennessee.....116<sup>c</sup>Fort Wayne & Chicago.....135<sup>c</sup>Hannibal & St. Joseph.....46<sup>c</sup>do.....86<sup>c</sup>Harlem.....205<sup>c</sup>Houston Texas Central.....120<sup>c</sup>Ind. Central.....139<sup>c</sup>Ind. Bloom. & Western.....46<sup>c</sup>Kans. & Texas.....36<sup>c</sup>Lake Erie & Western.....36<sup>c</sup>Lake Shore & Michigan So. ....112<sup>c</sup>Louisville & Nashville.....56<sup>c</sup>Louis. New Al. & Chiaco.....53<sup>c</sup>Marin. & Cincinnati 1st pd. 15<sup>c</sup>do.....24 pd. 6<sup>c</sup>Memphis & Charleston.....53<sup>c</sup>Michigan Central.....97<sup>c</sup>Minneapolis & St. Louis.....32<sup>c</sup>do.....32<sup>c</sup>Missouri Pacific.....104<sup>c</sup>do.....121<sup>c</sup>Manhattan Beach.....124<sup>c</sup>do.....124<sup>c</sup>Morris & Essex.....53<sup>c</sup>Nashville & Chattanooga.....74<sup>c</sup>do.....74<sup>c</sup>Northern Pacific.....49<sup>c</sup>do.....91<sup>c</sup>Northwestern.....144<sup>c</sup>do.....145<sup>c</sup>New York Central.....161<sup>c</sup>Ohio Central.....171<sup>c</sup>Ohio & Mississippi.....39<sup>c</sup>do.....105<sup>c</sup>Ontario & Western.....127<sup>c</sup>Pacific Mail.....43<sup>c</sup>Panhandle & Eastern.....138<sup>c</sup>Pittsburg & Cleveland.....138<sup>c</sup>Reading.....163<sup>c</sup>Rock Island.....133<sup>c</sup>St. Louis & San Fran.....48<sup>c</sup>do.....58<sup>c</sup>do.....1st pd. 209<sup>c</sup>St. Paul & Milwaukee.....109<sup>c</sup>do.....121<sup>c</sup>St. Paul, Minn. & Manitoba.....156<sup>c</sup>St. Paul & Omaha.....151<sup>c</sup>do.....151<sup>c</sup>Texas & Pacific.....45<sup>c</sup>do.....48<sup>c</sup>Union Pacific.....110<sup>c</sup>United States Express.....69<sup>c</sup>Wabash, St. L. & Pacific.....136<sup>c</sup>do.....136<sup>c</sup>Wells, Fargo & Co. Express.....187<sup>c</sup>Western Union Telegraph.....128<sup>c</sup>do.....128<sup>c</sup>Caribou.....1<sup>c</sup>Homestake.....1<sup>c</sup>Little Pittsburg.....1<sup>c</sup>Oscars.....1<sup>c</sup>do.....1<sup>c</sup>Quicksilver.....1<sup>c</sup>do.....1<sup>c</sup>Robinson.....1<sup>c</sup>Silver Cliff.....1<sup>c</sup>South Pacific.....1<sup>c</sup>do.....1<sup>c</sup>Sutro.....1<sup>c</sup>do.....1<sup>c</sup>do.....1<sup>c</sup>do.....1<sup>c</sup>do.....1<sup>c</sup>do.....1<sup>c</sup>do.....1<sup>c</sup>do.....1<sup>c</sup>do.....1<sup>c</sup>do.....1<sup>c</sup>do.....1<sup>c</sup>do.....1<sup>c</sup>do.....1<sup>c</sup>do.....1<sup>c</sup>do.....1<sup>c</sup>do.....1<sup>c</sup>do.....1<sup>c</sup>do.....1<sup>c</sup>do.....1<sup>c</sup>do.....1<sup>c</sup>do.....1<sup>c</sup>do.....1<sup>c</sup>do.....1<sup>c</sup>do.....1<sup>c</sup>do.....1<sup>c</sup>do.....1<sup>c</sup>do.....1<sup>c</sup>do.....1<sup>c</sup>do.....1<sup>c</sup>do.....1<sup>c</sup>do.....1<sup>c</sup>do.....1<sup>c</sup>do.....1<sup>c</sup>do.....1<sup>c</sup>do.....1<sup>c</sup>do.....1<sup>c</sup>do.....1<sup>c</sup>do.....1<sup>c</sup>do.....1<sup>c</sup>do.....1<sup>c</sup>do.....1<sup>c</sup>do.....1<sup>c</sup>do.....1<sup>c</sup>