duction in its general balance of $14,358,051; the total balance now being $121,561,356, against $135,919,407 November 7, and against $168,197,966 Friday, September 26. The particular changes of this week are: Currency loss, $1,719,415; coin loss, $12,638,636. The receipts of foreign gold during the week amount to $3,633,000. About one-half of the amount of gold received was paid for by the Sub-Treasury. Therefore the Sub-Treasury's payments for purposes other than for the purchase of bonds and for gold delivered to the Assay Office were about $1,500,000 in excess of its receipts. But the banks and money market have been actually supplied with $14,358,051 in cash which a week ago they did not have. What proportion of this amount has remained in this city it is more than ordinarily difficult to estimate because of the bond purchase. There has been a steady outgo of money, and the exchanges on New-York at Boston seem to indicate that the East was a liberal contributor toward the $10,000,000 of bonds purchased by the Department. To-morrow's bank statement undoubtedly will show a large gain to the total reserves, but the gain to the surplus probably will disappoint many persons. It is not probable that the statement will show total reserves much if any in excess of 27 per cent of the deposits. But all the items will be reported on a rising average. The effect of the large payments by the Sub-Treasury was to make an easy movement of money on call at 7 per cent; below that rate the loans were exceptional, and below 6 per cent there were only loans at brokers' balances at a late hour.

At the Stock Exchange the effect of the Government purchase of bonds was a renewal of the stock speculation in a more virulent form than ever before. Intense excitement prevailed all the week, and the reactions which followed each advance of prices were hardly worthy of notice. The outer favorites of the week were the lower-priced "fancies." The lighter the character of the stock the greater was the advance in its price. For instance, St. Louis and San Francisco common stock rose from 29 to 49½@49, while the first preferred of the same company only rose from 55¾ to 70@72. Erie was active and strong throughout, recording transactions amounting to 658,244 shares at prices ranging from 40⅝ to 48, and closing only ⅝ per cent off from the best price. Lafayette, Bloomington and Muncie and Nashville, Chattanooga and St. Louis stocks were notable for advances of 29 and 19½ per cent respectively, later receding 2 and 4½ per cent. Chesapeake and Ohio stocks also were strong, rising from 5 to 10 per cent for the respective classes, the common stock making the smallest advance. The trunk line shares and the grangers were all strong and made comparatively moderate advances, which, however, were not so well sustained as were the figures of the lower-priced fancies already mentioned. The speculation in the coal stocks early in the week was pushed with vigor to the extent of an advance for Delaware, Lackawanna and Western of 7⅞, Delaware and Hudson of 12⅜, and New-Jersey Central of 11⅝ per cent; but these stocks were not as strong in the final dealings as in the earlier transactions. Reading was admitted to dealings yesterday, and in the two days has fluctuated frequently within a range of 5½ per cent, closing at ⅝ per cent higher than its opening figures yesterday morning. Western Union was again picked up as a speculative stock, and rose from 103½ to 109¾, closing strong at 107½. The express stocks were active, Adams selling from 106 to 108@107½. American from 57½ to 65@63½, and United States from 50½ to 56, Wells, Fargo & Co. being steady at 103@104. Pacific Mail shows a decline in the week's operations of ¾ per cent, after having fluctuated between 38½ and 36. There is little doubt that the members of the clique which put this stock from about 15 up to 38 have kindly distributed their holdings and that its price during the week has been sustained only by the strength of the general market. And there is no doubt that the finances of the company are less promising than they were represented to be a few weeks ago. It may be added that there is a possibility if not a probability that the Atlas Company, now running a line of steamers to Panama, will put on a line on the west coast between the Central American and the Mexican ports, thus competing with the Pacific Mail for the coffee business, of which so much was said in the stories of Pacific Mail's prosperity. This may be an additional reason why the clique sold out the stock.

Great as has been the general advance in prices during the last thirty days, and particularly during this week, there seems to be little or no diminution in the confidence of buyers, and it is a remarkable fact that the constant sales to realize profits affect prices only a trifle and for a short time. As a rule, it is probably true that the man who sold to realize a profit has bought back again at higher figures than those at which he sold. So long as this confidence continues general and is unimpaired by events, there seems to be no limit which prices may not reach. But nevertheless, the present prices may not reach the expectations of the most sanguine "bull" of sixty days ago.

Name.	For the week. Highest.	Lowest.	Closing. Nov. 14.	Nov. 7.	No. shares sold.
Albany and Susquehanna				100	
Boston and Tor. Railroad	24½	17	24	15	13,173
Alton and Terre H. p.c.	41	34	41½	36	441
Boston Air Line	58	51	58	51	1,715
B. H. R. and North'n	61¾	60½	60½	62	294
Chic., St. L. and N. O.	25	21½	22	21½	610
Canada Southern	78½	75	77½	74⅞	6,550
C., C. C. and Ind.	85½	71½	84½	70⅝	22,947
C. C. and Ind. Central	23	19	22⅞	19¾	1,769
Ches. and Ohio	19½	16	18	14	36,947
Ches. and Ohio 2d pf.	27½	16½	27½	17	11,158
Ches. and Ohio 1st pf.	31¾	21	31¾	21¾	9,848
Chic., B. and Quincy	123¼	120	120½	120½	1,830
Chic., R. I. and P.	149	147	148⅝	147½	736
Chicago and Alton	100½	98	100	98	2,196
Chicago and Alton p'd	113	113	113	110½	211
Clev. and Pitts	103¾	103¼		103½	
Do., C. C. and I.	105	103½	105	100	1,410
Chic., St. P. and Minn.	54	46⅝	52¾	44¾	19,960
Chic. and N. Western	94½	90½	92⅝	90½	28,450
Chic. and N. W. pref.	108	103½	105	103	5,025
Chic. Mil. and St. P.	81⅝	77½	80¾	77¾	106,435
Chic. Mil. and St. P. pf.	102½	100	102	100	6,815
Del., Lack. and West'n	94	88⅝	92½	88½	15,760
Del. and Hudson Canal	87½	77¾	88½	76¾	62,622
Hannibal and St. Jos.	41½	38	40¾	38½	42,910
Han. and St. Jos. pref.	69½	63¾	68¾	63½	30,620
Houston and Texas	56½	52	55	53	2,925
Illinois Central	100½	97	100	97	7,742
Int. Con. and Lef.	15	10¾	14¾	10¾	38,268
Ind., Bloom. and W'st	85	78	83		5,000
Kansas Pacific	80	81½	80	83½	5,000
Keokuk and Des Moines	23	19¾	22	17½	1,116
Do. pref.	41	37	41	40	231
Lafayette, B. and M.	90	60	88	70	4,191
Lake Erie and West'n	29	22	24	21½	10,900
Lake Shore	102¾	102¼	102¾	99½	78,222
Louisville and Nash.	86	77½	86	77½	15,175
Louisville, N. Alb. & C.	32	32	32		200
Manhattan Railroad	72¾	60⅞	70¾	61	48,835
Mar. and Cin. 1st pf.	16⅞	10	16½	10¾	27,444
Mar. and Cin. 2d pf.	12	9	12	8	5,000
Metropolitan	129	124	127	124	2,000
Michigan Central	92½	84½	87	84	35,222
Mobile and Ohio	27⅞	22½	25¼	22½	17,270
Mo., Kan. and Tex.	33½	29	31⅞	28⅞	91,880
Morris and Essex	108½	103¾	102½	100	3,000
Nash., Chat. and St. L.	85	82½	82½	82	4,850
New-Jersey Central	83½	74⅞	88⅞	73½	90,000
N. York and N. Haven	161	151	158	150	1,100
N. Y. Cent. and Hud. R.	131⅞	129½	130½	128	6,535
New York Elevated	154⅞	139⅞	154¼	150¼	4,277
N. Y., L. E. and West'n	48	40¾	47⅞	40¾	658,244
N. Y., L. E. and W. pf.	77½	63⅞	77¼	63⅞	77,600
Northern Pacific	37½	33½	37	34	7,000
Northern Pacific p'd.	62	59½	60¾	59½	22,805
Ohio and Mississippi	30⅝	26¾	29⅞	26½	73,813
Ohio and Miss. pref.	60	57	60	55¾	2,434
Oregon R. and Nav.	109	104	109		2,292
Oregon Short Line	171	168½	171	175	200
Pittsburg, Ft. W. & Chic	112½	111¾	112½	112	220
Pullman Pal. Car Co.	109¾	108	109¾	109	1,675
Phila. and Read. R. R.	75½	70½	75⅞		30,660
Rensselaer and Saratoga	110	110	110	110	7
Rome, W. and Og.	25	23	25	21½	586
St. Paul and Sioux C'y	44½	28⅝	42	29½	12,600
Do., pref'd	76	58¾	76	57½	1,700
St. L., Kan. C. and N.	47⅞	44½	46	44	28,500
St. L., Kan. C. and N. p.c.	72¾	61½	72½	60½	5,350
St. Louis and S. Fran.	49½	29	49	29	16,055
St. L. and S. F. 1st pf.	58	55¾	58	57	42,215
St. L. and S. F. 2d pf.	73	50¾	72	50¾	5,261
St. L., I. M. and S.	55¾	48	54¾	48	68,800
Union Pacific	92¾	90	91½	90	16,000
Wabash	60½	50⅝	59½	52½	8,450
Am. Dist. Telegraph	79	71	74¾	71	5,000
Atlantic and Pac. Tel.	48½	40½	48¾	40½	31,340
Western Union Tel.	109¾	104	107½	103½	98,260
Adams Express	108	106	107½	106½	839
American Express	55	57½	63½	55½	6,253
United States Exp'ss	56	50½	56	50½	4,229
Wells-Fargo Express	104	103	104	104	717
Caton	61	58½	61	58	3,100
Pacific Mail	38½	36	37½	37½	90,010
Central Arizona	11	10½	11	10½	500
Consolidated Coal	40	39	39½	38	1,849
Cumberland	24½	24	24	24	100
La Plata	4½	4½	4½	4½	2,000
Little Pittsburg	29½	28½	29	28	1,000
Maryland Coal	40½	39	40	39	4,400
New Central Coal	37	33½	37	33½	46,213
Pennsylvania Coal	180	179½	180	180	148
Spring Mountain	39	39	39	39	100
Carbon Mining				4½	
Excelsior Mining	21½	20½	24½		5,955
Homestake Min Co.	40	39½	39½	40	110
Mariposa				4½	
Quartz Mining Co.	40½	39½	40½	39½	784
Standard Mining Co.	29½	29	29½	29	1,002
Sierra Tunnel	3½	3½	3½	3½	12,755
Quicksilver	22½	19½	20½	19½	9,005
Quicksilver preferred	62½	59½	61½	58½	12,200
Boston Land Co.	12	10	12		600
Boston Water Power	12½	10½	12	11½	2,900
Total shares sold for the week					2,853,833

* Ex dividend.

The speculation to-day was a repetition of that of preceding days. A strong opening was followed by realizing sales that reduced the figures from 1 to 2½ per cent, after which the buying was strong enough to lift prices generally above the closing ones of last evening and hold them there to the end. The transactions amounted to 541,416 shares, against 552,924 shares yesterday; and excepting that Erie contributed 170,000 shares to the total, the dealings were well distributed. Erie opened at 46, declined to 45, and later rose to 48, closing at 47⅞, and the preferred stock rose from 76¾@74¾ to 77½@77¾. The continued advance in the prices of the St. Louis and San Francisco stocks was a marked feature of the day; the common rising from 40¾ to 49½@49, preferred from 48½ to 58, and first preferred from 66 to 72@72. The old grange stocks fluctuated about 1 per cent, and closed without material changes from the last figures of yesterday; but Chicago, St. Paul and Minneapolis advanced from 50¾@50 to 54, reacting to 52¾, and St. Paul and Sioux City, after selling down 1⅛ per cent to 39⅞, rose to 42½@42, the preferred stock selling at 71@76. Alton and Terre Haute stocks again were prominent, the common rising from 23 to 24, and the preferred from 43 to 46@45½. Chesapeake and Ohio, three classes, all advanced from 1½ to 4 per cent to their best figures. Dealings were continued in the Wabash and St. Louis and Kansas City and Northern stocks, and no transactions were reported in the new stock. The difference in their prices at the close makes the price of Wabash relatively 1 11/16 too high. Western Union to-day was less active, but none the less strong between 106¾@107⅞, finally selling at 107½. The express stocks continued to advance, American, however, reacting 1½ per cent from its best price. Pacific Mail fluctuated between 36½ and 37⅞, closing at 37⅛, a decline of ⅛ per cent.

The market closed strong at a small reaction from the highest prices.

RANGE OF THE STOCK MARKET.

As reported by the Gold and Stock Telegraph Company.

Name.	Actual Sales. Open'g	High'st	Low'st	Final.	Closing Bids. Bid.	Ask'd.	Shares Sold.
Albany and Susquehanna	95½	94	95½	94		94½	5,030
Boston and Air Line	44½	44	44½	45½	45½	45½	1,500
Boston and Tor. R. p.c.	58	58	58	58			100
B. H. R. and North'n	61¾	60½	60½	62			294
Chic., St. L. and N. O.	25	21½	22	21½			610
Canada Southern	78½	75	77½	74⅞			6,550
C., C. C. and Ind.	85½	71½	84½	70⅝			22,947
C. C. and Ind. Central	23	19	22⅞	19¾			1,769
Ches. and Ohio	19½	16	18	14			36,947
Ches. and Ohio 2d pf.	27½	16½	27½	17			11,158
Ches. and Ohio 1st pf.	31¾	21	31¾	21¾			9,848
Chic., B. and Quincy	123¼	120	120½	120½			1,830
Chic., R. I. and P.	149	147	148⅝	147½			736
Chicago and Alton	100½	98	100	98			2,196
Chicago and Alton p'd	113	113	113	110½			211
Clev. and Pitts	103¾	103¼		103½			
Do., C. C. and I.	105	103½	105	100			1,410
Chic., St. P. and Minn.	54	46⅝	52¾	44¾			19,960
Chic. and N. Western	94½	90½	92⅝	90½			28,450
Chic. and N. W. pref.	108	103½	105	103			5,025
Chic. Mil. and St. P.	81⅝	77½	80¾	77¾	106	106¼	
Chic. Mil. and St. P. pf.	102½	100	102	100	101	101½	
Del., Lack. and West'n	94	88⅝	92½	88½	92	92½	15,760
Del. and Hudson Canal	87½	77½	88½	76¾	88	88½	62,622
Hannibal and St. Jos.	41½	38	40¾	38½	40	40½	42,910
Han. and St. Jos. pref.	69½	63¾	68¾	63½	68	68½	30,620
Houston and Texas	56½	52	55	53			2,925
Illinois Central	100½	97	100	97			7,742
Int. Con. and Lef.	15	10¾	14¾	10¾			38,268
Ind., Bloom. and W'st	85	78	83				5,000
Kansas Pacific	80	81½	80	83½			5,000
Keokuk and Des Moines	23	19¾	22	17½			1,116
Do. pref'd	41	37	41	40			231
Lafayette, B. and M.	90	60	88	70			4,191
Lake Erie and West'n	29	22	24	21½			10,900
Lake Shore	102¾	102¼	102¾	99½			78,222
Louisville and Nash.	86	77½	86	77½			15,175
Louisville, N. Alb. & C.	32	32	32				200
Manhattan Railroad	72¾	60⅞	70¾	61			48,835
Mar. and Cin. 1st pf.	16⅞	10	16½	10¾			27,444
Mar. and Cin. 2d pf.	12	9	12	8			5,000
Metropolitan	129	124	127	124			2,000
Michigan Central	92½	84½	87	84			35,222
Mobile and Ohio	27⅞	22½	25¼	22½			17,270
Mo., Kan. and Tex.	33½	29	31⅞	28⅞			91,880
Morris and Essex	108½	103¾	102½	100			3,000
Nash., Chat. and St. L.	85	82½	82½	82			4,850
New-Jersey Central	83½	74⅞	88⅞	73½			90,000
N. York and N. Haven	161	151	158	150			1,100
N. Y. Cent. and Hud. R.	131⅞	129½	130½	128			6,535
New York Elevated	154⅞	139⅞	154¼	150¼			4,277
N. Y., L. E. and West'n	48	40¾	47⅞	40¾			658,244
N. Y., L. E. and W. pf.	77½	63⅞	77¼	63⅞			77,600
Northern Pacific	37½	33½	37	34			7,000
Northern Pacific p'd.	62	59½	60¾	59½			22,805
Ohio and Mississippi	30⅝	26¾	29⅞	26½			73,813
Ohio and Miss. pref.	60	57	60	55¾			2,434
Oregon R. and Nav.	109	104	109				2,292
Oregon Short Line	171	168½	171	175			200
Pittsburg, Ft. W. & Chic	112½	111¾	112½	112			220
Pullman Pal. Car Co.	109¾	108	109¾	109			1,675
Phila. and Read. R. R.	75½	70½	75⅞				30,660
Rensselaer and Saratoga	110	110	110	110			7
Rome, W. and Og.	25	23	25	21½			586
St. Paul and Sioux C'y	44½	28⅝	42	29½			12,600
Do., pref'd	76	58¾	76	57½			1,700
St. L., Kan. C. and N.	47⅞	44½	46	44			28,500
St. L., Kan. C. and N. p.c.	72¾	61½	72½	60½			5,350
St. Louis and S. Fran.	49½	29	49	29			16,055
St. L. and S. F. 1st pf.	58	55¾	58	57			42,215
St. L. and S. F. 2d pf.	73	50¾	72	50¾			5,261
St. L., I. M. and S.	55¾	48	54¾	48			68,800
Union Pacific	92¾	90	91½	90			16,000
Wabash	60½	50⅝	59½	52½			8,450
Am. Dist. Telegraph	79	71	74¾	71			5,000
Atlantic and Pac. Tel.	48½	40½	48¾	40½			31,340
Western Union Tel.	109¾	104	107½	103½			98,260
Adams Express	108	106	107½	106½			839
American Express	55	57½	63½	55½			6,253
United States Exp'ss	56	50½	56	50½			4,229
Wells-Fargo Express	104	103	104	104			717
Caton	61	58½	61	58			3,100
Pacific Mail	38½	36	37½	37½			90,010
Central Arizona	11	10½	11	10½			500
Consolidated Coal	40	39	39½	38			1,849
Cumberland	24½	24	24	24			100
La Plata	4½	4½	4½	4½			2,000
Little Pittsburg	29½	28½	29	28			1,000
Maryland Coal	40½	39	40	39			4,400
New Central Coal	37	33½	37	33½			46,213
Pennsylvania Coal	180	179½	180	180			148
Spring Mountain	39	39	39	39			100
Carbon Mining				4½			
Excelsior Mining	21½	20½	24½				5,955
Homestake Min Co.	40	39½	39½	40			110
Mariposa				4½			
Quartz Mining Co.	40½	39½	40½	39½			784
Standard Mining Co.	29½	29	29½	29			1,002
Sierra Tunnel	3½	3½	3½	3½			12,755
Quicksilver	22½	19½	20½	19½			9,005
Quicksilver preferred	62½	59½	61½	58½			12,200
Boston Land Co.	12	10	12				600
Boston Water Power	12½	10½	12	11½			2,900
Total shares sold for the week							2,853,833

*10½ buyer 30 days. †7½ buyer 60 days.

CLOSING PRICES OF BOSTON STOCKS.

	Yesterday. Bid.	Asked.		Yesterday. Bid.	Today Asked.
Water Power	11¾	11⅞	Chi., San. & Cleve.	16½	18¾
Boston Land	9¾	11½	Eastern Railroad	27½	28¼
A. & Top. 1st 7s	112½	112½	Pueb. & Ark. Val.	65½	66
Do. land grant 7s	113	113	Calumet & Hecla	230	230
Do. 2d 7s	110	113	Copper Falls	5½	6½
Do. land 8s	112	112	Duncan Silver	5¾	6¼
B. H. R. 3½s new	82	83	Franklin	28½	29½
Bart. & Erie 7s	48½	49½	International	75c.	75c.
A. & Top. R. R.	109	109	Pewabic	32	33¼
Bost. & A. R. R.	129	130	Quincy	29½	29½
Bost. & Me. R. R.	78½	79	Ridge	2	2¼
Bur. & Mo. in Neb.	124¾	124	Silver Islet	25	26¾
Ch., Cl., Dub. & Min.	56	55½			

CLOSING PRICES OF PHILADELPHIA STOCKS.

	Bid.	Asked.		Bid.	Asked.
City 6s, new	118	118½	North'n Central R.	53	53¼
City R. R. of N. J.	140	149½	Lehigh Nav.	36⅞	36
Penn. R. R.	49⅝	49⅞	Phila. Ph. & Bal.	9	9½
Reading R. R.	36¾	36⅞	Readsville R. R.	20⅞	20⅞
Lehigh Valley R. R.	55¾	54	Phila. & Erie	16½	16¾
Catawissa pref.	43½	43½	Duluth com.	38	35
Northern Pacific com.	38¾	37	Duluth pref.	68	69
Northern Pacific pref.	60	60½			

Government bonds were strong all the week, although the issue of 1881 suffered a decline of ⅝ per cent from the best prices because the Secretary of the Treasury refused to pay over 106 for them. The business at the Board was not large, amounting to $2,132,000, of which $185,000 took place to-day, as follows: $10,000 coupon and registered 6s of 1881 at 106, $60,000 registered 5s at 102⅝, $20,000 registered 4½s at 105⅝, $85,000 coupon 4s at 103⅞, and $10,000 currency 6s of 1898 at 125. The following are the highest and lowest prices of bonds for the week, and the closing sales to-day and a week ago:

	For the week.— Highest.	Lowest.	Final.— Nov. 7.	Nov. 14.
U. S. 6s, 1881, c.	106⅝	106	106⅝	106
U. S. new 5s, c.	102⅞	102⅝	102	102¼
U. S. new 4½s, c.	106¼	106½	106¼	106⅝
U. S. new 4s, c.	103½	102⅝	102⅝	103⅝
Dist. of Col. 3-65s	84⅞	84¼	84¾	84¾

Annexed are the closing prices:

	Bid.	Asked.		Bid.	Asked.
U. S. 6s '80, reg.	104¼	104½	U. S. 4s 1907 reg.	103½	103¾
U. S. 6s '80, coup.	104¼	104½	U. S. 4s 1907, coup.	103	103¼
U. S. 6s '81, reg.	105¾	106	Cin. Cy 6s 1895	123	....
U. S. 6s '81, coup.	105¾	106	U. S. Cy 6s 1896	128¼	....
U. S. 5s '81 reg.	102¾	102¾	U. S. Cy 6s 1897	128½	....
U. S. 5s '81, coup.	102¾	102¾	U. S. Cy 6s 1898	124¼	....
U. S. 4½s '91, reg.	105¾	105¾	U. S. Cy 6s 1899	124¼	....
U. S. 4½s '91, coup.	106¾	106¾	Dist. of Col. 3-65s	84¼	85

State bonds were dull through the week and generally steady. Only $260,000 of all kinds were sold. To-day's sales included Louisiana consols at 44@44½, Arkansas 7s, issued to L. R., P. B. and N. O. Railroad, at 84½, and Missouri 6s of 1886 at 104½.

The sales of city bank stocks for the week amount to 332 shares at advancing prices. To-day American Exchange sold 102 at 114, Central National at 106, Metropolitan (10) at 133½, and Park (50) at 111.

Railroad bonds were active and higher for all the new issues, and the speculation in them took a wide range. But there is a good class of buying for investment, and it extends to some of the best of the junior mortgages and debentures as well as to those that, because they are better known, command much higher figures than those of equal value but which are less understood. It is difficult to doubt that a 6 or 7 per cent bond secured by a first mortgage of any of the reconstructed railroads is certain to pay its interest, and if so, for an investment it is as good as Central and Hudson or Rock Island first mortgage bonds, although, perhaps, not secured by so large a margin. But a deposit of $11,000 gold to secure the payment of $10,000 makes the payment as certain as does the deposit of $20,000. Undoubtedly in some instances the prices of first mortgage bonds are depressed by the long line of junior bonds, but this is unreasonable, when the first mortgage is a genuine first lien upon the property. To-day there was a very general recovery among the speculative kinds of bonds from the depression of yesterday, and a large business was done, notably in Erie second consols with an advance to 91¾@91¾, the funded 5s rising to 88, C., C. and I. C. assented firsts were active and strong, advancing to 83, and the seconds to 49. Boston, Hartford and Erie firsts rose to 50, Chesapeake and Ohio firsts series B to 60¾ and currency interest debts to 37, and Texas Pacific incomes to 70. Among the investment bonds we note sales of St. Paul consolidated sinking funds at 110¾. Morris and Essex consolidated at 107, Michigan Central 6s at 107¼, Mobile and Ohio first 6s at 94@95, St. Louis, Kansas City and Northern, Omaha Division, at 106½, and New-York Central 6s of 1883 at 103. The following are the highest and lowest prices of the principal representative railroad bonds during the week, and the closing sales to-day and a week ago:

	For the week.— Highest.	Lowest.	Final sales.— Nov. 7.	Nov. 14.
Erie 2d consols	92	84¾	84¾	91
New-Jersey Central c.	104	102	102½	103¼
Canada Southern	79½	67¼	66	67
M. & O. 1st debentures	69½	61¼	62	68
Ches. & Ohio, 1st ser. B.	60¾	56⅝	57	60¾
Omaha Miss. Div.	110½	110½	110¾	110½
C. M. & St. P. S. F.	110¾	110	110¾	110¾
C., C. & I. C. 1st assess.	83	79	79½	83
Mo., Kan. & Tex. cons.	92½	91¼	91	91½
Do. W. & g. 1st	69	65	65½	67
Texas and Pac. land grants	78½	69½	69½	75½
Do. income	93½	83	82¾	93½
Morris & Essex cons.	107	105	106	107
Boston, Hartford & Erie 1st	50	46½	46	50

The Sub-Treasury to-day lost $552,068 on balance, made up by a coin loss of $568,095, less a currency gain of $16,027. The money market worked easily at 7 per cent all day, and after loans were pretty well made up the rate was reduced to 5 per cent. But these late rates have no significance, for the morrow. The Treasurer at Washington to-day received $120,030 in National bank notes for redemption. The customs receipts were $420,000, and the internal revenue receipts were $282,000. The following is the Clearing House statement to-day: Exchanges, $171,776,121; balances, $5,963,364. The business at the Sub-Treasury covered: Receipts, $894,530; payments, $1,446,597; currency balance, $8,590,331; coin balance, $112,071,025.

The foreign exchanges were dull all the week, and the business done was extremely light. The following are the nominal quotations:

	60 days.		Sixty days.	
Prime bankers' sterling bills on London	4 79½@4 80½		4 83 @4 83½	
Good bankers' and prime com.	4 79½@4 79¾		4 82½@4 83	
Good commercial	4 78½@4 79		4 81 @4 81½	
Documentary commercial	4 74 @4 74½		4 81 @4 81½	
Paris (francs)	5 26¼@5 23¾		5 24⅝@5 21¾	
Antwerp (francs)	5 26¼@5 24⅝		5 24⅝@5 21¾	
Swiss (francs)	5 25⅝@5 23⅞		5 24⅝@5 21¾	
Amsterdam (guilders)	39⅝@ 39¾		39⅝@ 40	
Hamburg (reichmarks)	94 @ 94¼		94⅝@ 95	
Frankfort (reichmarks)	94 @ 94¼		94⅝@ 95	
Bremen (reichmarks)	94 @ 94¼		94⅝@ 95	
Berlin (reichmarks)	94 @ 94¼		94⅝@ 95	

In London British consols were steady all the week, but United States bonds and American railway securities followed the advances made in the home markets. The governors of the Bank of England at their regular meeting yesterday made no change in the bank rate for discount: it remains at 3 per cent. In the open market the rate for discount of bankers' three-months bill has ranged from 2¼ to 2½ per cent. During the week ended Wednesday the bank lost £886,000 bullion, and since has lost £182,000 on balance. Bar silver rose from 53½ to 53¾, and declined to 53⅜ at the close.

The following are the highest and lowest prices of securities for the week, and the closing sales to-day and a week ago:

	For the week.— Highest.	Lowest.	Final sales.— Nov. 7.	Nov. 14.
Canada, money	97½	97½		
Quicksilver, common	19¾	19½	19½	19¾
U. S. new 5s	105¾	105¼	105⅝	105⅞
U. S. new 4½s	110¼	*109¾	109⅞	*109¾
U. S. new 4s	106¾	106	106	106⅛
Erie	48¼	41¾	41⅞	46¾
Erie preferred	76	74	77	77½
Erie second consols	91¾	88¾	90¾	92
Erie funded 5s	90¾	81¾	84¾	91
Illinois Central	102	99¾	100½	103
Pennsylvania Central	†52¾	50¾	50¾	†52
New-Jersey Central	91	89	90	91
Lousiana consolidated bonds	107½	105½	106½	107½
Reading	39⅝	31¾	31½	37½

* Ex coupon and ex dividend.

To-day's reports of the market are very meagre, the cable being reported to be working poorly. In Paris, French 3 per cents ranged between 81.05 and 80.40, closing at the lower figure. Sight exchange on London advanced to 25.32½ francs, closing at 25.22½ francs to the £. During the week the Bank of France lost 16,000,000 francs specie.

The gross earnings of the following railroads are reported:

BURLINGTON, CEDAR RAPIDS AND NORTHERN.

	1878.	1879.		
First week of November	$70,581	$64,202	Dec.	$6,781
January 1 to Nov. 7	1,369,978	1,224,272	Dec.	58,756

HANNIBAL AND ST. JOSEPH.

	1878.	1879.		
First week of November	$48,279	$54,310	Inc.	$6,031
January 1 to Nov. 7	1,707,244	1,594,169	Dec.	111,075

WABASH.

	1878.	1879.		
First week of November	$117,207	$124,849	Inc.	$7,642
January 1 to Nov. 7	4,366,008	4,236,009	Dec.	9,899

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