

## The Nebraska National Bank

Of Omaha, Neb.

Paid up Capital, \$250,000

DIRECTORS:

R. J. JOHNSON, President, of Stee., Johnson &amp; Co.

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

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

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

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

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

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

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

Customers receive special attention and charge lowest obtainable here or elsewhere.

Interest allowed on time deposits upon favorable terms and upon accounts of banks and bankers.

Foreign Exchange, Government Bonds, and County and City securities bought and sold.

It is regretted, do a general banking business to all its details, and in the treatment of customers will pursue the most liberal policy consistent with safe banking.

FINANCE AND COMMERCE.

## FINANCIAL.

Special Dispatch to THE BEE.

NEW YORK, November 28. Money—Market at 4@6 per cent, closed off at 5 per cent.

Prize Merchants' Paper—6@8 per cent.

Sterling Exchange—Bankers' bills steady at \$1.79; demand, \$1.83.

Governments were strong and 1 per cent higher.

At the Stock Exchange the markets were depressed at the opening by the announcement that Porter, president of the St. Paul &amp; Omaha road, had suddenly terminated negotiations for a settlement of the railroad war by refusing to join the conference, on the ground that the Milwaukee &amp; St. Paul company, through the purchase of the Chippewa Valley &amp; Superior road (about 75 miles long) and extending from Wahpeton, Minnesota, to the lumber camps in Eau Claire county, had again encroached upon the territorial rights of the St. Paul &amp; Omaha road. Although this sudden change in the aspect of affairs made it appear that the war was as far from a settlement as ever, railway officials had not abandoned hope, and this feeling spread among operators as the morning advanced. Hence the market change in the temper of speculation which occurred shortly before the first call and which had continued to make progress up to 1 o'clock. The market was less active after 1 o'clock, but soon after 2 o'clock became buoyant, and so continued to the close of business. The advance from the lowest price this morning ranged from 4 to 6 per cent—Denver &amp; R. G. Grays, St. Paul, Northwestern, New Jersey Central, Reading, Union Pacific, Canada Southern and Delaware, Lackawanna &amp; Western leading. Erie advanced on the announcement that the directors had declared a dividend of 6 per cent on preferred stock for the year. In the final sales there was a reduction of 4@12 per cent from the highest point, but the under tone of the market was strong.

Reports current that Porter, president of the Omaha road, had signified a willingness to join the conference, provided that the question of territorial rights be considered on the basis existing before the Milwaukee &amp; St. Paul company acquired the Chippewa Valley &amp; Superior road, and that Porter's proposition had been agreed to by Mitchell, of the Milwaukee &amp; St. Paul, had a marked effect on speculation, although the reports could not be authenticated.

## GOVERNMENTS.

Yest. today To day.

3%—101 1/2 101 1/2

4%—112 1/2 113 1/2

4 1/2%—118 1/2 118 1/2

Pacific 6's of 1885—129 1/2 129

## BONDS.

Central Pacific First—114 114

Ericson—98 1/2 100

Lehigh &amp; Wilkesbarre—102 1/2 102

Louisiana consols—68 68

Missouri 6's—112 112

St. Joseph—108 108

St. Paul &amp; Sioux City first—1.0 1.0

Tennessee 6's—42 42

Texas &amp; Pacific land grants—54 54

do K. div.—80 80

Union Pacific 1st mortgage—115 115

do land grants—110 112

do sinking fund—116 112

Virginia 6's—36 35

do consols 6's—66 61

do deferred—12 12

## STOCKS.

Adams Express—155 136

Allegheny Central—115 114

Alton &amp; Terre Haute—15 15

do pfd—802 802

Auraria Express—63 63

Baptist &amp; Cedar Rapids &amp; North—75 75

Cass's Southern—156 156

Col., Cin. &amp; Ind. Central—106 109

Central Pacific—86 87

Chesapeake &amp; Ohio—28 23

do 1st pfd—32 32

do 2d pfd—12 12

Chicago &amp; Alton—132 123

do pfd—130 120

Chi., Bur. &amp; Quincy—252 275

Chi., St. L. &amp; New Orleans—75 75

Chi., Sand. &amp; Cleveland—49 50

Delaware &amp; Hudson canal—103 103

do Lack. &amp; Western—123 123

Denver &amp; Rock Island—42 42

Erie—36 36

do 1st pfd—82 82

East Tennessee—169 116

do preferred—117 114

Fort Wayne &amp; Chicago—132 132

Hannibal &amp; St. Joseph—43 43

do 1st pfd—200 200

Harmonia—72 72

Houston &amp; Texas Central—72 73

Illinoian Central—144 144

Ind., Bloom. &amp; Western—334 345

Kansas &amp; Texas—291 291

Lake Erie &amp; Western—112 113

Louisville &amp; Nashville—60 61

Louis., New Alb. &amp; Chicago—68 68

Louisville &amp; Cincinnati 1st pfds—15 15

do 2d pfds—124 125

Mauchua &amp; Charleston—42 46

Michigan Central—96 97

Minneapolis &amp; St. Louis—107 107

do 1st pfd—102 102

Mobile &amp; Ohio—118 118

Manhattan Beach—123 123

Morris &amp; Essex—50 50

Nashville &amp; Chattanooga—662 662

New Jersey Central—44 44

Northern Pacific—94 94

do pfd—139 139

Northwestern—126 126

do pfd—128 128

New York Central—128 128

Ohio Central—13 13

Ohio &amp; Mississippi—34 34

do pfd—89 89

Ontario &amp; Western—83 83

Oregon Transcontinental—35 35

Pacific Mail—167 167

Panama Canal—245 263

Peru, Decatur &amp; Evansv.—167 167

Pittsburg &amp; Cleveland—1384 1384

## LIVE STOCK

Special Dispatches to THE BEE.

## CHICAGO.

Chicago, November 28.—The Drovers Journal reports as follows:

Hogs—Market steady and more active; common to good mixed, 50@6@15; heavy, 20@6@15; light, 5@6@15; skins, 3@0@

Union Pacific—103 103

United States Express—63 63

Wabash, St. L. &amp; Pacific—29 30

do pfd—52 54

Wells, Fargo &amp; Co., Express—127 127

Western Union Telegraph—812 812

do pfd—141 140

St. Paul Minn. &amp; Manitoba—141 140

do pfd—121 120

St. Paul &amp; Omaha—141 140

do pfd—54 54

Texas &amp; Pacific—37 38

do pfd—102 99

do pfd—103 99