THE MONEY MARKET.

OFFICIAL REPORT N. Y. STOCK EXCHANGE SALES, WEDNESDAY, OCT. 2, 1878.

GOVERNMENT STOCK DEPARTMENT.

FIRST CALL—10¾ O'CLOCK A. M.

U S 6s Coupon 1881, 10,000 ..... 107⅞

SECOND CALL—11¼ O'CLOCK A. M.

U S 4s Coup 1907, 2,000 ..... bc 100

THIRD CALL—1½ O'CLOCK P. M.

U S 6s Coup 1881
41,000 ..... 107⅞
U S 1867 Reg
5,500 ..... 106⅛
U S 5s Coupon 1881
1,000 ..... c 106

FOURTH CALL—2½ O'CLOCK P. M.

U S 6s Reg 1881
10,000 ..... s3 ..... 107⅞
25,000 ..... bc 107⅝
U S 6s Coup '81
16,000 ..... 107⅞
U S 5s Reg 1881
10,000 ..... 105⅞
U S 4½ Coup '91
20,000 ..... s3 ..... 103⅝

Sales of State and Railway Bonds—Railroad, Bank and Express Stocks.

10 A. M.—SALES BEFORE THE CALL.

Gt West 2d ex Nov 1877 Coup
5,000 75
Gt Western 2d
5,000 86
St Paul Con S F
11,000 97
N Y Elevated 1st
1,000 ..... 91½
Galena & Chic 1st
1,000 ..... 104½
South Side 1st
9,000 ..... 95¼
Western Union
200 ..... s3. 96½
500 ..... 96¼
Pacific Mail
100 ..... 18¾
N Y C & Hud
40 ..... 113½
200 ..... 113⅝
Erie Railway
500 ..... 13⅝
100 ..... b15. 13½
300 ..... 13⅝
100 ..... 13¼
1,200 ..... 13⅝
100 ..... c. 13⅝
Mich Central
400 ..... 71¾
Lake Shore
100 ..... 68⅝
900 ..... 68½
100 ..... 68⅝
300 ..... 68¾
200 ..... 68⅞
Union Pacific
100 ..... 66½
200 ..... 66¼
Lake Shore
1,000 ..... 69¾
500 ..... 69⅞
500 70
500 ..... 70¼
500 ..... 70⅜
600 ..... 70⅝
100 ..... 70⅞
500 ..... 70⅞
500 ..... 70⅞
Northwestern Pref
100 ..... 71¾
200 ..... 71⅞
300 ..... 71⅞
500 ..... 71¾
200 ..... 71⅞
1,000 72
100 ..... 72⅛
200 ..... 72⅛
1,400 ..... 72⅜
Cent of N Jersey
327 ..... bc. 35¾
300 36
Wabash Railroad
303 ..... bc. 19
Chic and Alton
10 84
St Paul
650 ..... bc. 32¼
600 ..... 32⅜
1,500 ..... 32⅜
1,100 ..... 32⅜
200 ..... b3. 32⅜
1,400 ..... 32⅜
500 ..... 32⅜
900 ..... b3. 32⅜
100 ..... 32⅜
700 ..... 32½
400 ..... 32¼
St Paul Pref
100 ..... bc. 68⅜
10 ..... opg. 68½
500 ..... 68⅝
600 ..... b3. 68⅞
2,600 ..... 68½
200 ..... 68⅜
300 ..... 68⅛
300 ..... 68⅛
200 68
Del & Lack West
4,100 ..... bc. 55¾
700 ..... 55⅞
1,200 56
100 ..... b3. 56⅛
700 ..... 55⅞
1,400 56
900 ..... s3. 55⅞
1,200 ..... 55⅝
100 ..... c. 69⅛
800 ..... 69⅜
1,050 ..... 69½
400 ..... 69⅝
Union Pacific
500 ..... bc s3. 66¾
100 ..... 66⅜
100 ..... b3. 66¼
Chicago & Pitts Gtd
500 84
1,000 ..... 84½
Panama
30 ..... bc. 123½
Illinois Central
100 ..... bc. 92¼
100 ..... 92⅛
Northwestern
500 ..... bc. 40½
800 ..... 40¾
1,100 ..... 40¾
200 ..... 40⅞
100 41
1,000 ..... 41⅛
Louisville & Nash Second
5,000 ..... 89¾
5,000 ..... 89⅞
Mo Kan & Texas Con Assented
5,000 ..... 45¼
Continental Bank
5 55
Fourth Nat Bank
28 ..... 95½
Bank of Republic
31 82
Park Bank
15 ..... 90¼
U S Express
100 50
Del & Hud Canal
25 ..... bc. 51⅜
27 52
10 ..... 52¼
Amer Dist Tel
100 ..... bc. 20½
Western Union
200 ..... bc. 96¼
Pacific Mail S S Co
300 ..... bc. 18¾
200 ..... 18⅝
100 ..... 18½
100 ..... 18¼
100 ..... s3. 18⅛
N Y C & Hud
200 ..... bc b3. 114
10 ..... 113¾
Erie Railway
200 ..... bc3. 13¼
2,000 ..... 13½
Mich Central
200 ..... bc. 71¾
100 ..... 71⅝
200 ..... 71¾
L Shore & M S R R
500 ..... bc. 69¼
1,100 ..... 69⅜
1,300 ..... 69½
100 ..... b3. 68⅝
400 ..... 69¼
1,200 ..... 69⅜
3,150 ..... 69½
100 ..... c. 69⅛
800 ..... 69⅜
1,050 ..... 69½
400 ..... 69⅝
Cen Pac 1st Cal Or Branch
500 ..... bc s3. 66¾
100 ..... 66⅜
100 ..... b3. 66¼
Chicago & Alton
400 ..... bc. 68⅛
3,800 69
St Paul Pref
400 ..... bc. 68
200 ..... s3. 67⅞
Del Lack & Wes
200 ..... bc. 55⅝
200 ..... 55¾
500 ..... 55½
600 ..... 55⅜
100 ..... c. 16
200 18
Lewiston
300 ..... 1.40
La Crosse
100 b10 27
Northwestern
600 ..... c. 41½
200 ..... 41⅛
300 ..... 41¼
Northwestern pref
100 ..... bc. 71⅞
400 ..... 71¾
300 ..... 71⅞
500 ..... 71⅞
200 ..... 71⅞
1,100 ..... 72⅛
400 ..... 72¼
1,400 ..... 72⅜
St Paul Pref
200 ..... 32⅛
200 32
300 ..... 31⅞
900 32
300 ..... 32⅛
100 ..... 32⅜
1,100 ..... 32⅜
500 ..... 32⅜
900 ..... b3. 32⅜
400 ..... 32⅜
St Paul Pref
1,100 ..... 68¾
110 ..... 68⅜
Wabash Railroad
450 19
100 ..... 19⅛
200 ..... 18⅞
100 19
St Louis & I M
200 ..... 7⅛
100 ..... 7½
200 8
100 ..... 8⅛
Del Lack & West
100 ..... c. 55⅝
300 ..... 55⅞
St L S C & N Pref
200 ..... 20¾
Kansas & Texas
100 ..... 3¾
St L & S Fran Pref
50 ..... 3⅞
100 ..... 3¾
Pitts & Ft Wayne
10 ..... opg. 99
Ohio & Miss
200 ..... 8¼

SIXTH BOARD—10½ O'CLOCK A. M.

Louisiana 7s Con
1,000 ..... 74⅞
10,000 ..... 74¾
Mo 6s Funded '94 and '95
2,000 107
Mo 6s 1887
2,000 ..... 103⅞
Tenn 6s new series
2,000 32
Bur C R & N 1st
1,000 ..... 70⅝
2,000 70
C R I & P 6s 1917 Coupon
2,000 ..... 109⅛
1,000 109
N J C 1st Conv As
4,000 ..... 71⅛
N J C 1st Consol Assented
3,000 73
Mil & St P 7 3-10s
3,000 ..... 105¼
M & St P 1st 6s
4,000 101
Mil & St P con S F
6,000 ..... 97¼
North West consol coup gd bds
15,000 ..... 102½
C C & I Cons
40,000 88
1,000 ..... 87⅞
Morris & Es 7s '71
1,000 ..x int. 101
Morris & Essex 2d
1,000 ..... 105⅛
Long Dock Bds
4,000 110
10,000 ..... bc. 110⅛
Cedar Falls & Min First M
1,000 88
Det M & Tol 1st 1906
1,000 108
Can Southern 1st Guaranteed
4,000 ..... 75⅜
Ohio & Miss C S F
4,000 101
Cen Pac 1st Cal & Or Branch
5,000 ..... 87¼
Mil & St P I M Div
2,000 101
Morris & Es 7s '71
2,000 ..x int. 101¼
Tol & Wab 1st 84 L Division
X matured Coupon
2,000 84
Louisville & N 2d
5,000 90
Quincy and Toledo 1st M ex-coup
2,000 75
Continental Bank
30 75

SALES FROM 2½ O'CLOCK TO CLOSE OF BUSINESS.

O'CLOCK P. M.

T & Wab 1st St L Div X Ma Coup
7,000 84
Mil & St P C S F
20,000 ..... 97⅞
Mo K & T Con As
5,000 ..... 45⅛
Wells Fargo Ex
15 95
Ontario Silver M'n
25 ..... 39¾
Del & Hudson
100 ..... 51⅞
400 52
Western Union
300 ..... 96¾
10 ..... 97⅛
100 ..... 96⅞
2,800 97
200 ..... 97⅛
800 97
200 ..... 97⅛
100 97
Pacific Mail
300 ..... 18⅛
200 18
100 ..... 17⅞
500 ..... 17¾
400 ..... 17½
200 ..... 17⅜
200 ..... 17¼
Pacific Mail
100 ..... bc. 18⅜
100 ..... 18⅛
N Y C & Hud
200 ..... bc b3. 114
10 ..... 113¾
Erie Railway
200 ..... bc. 13¼
400 ..... 13⅛
Harlem
25 ..... bc. 135
Mich Cent
200 ..... bc. 71⅞
100 ..... 71⅝
200 ..... 71¾
L Shore & M S R R
500 ..... bc. 69¼
1,300 ..... 69½
100 ..... b3. 68⅝
400 ..... 69¼
1,200 ..... 69⅜
3,150 ..... 69½
100 ..... c. 69⅛
800 ..... 69⅜
1,050 ..... 69½
400 ..... 69⅝
Union Pacific
300 ..... bc s3. 66¾
100 ..... s3. 66¼
100 ..... b3. 66¼
Chicago & Alton
400 ..... bc. 68⅛
3,800 69
St Paul Pref
400 ..... bc. 68
200 ..... s3. 67⅞
Panama
25 ..... bc. 123½
Wabash Railroad
600 ..... bc. 18⅛
Cleve & Pitts Gtd
8 ..... bc. 84
300 ..... 84½
Cent of N J
100 ..... b3. 36
100 ..... 35⅞
100 ..... b3. 36
Pacific Mail
100 ..... b3. 17⅞
N Y Cent & Hud
100 ..... 113⅞
Mich Cent
100 ..... 70⅞
Lake Shore
100 ..... 68⅝
100 ..... s3. 68⅝
100 ..... b10. 68¾
25 ..... 68⅞
100 ..... 68⅞
100 ..... 68⅞
Western Union
300 ..... 96¾
10 ..... 97⅛
100 ..... 96⅞
2,800 97
200 ..... 97⅛
800 97
200 ..... 97⅛
100 97
Pacific Mail
300 ..... 18⅛
200 18
100 ..... 17⅞
500 ..... 17¾
400 ..... 17½
200 ..... 17⅜
200 ..... 17¼
Pacific Mail
100 ..... bc. 18⅜
100 ..... 18⅛
N Y C & Hud
200 ..... bc b3. 114
10 ..... 113¾
Erie Railway
200 ..... bc. 13¼
400 ..... 13⅛
Harlem
25 ..... bc. 135
Mich Cent
200 ..... bc. 71⅞
100 ..... 71⅝
200 ..... 71¾
L Shore & M S R R
500 ..... bc. 69¼
1,300 ..... 69½
100 ..... b3. 68⅝
400 ..... 69¼
1,200 ..... 69⅜
3,150 ..... 69½
100 ..... c. 69⅛
800 ..... 69⅜
1,050 ..... 69½
400 ..... 69⅝
Union Pacific
300 ..... bc s3. 66¾
100 ..... s3. 66¼
100 ..... b3. 66¼
Chicago & Alton
400 ..... bc. 68⅛
3,800 69
St Paul Pref
400 ..... bc. 68
200 ..... s3. 67⅞
Del Lack & Wes
200 ..... bc. 55⅝
200 ..... 55¾
500 ..... 55½
600 ..... 55⅜
100 ..... c. 16
200 18
Lewiston
300 ..... 1.40
La Crosse
100 b10 27
Northwestern
300 ..... 40⅜
100 ..... c. 40¾
500 ..... 40⅞
500 ..... 40¾
300 ..... 40⅞
300 ..... 40⅜
400 ..... 40½
700 ..... 40¾
Northwestern pref
100 ..... bc. 71⅞
400 ..... 71¾
300 ..... 71⅞
500 ..... 71⅞
200 ..... 71⅞
1,100 ..... 72⅛
400 ..... 72¼
1,400 ..... 72⅜
St Paul Pref
200 ..... 32⅛
200 32
300 ..... 31⅞
900 32
300 ..... 32⅛
100 ..... 32⅜
1,100 ..... 32⅜
500 ..... 32⅜
900 ..... b3. 32⅜
400 ..... 32⅜
St Paul Pref
1,100 ..... 68¾
110 ..... 68⅜
Wabash Railroad
450 19
100 ..... 19⅛
200 ..... 18⅞
100 19
St Louis & I M
200 ..... 7⅛
100 ..... 7½
200 8
100 ..... 8⅛
Del Lack & West
100 ..... c. 55⅝
300 ..... 55⅞
St L S C & N Pref
200 ..... 20¾
Kansas & Texas
100 ..... 3¾
St L & S Fran Pref
50 ..... 3⅞
100 ..... 3¾
Pitts & Ft Wayne
10 ..... opg. 99
Ohio & Miss
200 ..... 8¼

SEVENTH BOARD—1 O'CLOCK P. M.

Louisiana Con 7s
10,000 ..... 74⅞
2,000 ..... b3. 74⅞
Dist of Col 3-65s
3,000 ..... 77½
Mo 6s H & St J 1s 1887s
9,000 104
Tenn 6s Old
17,000 ..... bc. 34¾
Georgia 7s gold
2,000 ..... xl. 107¾
Long Dock Bonds
13,000 ..... bc. 110¼
Mich Con 7s
2,000 114
Canada 8 1st g'td
10,000 ..... 75¼
O & M Con S F
1,000 ..... 101¼
Cen Pacific 1st San Joaquin Br
1,000 ..... 90¾
Union Pacific 1st
5,000 ..... 103⅞
Min & St L 1st
2,000 ..... bc. 75
Pac R of Mo 2d
4,000 100
M & St P C S F
5,000 ..... 97¼
Mil & St P I M Div
2,000 101
Morris & Es 7s '71
2,000 ..x int. 101¼
Tol & Wab 1st 84 L Division
X matured Coupon
2,000 84
Louisville & N 2d
5,000 90
Quincy and Toledo 1st M ex-coup
2,000 75
Continental Bank
30 75

SALES FROM 2½ O'CLOCK TO CLOSE OF BUSINESS. 3 O'CLOCK P. M.

T & Wab 1st St L Div X Ma Coup
7,000 84
Mil & St P C S F
20,000 ..... 97⅞
Mo K & T Con As
5,000 ..... 45⅛
Wells Fargo Ex
15 95
Ontario Silver M'n
25 ..... 39¾
Del & Hudson
100 ..... 51⅞
400 52
Western Union
300 ..... 96¾
10 ..... 97⅛
100 ..... 96⅞
2,800 97
200 ..... 97⅛
800 97
200 ..... 97⅛
100 97
Pacific Mail
300 ..... 18⅛
200 18
100 ..... 17⅞
500 ..... 17¾
400 ..... 17½
200 ..... 17⅜
200 ..... 17¼
Pacific Mail
100 ..... bc. 18⅜
100 ..... 18⅛
N Y C & Hud
200 ..... bc b3. 114
10 ..... 113¾
Erie Railway
200 ..... bc. 13¼
400 ..... 13⅛
Harlem
25 ..... bc. 135
Mich Cent
200 ..... bc. 71⅞
100 ..... 71⅝
200 ..... 71¾
L Shore & M S R R
500 ..... bc. 69¼
1,300 ..... 69½
100 ..... b3. 68⅝
400 ..... 69¼
1,200 ..... 69⅜
3,150 ..... 69½
100 ..... c. 69⅛
800 ..... 69⅜
1,050 ..... 69½
400 ..... 69⅝
Union Pacific
300 ..... bc s3. 66¾
100 ..... s3. 66¼
100 ..... b3. 66¼
Chicago & Alton
400 ..... bc. 68⅛
3,800 69
St Paul Pref
400 ..... bc. 68
200 ..... s3. 67⅞
Del Lack & Wes
200 ..... bc. 55⅝
200 ..... 55¾
500 ..... 55½
600 ..... 55⅜
100 ..... c. 16
200 18
Lewiston
300 ..... 1.40
La Crosse
100 b10 27
Northwestern
300 ..... 40⅜
100 ..... c. 40¾
500 ..... 40⅞
500 ..... 40¾
300 ..... 40⅞
300 ..... 40⅜
400 ..... 40½
700 ..... 40¾
Northwestern pref
100 ..... bc. 71⅞
400 ..... 71¾
300 ..... 71⅞
500 ..... 71⅞
200 ..... 71⅞
1,100 ..... 72⅛
400 ..... 72¼
1,400 ..... 72⅜
St Paul Pref
200 ..... 32⅛
200 32
300 ..... 31⅞
900 32
300 ..... 32⅛
100 ..... 32⅜
1,100 ..... 32⅜
500 ..... 32⅜
900 ..... b3. 32⅜
400 ..... 32⅜
St Paul Pref
1,100 ..... 68¾
110 ..... 68⅜
Wabash Railroad
450 19
100 ..... 19⅛
200 ..... 18⅞
100 19
St Louis & I M
200 ..... 7⅛
100 ..... 7½
200 8
100 ..... 8⅛
Del Lack & West
100 ..... c. 55⅝
300 ..... 55⅞
St L S C & N Pref
200 ..... 20¾
Kansas & Texas
100 ..... 3¾
St L & S Fran Pref
50 ..... 3⅞
100 ..... 3¾
Pitts & Ft Wayne
10 ..... opg. 99
Ohio & Miss
200 ..... 8¼

OFFICIAL REPORT N. Y. MINING STOCK EXCHANGE SALES, OCT. 2, 1878.

FIRST CALL—11 O'CLOCK A. M.

Con Virginia
45 ..... b10. 16
10 16
10 ..... c. 15¾
California
10 ..... bc. 15
Dahlonega
100 ..... s3. 18
1,000 ..... b3. 19
500 ..... b30. 20
Exchequer
10 ..... 10½
Gold Placer
200 19
Leviathan
100 ..... 1.60
Plumas
100 ..... 4.20

SECOND CALL—1 O'CLOCK P. M.

Con Virginia
5 ..... 15¾
25 ..... b10. 16
Dahlonega
600 18
Kings Mountain
100 ..... 1.65
Leviathan
100 ..... 1.60
La Crosse
1,000 ..... b10. 27
La Crosse
1,000 ..... s3. 26
500 ..... s60. 26
Modoc
100 ..... b30. .90

THIRD CALL—2:30 P. M.

Bertha & Edith
200 05
100 ..... b3. .05
Buckeye
400 ..... b30. .58
100 ..... s3. .57
Con Virginia
10 ..... b10. 16¼
Findley
1,000 ..... .60
500 ..... .51
Independence
25 ..... 3.80
Gold Placer
200 ..... b3. .18
500 ..... b30. .18
100 ..... s30. .17
100 ..... b3. .17
100 ..... s30. .16
600 ..... c. .16
200 ..... .18
Leviathan
300 ..... 1.40
La Crosse
100 b10 ..... .27
La Crosse
1,000 ..... b30. .27
1,000 ..... s30. .26
1,100 ..... .26
2,500 ..... s60. .25
100 ..... b30. .26
1,100 ..... b10. .26
100 ..... s3. .26
1,000 ..... .26
500 ..... s10. .26
500 ..... .28
2,500 ..... .27

WEDNESDAY, Oct. 2—P. M.

"The true innawadness" of railway combinations is likely to receive soon a new illustration, both as concerning passenger fares and rates on freight. THE TRIBUNE of to-day showed the manner of selling tickets from New-York to St. Louis at $16 instead of $27, the combination rate. These tickets purport to be the return coupons of excursion tickets from St. Louis and return, but as 700 of them have been discovered in the hands of "scalpers," it is openly charged that the tickets were furnished directly from the Central and Hudson office in this city, and that the east-bound coupons were never used. At the same time *The Chicago Journal* reports:

"None of the trunk lines to the East have enough freight to haul. The high rates have given an unusual proportion of the grain being shipped to the schooners. As a natural result, there are mutual charges of undercutting, growing more distinct every day. The charges and the fact charged will doubtless continue until navigation closes, though an open reduction of rates is not to be expected."

This fact is not news to the readers of THE TRIBUNE, because it more than a month ago announced that such business as the railroads were doing was at great rebates from the schedule rates. And we now are informed that the large tonnage of the railroads during the month of August and the first part of September was on contracts made at low rates, before the movement of grain had reached the dimensions which enabled the lake boatmen to advance their rates. This conclusion is partially borne out by the weekly reports of the grain movement published in THE TRIBUNE. The receipts of grain at Buffalo by rail during July ran between 300,000 and 400,000 bushels per week, when they suddenly jumped to 1,029,300 for the week ended August 5; thereafter they were between 700,000 and 1,000,000 per week until the week ended September 23, which showed a decline to 492,700 bushels; and for the week ended September 30 they were 497,100 bushels. The total movement of grain for the last week shows a decline from that of preceding weeks; and the receipts at New-York show a decline of 125,000 bushels from those of the corresponding week of 1877, of which the canal lost 34,582 bushels, and all the railroads 88,996 bushels. Baltimore's receipts were 240,000 more than those of last year, and Philadelphia 68,000. As affecting the business of the railroads after the close of navigation, the amount of exports already made is an important matter for consideration. From August 1 to October 1, 1877, the exports of all grain from the port of New-York amounted to 9,625,823 bushels. From August 1 to October 1, 1878, they amounted to 19,895,305 bushels, a gain for the year of 10,269,482. The exports from January 1 to October 1 of 1878, were 67,508,925 bushels, against 51,487,366 bushels for the whole year of 1877, and 42,857,109 bushels for the whole year of 1876. The stock of wheat in store at New-York September 28, 1878, was 1,396,312 bushels, against only 163,096 bushels on September 29, 1877; and the quantity of all grain on the lakes and canals at the same time was about 11,000,000 in 1878, against about 9,000,000 in 1877. These figures certainly show that a large proportion of the business in grain, which usually extends into or through the Winter months, has been already done, with six weeks more of open navigation to make yet further inroads upon the usual Winter business of the railroads.

Concerning to-day's stock market, it is enough to say that apparently there was an intense excitement, a large demand for stocks, and a sharp advance in prices early in the day. At the same time, the brokers recognized as legitimate never were louder in their complaints of the dullness which prevailed in their own offices. After all the froth of the morning hours had settled down, because of the sheer inability of the brokers employed to use their lungs longer, there followed a tame and uninteresting market, and a final collapse, which generally reduced prices to about the lowest of the day. It would be useless in such a market to comment upon the movements of any one stock; with few exceptions, they all rose and fell together. Notable among the exceptions were Western Union, which rose to 97⅛ and closed at 97, and Erie, which fell all day and closed at 13. The market closed weak.

RANGE OF THE STOCK MARKET.

	—Actual Sales.— Opg.	High'st.	Low'st.	Final.	—Closing Bids Bid.	Asked.	Shares Sold.
Alb. & Sus	85¾	85¾	85¾	85¾	81	...	50
Alt. & T H. pf.	..	..	..	..	3	6	..
B. C. R. & N.	..	..	..	..	22½	..	..
C., C., C. & I.	..	..	..	..	32¼	32¾	..
C., C. & I. C.	..	..	..	..	4	4¼	..
Chi., Bur. & Q.	112	112	112	112	111¾	112¼	316
Chi. & Alton	84	84	84	84	83½	84	10
Chi. & Alt. pf.	..	..	..	..	101½	..	..
D., L. & W.	55¾	56⅛	54¾	55⅝	54¾	55⅞	18,665
D. & Hud. Co.	52¼	52¼	51⅞	52	51½	51⅞	632
Erie Railway	13⅝	13⅝	13	13	13	13½	7,350
Erie Ry. pf.	..	..	..	..	28¼	29¾	..
Fort Wayne	99	99¼	99	99¼	98⅝	99¼	40
H. & St. Jos.	15⅛	15⅛	15⅛	15⅛	15	15¼	400
H. & St. J. pf.	..	..	..	..	35¼	40	..
Harlem	135	135	135	135	130	137	25
Illinois Cent.	82¼	82¼	81½	81½	81¼	81¾	400
Kan. Pacific	..	..	..	..	5¾	..	..
Lake Shore	68⅝	69½	68⅝	68⅝	68⅝	68⅞	33,200
Mich. Cent.	71¾	71¾	70¾	70⅞	70½	71	1,200
Mil. & St. Paul	31½	32¼	31½	32	31⅞	32	14,750
Mil. & St. P. pf.	66¼	68½	67⅝	67⅝	67½	67⅝	5,620
Mo. Pacific	..	..	..	..	1¼	1½	..
M., K. & Tex.	3⅜	3⅜	3⅜	3⅜	3⅜	3⅜	100
Mor. & Essex	..	..	..	..	84	84⅞	..
N. J. Cent.	36¼	36¼	35¾	36	35¾	36	1,227
N. J. Southern	..	..	..	..	1	1¼	..
N. Y. & N. H.	159	159	159	159	158¾	160	20
Northwest	39½	41⅜	39¾	40¾	40¼	40¾	39,300
Northwest pf.	71	72⅝	71	71⅝	71⅜	71⅝	7,615
N. Y., C. & H.	113½	114	113¾	113¾	113⅝	113⅞	1,055
Ohio & Miss.	8¼	8¼	8⅛	8⅛	8	8¼	1,400
Ohio & M. pf.	..	..	..	..	..	19½	..
Panama	123½	123½	121½	123½	122	123	55
P. Bloomg.	81¼	81¼	81	81¼	..	..	550
Pullman Car	..	..	..	..	..	..	..
Pacific Mail	..	..	..	..	75	76	..
Rens. & Saratoga	..	..	..	..	..	100	..
Rock Island	116¼	116¼	116¼	116¼	116	116¼	200
St. L., Kan. C. & Nor	..	..	..	..	4⅝	4¾	..
St. L., K. C. & Nor. pf.	..	..	..	..	..	..	..
St. L. & San. Fran.	3¾	3⅞	3¾	3¾	3½	3⅞	350
St. L., I. M. & Southern	7½	9½	7½	9⅝	8	8¼	4,300
Union Pacific	66⅛	66½	66¼	66½	66⅛	66½	1,800
Wabash	18⅛	18⅛	18	18⅛	18⅛	18⅜	2,550
W. U. Tel.	96⅝	97⅛	96¾	97	97	97⅛	5,760
Adams Ex.	..	..	..	..	106	107	..
Amer. Ex.	..	..	..	..	49	50	..
U. S. Ex.	50	50	50	50	49	50	7
W. Fargo Ex.	95	95	95	95	94¾	95	125
Mariposa	..	..	..	..	3	..	..
Mariposa pref.	..	..	..	..	3¼	..	..
Canton Co.	19	19	19	19	19	20	100
Pacific Mail	18⅜	18¾	17¾	17¾	17	17¾	3,200
Consol. Coal	..	..	..	..	25	27	..
Cent. Min. Co.	39¾	39¾	39¾	39¾	39¾	..	25
Quicksilver	..	..	..	..	13	14	..
Quicksilver pf.	..	..	..	..	33	34	..

Total sales for the day 166,616
¾% buyer 60 days.

CLOSING PRICES OF PHILADELPHIA STOCKS.

	Bid.	Asked.		Bid.	Asked.
City 6s, new	115¼	.....	Schuylkill Nav. pf.	6½	8
U. R. R. of N. J.	129½	130	Northern Cen. R.	15	15½
Penn. R. R.	54¾	54⅞	Lehigh Nav.	17½	17¾
Reading R. R.	15¾	15⅞	Pitts., Ft. & Buf.	4¼	4⅝
Lehigh Valley	38	38½	Hestonville R. R.	12⅛	12¼
Catawissa pref.	36	38	Central Trans.	39½	40
Phil. & Erie R. R.	7	8			

SAN FRANCISCO CLOSING PRICES OF MINING STOCKS.

	Yesterday.	To-day.		Yesterday.	To-day.
Alpha	22½	19½	Hale and Norcross	29½	29¾
Alta	17	16½	Julia Consolidated	7⅛	6½
Belcher	11½	10½	Justice	12	11
Best and Belcher	35	32	Kentuck	10¼	9¼
Bullion	21½	18⅞	Mexican	87	84
Caledonia	6¾	6⅜	Northern Belle	11	11
California	14⅝	14⅜	Ophir	75½	71¼
Chollar	64½	58	Overman	26½	24
Confidence	13	12½	Raymond and Ely	7	6⅝
Cons. Virginia	16	15½	Savage	24	23
Crown Point	11½	10¾	Seg. Belcher	44	37
Eureka Con	4½	4½	Sierra Nevada	254	245
Exchequer	9¾	9	Silver Hill	3⅜	3⅞
Gould and Curry	23¼	22¾	Union Consolidated	182	191
Grand Prize	5⅝	5½	Yellow Jacket	33¼	31½

Sierra Nevada opened at 250, rose to 255, fell to 240, again advanced to 255, and closed at 245.

Government bonds were uncommonly quiet, the total sales at the first two calls being only $12,000, of which $10,000 were 6s of 1881 coupon, which were up to 107⅞. Current quotations at the close are annexed:

	Bid.	Asked.		Bid.	Asked.
U. S. Currency 6's	119½	119¾	U. S. 10-40s reg	106	106¼
U. S. 6s '81 reg	107¾	107⅞	U. S. 10-40s coup	106	106¼
U. S. 6s '81, coup	107⅞	107⅞	U. S. 5s '81 reg	105⅞	106
U. S. 6s '65, o. r.	102⅞	103	U. S. 5s '81, coup	105⅞	105⅞
U. S. 6s '65, coup	102⅞	103	U. S. 4½s '91, reg	103¾	104¼
U. S. 6s '67, reg	105⅞	106⅛	U. S. 4½s '91, coup	105⅞	105⅞
U. S. 6s '67, coup	105¼	105½	U. S. 4s 1907, reg	99⅞	100
U. S. 6s '68, reg	107	107½	U. S. 4s 1907 coup	99⅞	100
U. S. 6s '68, coup	107¼	107½	Dis. of Col. 3-65s	77¾	78¼

There was a smart advance in Louisiana consolidated 7 per cent bonds to 74⅞. Missouri 6s were firm, funded of 1894 ... 1895 at 107, and 1887 and 1888 at 103⅞. Tennessee 6s, new series, sold at 32, and old bonds at 34¾.

In city bank stocks, Fourth National (28) sold at 95½, Continental (35) at 75, Bank of Republic (31) at 82, Park (13) at 90¼, and America (100) at 128.

A large and well-distributed business was done in railroad bonds. Northwest gold bonds advanced to 102½, and St. Paul consols to 97½. I. and M. Division 101, and 73⅛ to 105½. Rock Island new forty years 6s were firm at 109, Union Pacific firsts at 106⅞, and Long Dock bonds at 110⅛; South Pacific firsts being steady at 83¼. Canada Southern guaranteed firsts at 75⅜, and firsts of C., C., C. and I. at 88; Elevated Railroad firsts declining to 91½, and New-York Central consolidated firsts to 119¼.

Gold was dull at 100⅜@100⅜ and two days' interest, on small transactions. On gold loans after opening flat, ½ to 2 per cent was paid for use. The Assistant Treasurer paid out $220,000 in coin interest on the public debt, and $111,000 in redemption of called bonds. The day's business of the gold-clearing department of the Bank of the State of New-York covered: Gold cleared, $9,348,000; gold balances, $1,588,200; currency balances, $1,599,774.

Foreign exchange was weak for reasons already referred to, the selling rates being on the basis of $4 80@$4 80½ and $4 84½@$4 85 to the £. We annex latest quotations:

Prime bankers' sterling bills on London	60 days.	3 days.
	$4 80¼@$4 81	$4 85½@
Good bankers and prime com'l	4 79¼@4 80¼	4 84¼@4 84¾
Good commercial	4 78½@4 79	4 83 @4 84
Documentary commercial	4 78 @4 79	4 82½@4 83½
Paris (francs)	5 24¾@5 21¼	5 22½@5 19⅝
Antwerp (francs)	5 24¾@5 21¼	5 22½@5 19⅝
Swiss (francs)	5 24¾@5 21¼	5 22½@5 19⅝
Amsterdam (guilders)	39⅞@ 40	40⅛@ 40¼
Hamburg (reichmarks)	93⅞@ 94	94½@ 94¾
Frankfort (reichmarks)	93⅞@ 94⅛	94½@ 94¾
Bremen (reichmarks)	93⅞@ 94⅛	94½@ 94¾
Berlin (reichmarks)	93⅞@ 94⅛	94½@ 94¾

Money was very generally 3 per cent on call, the exception being at 2 on United States bonds. The commercial paper market and rates of domestic exchange are as last given. The United States Treasurer at Washington to-day received $470,000 National bank notes for redemption. The customs receipts were $500,000, and internal revenue receipts $340,000. The following is the Clearing-House statement to-day: Currency exchanges, $78,545,983; currency balances, $3,623,890; gold exchanges, $6,389,263; gold balances, $893,887.

The failure of the City of Glasgow Bank, with large and extended liabilities, occasioned a weak feeling in consols in London and a decline to 93⅞. United States bonds were also easier; 1867s closing at 107⅞, new 4½s at 106, new 5s at 108½, and 10-40s at 108½. In American railway securities, Erie common declined to 13⅝, preferred to 30, Illinois Central to 83¾, Reading to 16, Pennsylvania Central to 35½, and Jersey Central to 37. In Paris, rentes opened at 113.60 and closed at 113.85.

Morton, Bliss & Co. and Perkins, Livingston, Post & Co. offer a small amount of the first mortgage renewal 7 per cent bonds of the Syracuse, Binghamton and New-York Railroad. Most of these bonds have now passed into the hands of the public,