FINANCIAL AND COMMERCIAL.

New York Stock Exchange—Sales Oct. 22.

UNITED STATES AND STATE BONDS (UP $1,000s).

10 U. S. 4s, r	124	3 Ark. 7s, C. L. R. Lissue	7
5 Tenn. Set. 3s	78	4 Louis. cn. 4s	91½

CLOSING PRICES OF UNITED STATES BONDS.

	Bid.	Asked.		Bid.	Asked.
U. S. 6s, c.	104½	—	U. S. 6s, 1885	119	—
U. S. 4½s, c.	114½	—	U. S. 4s, 1907	115	—
U. S. 4s, r.	124	124½	U. S. 6s, 1897	119	—
*U. S. 4s, c.	121	121½	U. S. 6s, 1899	120	—
U. S. 4s, c.	124	124½	U. S. 5s, 1894	104	—
*U. S. 4s, c.	121	121½			

*Ex interest.

RAILROAD AND OTHER BONDS (IN $1,000s).

15 Atchison 4s	83¾	3 N. Y., Ch. & St. L. 4s	91
1 Atlantic 6s	63	6 N. Y., O. & W. cs	94½
19 Atchison inc.	57⅞	1 N. Y., O. & W. 1st	111½
60	57⅝	1 Or. R. & N. 1st	108½
10	57¾	2 Ohio So. gtd.	90
25	57	2	65½
5 Atl. & Pac. 1s	14¾	2 Oregon Imp. 1st	103
5 Bos. R. T. 2 W. 5s	98	2 Ore. & S. 1st	79¾
18 C. B. & Q. 4s Neb. ex.	91	5	79½
5 C., C., C. & I. 1st	119	1 Pan. D. & R. 1st	108½
4 Can. So. 1st	106	1 Pa. 4½s, c	107
2	106½	2	107¼
2	106¾	25 Rh. & W. P. T. 5s	97
4 Ch. & E. Ill. gtd. 5s	90¾	5 Rh. & N. Y. T. 5s	72
15 C., St. L. & N. O. 5s	115	5	72½
4 C., C. C. & St. L. c. d.	96	15	72¾
4 Den. & R. G. en.	72	10	72¾
4	82¼	6	73¾
4	82½	5 Ro. W. & O. ex. 5s	107½
3 Del. & Hud. 7s	107½	5 Rock Island 5s, r	107
3 Del., L. & W. 10s	140½	12 Rock Island ex. 5s	105½
2	105⅞	30	100¾
3	106	5	100½
1	106½	1 Rh. & Dut. 1st	110½
1	106¾	2 Reading gen. 4s	82
2 G., H. & S. A. 2d	93	18	82¼
23 Hock. Val. cs. ext	82¾	5	82½
21	83	5	82
2	82¼	15 Read. 2d pf. inc.	66
2 Hock. Val. cs.	80	2	66¼
7 Ind. & Ill. 1st pf.	117	24 Read. 3d pf. inc.	45½
27 Iron Mt. C. & P.	101⅛	5	45¾
8 Iron Mt. C. A. T.	107⅛	3	45¼
1 Iron Mt. 2d	107	2 Read. 3d pf. inc.	36¾
10 Int. & G. N. 5s	70	5 Rio G. W. 1st	73½
8 Iowa Cent. 1st	83	18	74
1 Kan. Pac. con.	115¼	1 St. L. & S. F. 2d, Cl. C.	118
24 Kan. & T. 4s	77¾	4 S. P. 1st	121
14	78¼	2	121½
10	78½	4 St. P. 1st, C. & R. W.	110½
3 Kan. & Tex. 2d	45¾	3 St. L., Alt. & T. 1st	87¾
30	45½	5	87
1 Kan. & T. g. 5s	61⅞	5	87¾
1 Kan. & T. 5s	70	1 Spokane & Pal. 5s	103½
2 Kent. Cent. 1st	80¾	1 St. L., V. & T. H. 1st	112½
6	81	3 Sav. & West. 1st	80
8 L. E. & W. 1st	107¾	1 Tex. Pac. 1st 5s	91¾
2 Lake Sh. 1st c.	123¾	4	91¾
1 Lou. & N. C. Br.	102	25 Tex. Pac. 2d inc.	39
2 Long Isl. 1st	118	10 Tol., A. & W. 1st	78
5 L. N. A. & Ch. gtd.	88¾	1 Tol., A. & G. T. 1st	107⅞
5	89¼	3	107¾
6 Lo., St. L. & Tex. 1st	110	4 Tol., A. & K. M. 1st	104¾
2 Lo., N. O. & Tex. 5s	86¼	5 Tenn. C., I. & R.	
12 Morgan's L. & T. 7s	123¾	5s, Bir. div.	96
2 Met. El. 1st	113⅞	2 Tenn. C., I. & R.	
8 Mobile & O. gtd.	60	5s, Tenn. div.	93
52	60¼	1 Union P. 1st 6s	114⅞
1	60⅞	2 Utah So. ex. 1st	110
1	60¾	2 Union El. 1st	87
1 Nat. Tun. 1st c.	113	3 U. P. D. & G. 1st	84¾
1	113¼	11	84½
10 Nor. Pac. cn. 5s	87⅞	1	84¾
1	87¾	13 Wabash 1st	101¼
20	87⅞	6	102
17 Nor. P. & Mon. 1st	104	8 Wabash 2d	76
1 Nor. & W. N. R. 1st	111	1	75¾
5 N. J. C. gtd. 5s	110¾	5 Wabash D. S. R.	37
15 N. Y. Cent. ex. 5s	102	1 West. Union col. 5s	90¼
1	102¾	7 West Shore 4s	103½
10 Nash. & Chat. cn.	105¾	2	103¾
1 N. Y. El. 1st	112	6	103¾
10 Nor. R. R. of Cal. 5s	100¾	8 West Shore 4s, r	103¾

Total sales of railway bonds (par value), $1,080,000.

RAILROAD AND OTHER SHARES.

Sales.	Opening.	High-est.	Low-est.	Closing—Bid.	Closing—Asked.
800 Amer. Cable	82	82	81	81	84
10 Amer. Tel.	100	100	100	100	101
12045 Ach., T. & S. Fe	35⅛	36	35¼	35⅛	35¾
100 Atlantic & Pacific	5¾	5¾	5¾	5¾	6¾
40 Bell'y, a. so. 11 pf.	120	120	120	—	—
1190 Can. Southern	53	53¾	52¾	53	53¾
6 Canadian Pacific	76½	76½	76½	75½	76
350 Ches. & Ohio	20¼	20¼	20¼	20¼	20¾
400 C. & O. 1st pf.	56¾	56¾	56¾	56¾	57
100 C. & O. 2d pf.	36¼	36¼	36¼	36¼	37
400 Chi. & E. Ill.	44¾	45	44¾	44¾	45¾
450 Chi. & E. Ill. pf.	92¾	93	92¾	92	94
8125 Chicago Gas	44½	45¼	43¾	43¾	43¾
40 Chic. & Alton	129	129	129	125	130
3180 C., C., C. & St. L.	68	68¾	67¾	68	69¾
100 C., C., C. & St. L. pf.	96	96	96	96	96¾
2030 C. & N. W.	108¾	109¼	108¾	108¾	109¼
13337 C., B. & Q.	92¾	93¾	92¾	93½	93¾
8573 C., M. & St. P.	60¼	61	60¼	60¾	60¾
1075 C., R. I. & P.	110¾	110¾	109¾	110¼	110¾
12885 C., R. I. & Pac.	76¾	76	76¾	77	77¾
10 C., St. L. & P.	14	14	14	14¼	15¾
1560 Colorado Coal	46¾	46¾	45¾	45¾	46¾
1700 Col., H. V. & Tol.	31	31	30¾	31	32¾
400 Col. & Hock. Coal	24¾	24¾	24¾	24¾	24¾
160 Consol. Gas Co.	101	101	101	101	101¼
610 Del., L. & Hudson	137⅞	139¼	137⅞	139	139¼
1870 Del. & Hud. rights	13¼	13¾	13¼	—	—
9240 Del., L. & W.	144¾	145	144	144	144¼
10,900 Den. & R. G. pf.	54¾	55¼	54¾	54¾	55¼
100 Distilling & C. F.	47	47	47	46¾	47
203 Edison'l.	96¼	96¾	96	96	97
100 Homestake	19	19¼	19	19	19¼
140 Ill. Central	101	101	101	100¾	101
202 Ill. Central pf.	94	94	94	—	—
200 Lo., St. L. & Tex.	30¾	30¾	30¾	31	31¼
315 Lake Sh. & West	15¼	15¾	15¼	15¾	15¾
410 L. E. & West. pf.	55¾	56½	55	55	56½
2575 Lake Shore	107¾	107¾	107¾	107¾	107¾
343 Long Island	90	90	90	90	90
1400 Laclede Gas	18	18	18	17¼	18
12325 Louis. & Nash.	79	80¼	79	79¼	79¾
10 Louis. N. A. & C.	42	42	42	42	43
525 Manhattan Con.	106	106	106	106¼	106¾
200 Mexican Central	24¾	24¾	24¼	24¼	24¾
3100 Michigan Cent.	93¾	93¾	93¾	93¾	93¾
1900 Mobile & Ohio	30	31	29¾	30¾	30¾
100 Mil. L. S. & W. pf.	113¾	113¾	113¾	113¾	114½
200 M. & St. L. pf.	18	18	18	18	18
34 Missouri Pacific	69¾	70¼	69	70	70¼
10 Mo., Kan. & T.	16¾	16¾	16¾	16¾	17¼
405 Mo., Kan. & T. pf.	25¾	26¾	24¾	25¾	25¾
400 Mo., K. & T. 2d c.	17¼	17¼	17¼	17¼	17¾
12 Nash. C. & St. L.	99	99	99	99	102
100 New Cent. Coal	10¼	10¼	10	10	11
200 N. J. Central	119¾	119¾	119¾	119¾	119¾
704 N. Y. Central	102¾	102¾	102¾	102¾	103
500 Natl. L. Oil	48¾	48¾	48	48	49¾
32336 North American	26¾	26¾	25¾	26¾	26¾
4100 N. P. & W. Eng.	42¾	43¾	42¾	43¾	43¾
5900 N. Y., L. E. & W.	21¾	22	21¾	21¾	21¾
100 N. Y., S. & W.	7	7	7	7	7¼
100 N. Y., S. & W. pf.	28¾	28¾	28	28¾	28¾
100 Norfolk & W.	19	19	19	19¾	19¾
100 Norfolk & W. pf.	58¾	58¾	58¾	58	59
2400 Northern Pacific	29¾	29¾	29¾	29¾	29¾
10600 Northern Pac. pf.	75¾	76¼	75¾	76	76¾
400 Ohio & Miss.	22¾	22¾	22¾	22¾	23
725 Ontario & West.	18	17¾	17¾	17¾	17¾
50 Oregon Imp.	35	35	35	35	37
100 Oregon S. L.	31¼	31¼	31¼	31¼	32
2080 Pacific Mail	41¾	42¼	41¾	42¼	42¼
4600 Phila. & Reading	27¾	27¾	27¾	27¾	27¾
31 P., Ft. W. & C.	154¾	154¾	154¾	155	155¾
200 Pull. Pal. Car Co.	212¾	213	212	213	214¾
100 Quicksilver	7¾	7¾	7¾	7¾	8
7944 Rich. & W. P.	19¼	19¼	19	19	19¼
510 Rich. & W. P. pf.	76¾	76¾	75¾	76¾	77
3035 R. & G.	11¾	11¾	11¾	11¾	12
5 St. L. & S. F. 1st pf.	70	70	70	70¼	73
300 St. P. & Omaha	28¾	28¾	28¾	27¾	28¾
100 St. P. & Om. pf.	86	86	86	86	88
100 Southern Pacific	25¾	25¾	25¾	25¾	25¾
400 Tenn. Coal & Iron	43¾	43¾	42¾	42¾	43¾
1220 Texas Pacific	18¼	18¼	18¼	18¼	18¾
850 Tol., A. A. & N. M.	33¾	33¾	33¾	33¾	34
10615 Union Pacific	52¾	52¾	52¾	52¾	52¾
625 Union Pac., D. & G.	27	27¼	27	27¼	28
1260 W., St. L. & P.	21¼	21¾	21¼	21¾	21¾
1220 Western Un. Tel.	81¾	82	81¾	81¾	81¾
1000 Wheeling & L. E.	22¾	23¼	22¾	22¾	23¼
550 Wheel. & L. E. pf.	72¾	73¼	72¾	73¼	73¾
960 Wis. Central	22¾	22¾	21¾	22¾	22¾

The total sales of stocks were 221,006 shares.

UNLISTED DEPARTMENT TRANSACTIONS.

Sales.		Open'g.	High'st.	Low'st.	Clos'g.
100	Amer. Cot. Oil pf.	41¾	41¾	41¾	41¾
200	Amer. Oil Works	19¼	19¼	19¼	19¼
27900	Brooklyn Refineries	73¾	73¾	72¾	72¾
2000	National Lead Trust	20¾	20¾	20¼	20¾
100	Del. & S. A. Ill. pf.	17¾	17¾	17¾	17¾
100	Pacific R. W.	15	15	15	15
700	Comstock T. Co.	14	14	14	14
100	Phoenix of Arizona	85	85	85	85
450	Horn Silver	3.50	3.50	3.50	3.50
2100	Georgia Pac.	24¾	24¾	24¾	24¾
$2000	St. L., Ark. & Tex. 4s, W.I.	71¾	71¾	71¾	71¾
5000	Pipe Line cifs.	80¾	80¾	80¾	80¾

BOSTON CLOSING QUOTATIONS.

	Bid.	Asked.		Bid.	Asked.
Bos. & Albany	158	—	Erie Tel.	51¾	52
Bos. & Maine	204	—	New Eng. Tel.	52	—
Central Mass.	10¼	—	West End Land	26¾	26¾
Eastern R. R.	110	—	Bos. & Mont.	412	415
Fitchburg	90	88	Butte & Bos.	17	17¾
Bos. Cent. 4s	72	72¾	Calumet & Hec.	309	314
Old Colony	107	107	Santa Fe & P. Co.	54	55
Wis. Cent. com.	22¾	22¾	Atl. & P. 4s	81¾	82
Wis. Cent. pf.	54	55¾	A. T. & S. F. 1s	57	57¾
Am. Bell Tel.	225¾	—			

PHILADELPHIA CLOSING QUOTATIONS.

	Bid.	Asked.		Bid.	Asked.
Phi. & R. gen. m. 4s	92¾	93¾	Lehigh Valley	51¾	51¾
Phil. & R. 1st pf. 6s	96¾	97¾	L. C. & N.	51¾	52¾
Phil. & R. 2d pf. 4½s	45¾	45¾	Pennsylvania	52¾	52¾
Phil. & R. 3d pf. 3s	27	27¾			

LATEST LONDON QUOTATIONS.

Atchison	36¾	Lou. & Nashville	81¾
Atlantic & Gt. W. 1st	34	N. Y. Central	106¾
Atlantic & Gt. W. 2d	4½	Norfolk & West. pf.	60½
Canadian Pacific	76¾	Northern Pacific pf.	77¾
Erie Common	22¾	Ontario & West.	18
Erie 2d consols	102¾	St. Paul	62¾
Illinois Central	104	Union Pacific	53¾
Lake Shore	110¼	Wabash pf.	22¾

WEDNESDAY, Oct. 22.

Negotiations were completed to-day which should remove any further cause for apprehensions of a crisis in the London stock market, since the last fortnightly settlement on the London Stock Exchange was begun, a syndicate composed of the leading bankers of this country and of Europe have relieved certain interests in London of American railway and other securities, principally the first named, of the par value of over $25,000,000. The money involved in these transactions was, of course, much less than that amount, probably about two-thirds of it. These enormous holdings have been regarded with solicitude by the best informed international bankers for some months, and when, ten days ago, it became evident that the securities would have to come upon the market in some shape it was deemed advisable to avert formal confessions of insolvency, especially as the securities could be bought at bargain prices. It is understood that the syndicate referred to has not made these transactions for speculative any more than they have for philanthropic purposes. The transfer of several hundred thousand shares of American railway stocks from the hands of brokers and speculators to the vaults of bankers will unquestionably facilitate the welding together of certain of our railway systems. Whatever profit the bankers may secure upon these transactions will result from their being able to bring about closer and more harmonious relations between the railroads, particularly of the West.

The stock market has been gradually reflecting the developments referred to above for a week past, and did so very distinctly to-day; for the transactions were fairly large and the tone very strong, except for two or three specialties, notably Sugar Refineries stock and Silver Bullion certificates. The most disappointed people in Wall street at present are the speculators in silver. The price of that metal has reacted about 13 points from the highest figures touched, and though recent Treasury purchases have been liberal and the stock on hand against which certificates have been issued does not increase, yet the price continues to sag, and speculation seems to avoid the certificates. Dealers are at a loss to discover the source of the constant supply of silver which seems to be pressing upon the market.

The decline in Sugar Refineries stock was plausibly attributed to the decision of the Court in the Cameron suit continuing the temporary injunction until the case is tried upon its merits, and exacting a comparatively nominal bond from the plaintiff. Certain of the trustees of the Sugar Refineries Company are becoming restless under the allegations in the Cameron suit to the effect that they have sold the stock short, and that they passed the October dividend to depress the price. Representative members of the so-called Dutch element in the Sugar Trust assure their friends that they did not sell any of their holdings until after the certificates had touched 125, declined to 50, and rallied to about 90. They admit that they sold on the rally, because the fluctuations in the price of the certificates were too wide for their peace of mind. They assert that the passing of the October dividend can be defended upon the ground that the actual net earnings of the concern for the twelve months ended Sept. 30 were only about $1,000,000, and it was not deemed advisable to draw upon the surplus, which consists in part of $600,000 insurance money received for refineries destroyed by fire and $1,500,000 received from the sale of the California refineries to certain trustees of the company. It is evident from the manner in which facts about the Trust are beginning to come to the surface that the old factional quarrel between the so-called Dutch element on one side and the Havemeyer party on the other has been revived. That being the case it is quite possible that the present efforts in the courts to get at the facts about the Sugar Refineries Company will be successful.

In the regular list the heaviest trading was in North American Company's stock. Though the market for it was strong, it did not advance much, from which it may be inferred that profits are being taken on some of the stock which was bought when the stock was five points lower early last week. The stock has enjoyed a larger relative advance than any other on the list because, according to trustworthy information, the financial condition of the concern was never better than it is to-day. It should be remembered that the company has for several years enjoyed a large income from its investments. First, from the $12,000,000 of Oregon Railway and Navigation stock, which it sold a year ago, and secondly from its large holdings of Northern Pacific preferred stock and various blocks of bonds. This income, together with a part of the cash proceeds of the sale of Oregon Railway and Navigation stock, has been devoted chiefly to the liquidation of the floating debt of the concern. And it may be stated right here that the company is not borrowing any money on call. After Nov. 1 its entire bonded debt will be retired by the Northern Pacific Railway for the benefit of which company it was incurred. The only capital liability of the North American Company will then be on account of its stock; and the fact should not be overlooked that it receives a large amount of its own stock in part payment for the Oregon Railway and Navigation shares which it sold. A few weeks ago it was suggested in this column that that stock might have been sold. That view was incorrect; and it is understood that no part of that stock is in the market. The concern is now in shape to go ahead upon the new programme which its managers have marked out for it.

The other noteworthy declines were in St. Paul common, Chicago, Burlington and Quincy, Rock Island, Northern Pacific preferred, and Louisville and Nashville. The average advance in those stocks was about ⅝ cent. Among the specialties C., C., C. and St. Louis and Pacific Mail were the most conspicuous at substantial net advances. The work of advancing rates at the West is progressing slowly but surely. An incentive to maintain them will unquestionably be found in the freeze for earnings of the Chicago and Northwestern railway for September, which will be made public in a day or two. It is understood that they will show an increase over last year of nearly $500,000, and there is reason for believing that the increase has not been absorbed in operating expenses. These results have been obtained partly by the avowed policy of the company not to compete for unprofitable through business, and also because the management has instructed all of its freight agents that the slightest deviation from established tariffs would be considered sufficient reason for immediate discharge, and also disqualify the culprit for ever reentering the service of the company. If one company in the Northwest can maintain rates single handed with such results, the competitors can adduce no reasonable excuse for continuing to do business in a manner that has brought their employers to grief and themselves into disgrace. The market closed strong, but at a moderate recession from the best prices, under selling by the professional element.

Final sales compare with those of yesterday as follows:

	Oct. 21.	Oct. 22.		Oct. 21.	Oct. 22.
A. T. & S. F.	35⅞	35¾	Nor. P. com.	29¾	29¾
Can. Southern	52¾	53	Nor. Pac. pf.	75¾	76
C., C., C. & St. L.	67¾	68¾	N. Y. Cent.	102¾	103¼
C. & A.	20¾	20¾	N. Y. & New Eng.	42¾	43
C. & E. Ill.	44	45	N. J. Central	112	113
C. & E. Ill. pf.	92	93	Omaha com.	27¾	28¾
Ches. & Ohio	20¼	20¾	Ontario & West.	17¾	17¾
Chicago & Alt.	140	140	Pacific Mail	42	42¼
Del., L. & W.	144¾	144¾	Full. Pal. Car	212¾	213¾
Del. & Hudson	137¾	139¼	Rock Island	76¾	77¾
Den. & R. G. pf.	54¾	55¼	Rich. & W. P.	19¾	19¾
Erie	21¾	22¼	Reading	27	27¾
Hocking Val.	30¾	30¾	St. Paul com.	60¾	60¾
Lou. & Nash.	79	79¾	St. Paul pf.	110¾	110¾
Lake Shore	107¾	107¾	Tex. Pac.	18¾	18¾
L. E. & West.	17¾	18¼	Tenn., C. I. & R.	43¾	42¾
L. E. & W. pf.	55¾	56	Union Pacific	52	52¾
Laclede Gas	17¾	18	Wab. & P. pf.	21¾	21¾
Manhattan con.	105¾	106¾	West. Un. Tel.	81¾	82
Missouri Pac.	69¾	69¾	W. & L. E.	22¾	22¾
Mobile & O.	60¾	60¾	W. & L. E. pf.	73¾	73¾
Northwest com.	108¾	109¾	*Ex dividend.		

Government bonds firm. The 4s closed ¼ ⅌ cent. higher bid. Railway bonds strong. The features were Northern Pacific consol 5s, Rio Grande Western 1sts, Mobile and Ohio generals, Fort Worth and Denver City 1sts, Chicago, St. Louis and New Orleans 5s, Atchison, Kansas and Texas, Richmond and Terminal, Reading, Texas Pacific, and Wabash issues. The more important net advances were in Atchison incomes, ¾ ⅌ cent., to 57; Chicago, St. Louis and New Orleans 5s, 1 to 116; Fort Worth and Denver City 1sts, 1, to 106¾; Kansas and Texas 4s, ¼, to 78¾; Mobile and Ohio generals, 1¾, to 67; Richmond and Terminal 6s, ¼, to 97, and 5s, 1¼, to 73¾; leading general 4s, ½, to 82; 1st preference incomes, 1, to 66¾, and 2d preference incomes, 1, to 46; Rio Grande Western 1sts, ¾, to 74; Texas Pacific 2ds, ¾, to 39, and Wabash 1sts, ¾ ⅌ cent., to 102. The noteworthy declines were in Atchison 4s, ¼ ⅌ cent., to 83; Kansas and Texas 2ds, ¾, to 45¾, and Northern Pacific consol 5s, ¾ ⅌ cent., to 87¾.

In bank stocks 12 shares of American Exchange sold at 158; 23 shares of St. Nicholas, 125@129; 50 shares of Western National, 106@106¾.

Silver bullion certificates for 250,000 ounces sold at 108¾@109¼. Bar silver in London 49¾d. ⅌ ounce. Amount of silver bullion offered to the Government to-day, 1,274,000 ounces. Amount purchased, 515,000 ounces, as follows: 15,000 ounces at $1.0925, 100,000 ounces at $1.0938, 100,000 ounces at 1.0940, 100,000 ounces at $1.0943, and 200,000 ounces at $1.0944.

Money on call, 4@6 ⅌ cent., averaging 5 ⅌ cent. Time money 6 ⅌ cent. for all periods. The demand for commercial paper is light. Prime indorsed bills receivable are quoted at 6 ⅌ cent., and first-class single-name paper at 7 ⅌ cent.

Sterling exchange firmer. Postedrates rating $4.81½ for long bills and $4.86½ for demand. Actual rates, $4.81@$4.81⅛ for sixty-day bills, $4.85¼@$4.86 for sight drafts, and $4.86½@$4.86¾ for cable transfers.

The amount of 4½ ⅌ cent. bonds redeemed to-day under the circular of Oct. 9 was $217,200, making a total to date of $2,398,850.

The Rome, Watertown and Ogdensburgh Railroad reports for the year ending Sept. 30:

	1889.	1890.	
Gross earnings	$3,477,173	$3,950,593	Inc. $473,399
Other income	34,502	33,802	Dec. 700
Total receipts	$3,511,675	$3,984,395	Inc. $472,699
Operating expenses	2,037,164	2,286,874	Inc. 249,709
Net earnings	$1,474,001	$1,702,559	Inc. $222,989

The directors of the New York, Ontario and Western Railway Company at a meeting held to-day authorized the issue of $500,000 additional 5 ⅌ cent. bonds to repay cost of equipment purchased and betterments made upon the property during the last three months.

The investing committee of the New York Stock Exchange listed to-day the following securities:

Central Pacific Railroad Company's Gold Five ⅌ cent. Land Bonds, extended of 1890, $4,000,000.

Chicago, Milwaukee and St. Paul Railway Company's additional issue of Common stock, $6,000,000, making the total amount listed $60,000,000.

Nashville, Chattanooga and St. Louis Railway's additional issue of First Consolidated Mortgage Five per cent. Gold Bonds, $700,000, making total amount listed $3,300,000.

New York, Susquehanna and Western Railroad Company's General Mortgage Fifty year Five per cent. Gold Bonds, $700,000.

Nineteenth Ward Bank's Capital Stock, $100,000.

Central Trust Company's Engraved Certificates of Deposit for Equity Trust Company Shares Capital Stock of the London and New York Investment Corporation, Limited.

Adrian H. Muller & Son sold by auction to-day at the Real Estate Exchange these securities among others:

1 share N. B. Claflin cos. com. full paid	$100¾
10 shares Real Estate Exchange and Auction Room	120
15 shares 2d Street Railway Co.	270¾
5 shares Corn Exchange Bank	215¾
5 shares Bank of the City of Paterson, N. J.	50
1 share Metropolitan Bank, par $100, full paid	300
1 share National Park Bank	279¾
1 share Corn Exchange Bank	215¾
5 shares Jefferson Fire Insurance Co.	11¾
15 shares Market and Fulton National Bank	100
5 shares Second Ward National Bank	150
5 shares Mechanics' National Bank	140
5 shares Broadway Insurance Company	160
5 shares Merchants' Exchange National Bank	150
200 shares Iron Steamboat Company	17¾

$10,000 City of Elizabeth, N. J., 4 ⅌ cent. adjustment bonds, 1891-1911 ..... 96⅞
60 shares United States Fire Insurance Co. 150¾
10 shares Southern National Bank (dividends on this stock are not payable to the holders until such dividends to the extent of 10 ⅌ cent. are first credited to the bank's surplus account as per agreement) 95

Treasury balances compare with those of yesterday as follows:

	Oct. 21.	Oct. 22.
Gold	$153,060,639	$153,308,545
Silver	4,126,997	4,092,377
Legal tenders	6,107,338	6,103,284
Totals	$163,295,967	$163,504,206

Deposits in national banks $25,298,897, against $24,714,[illegible] yesterday. In addition to the foregoing the Treasury reports silver bullion purchased under the act of July 14, 1890, $12,101,358, and notes outstanding against the same, $8,911,413.

Money in London, 3 ⅌ cent. Discount in the open market for both short and three months' bills, 4 ⅌ cent. Amount of bullion withdrawn from Bank of England on balances to-day £59,000. India council bills were alloted to-day at 1s. 6 9-16d. ⅌ rupee. Paris advices quote 3 ⅌ cents at 94 francs 45 centimes and exchange on London at 25 francs 28½ centimes.

The Daily Mining Company has declared a monthly dividend of 25 cents a share on its stock, payable Oct. 31. This will make the total amount paid by the company in dividends $1,687,500.

Messrs. Drexel, Morgan & Co. announce to holders of their receipts for stock and beneficial interests in stock of the Chicago and Atlantic Railway Company that they have prepared to issue for the same Income Mortgage Bonds of the Chicago and Erie Railroad Company on the basis set forth in their circular of March 16, 1887. Due notice will be given when they are ready to exchange receipts representing other classes of securities.

The sales of mining stocks at the New York Consolidated Stock and Petroleum Exchange to-day were as follows:

Sales.	Name.	Opening.	Highest.	Lowest.	Closing.
100	Best & Belcher	3 50	3 50	3 50	3 50
500	Bodie Consol.	8	8	8	8
100	Choliar	2 35	2 35	2 35	2 35
110	Considence H.	1 50	1 50	1 50	1 50
1100	Comstock Tun. Co.	16	16	16	16
200	Gould & Curry	2 25	2 50	2 50	2 50
30	Hale & Norcross	1 90	1 90	1 90	1 90
100	Horn Silver	3 50	3 50	3 50	3 50
100	Iron Silver	5 12	5 12	5 12	5 12
300	Julia	40	40	40	40
100	Leadville	16	16	16	16
5-0	Little Chief	35	35	35	35
100	Mexican	3 20	3 20	3 20	3 20
100	Mutual S. & M. Co.	1 50	1 50	1 50	1 50
200	North Belle Isle	1 25	1 25	1 25	1 25
200	Ophir	1 85	1 90	1 85	1 85
100	Osceola	41 62	41 62	41 62	41 62
1800	Phoenix of Ariz.	88	89	88	89
100	Silver King	15	15	15	15
200	Sutter Creek	1 25	1 25	1 25	1 25
200	Small Hopes	88	88	88	88
300	Utah con.	1 25	1 25	1 25	1 25

The total transactions were 6,530 shares.

New York Markets.

WEDNESDAY, Oct. 22.—FLOUR AND MEAL—The market was dull and unsettled.

CORN—Futures opened at 3 points advance, closing at 12 ⅌ points advance from yesterday's closing prices and barely steady. Liverpool disappointed our bulls, but they had a fresh recourse in reports of a violent storm with high winds in Texas and a "cyclone" about Atlanta in Georgia on which a slight further advance was made, in the face of weak foreign advices. But the movement was not maintained, and selling to realize caused some reaction. Still the market rallied, and gained in tone that has not been apparent for some time. The smaller port receipts were an element of strength in the later dealings. New Orleans improved a little and there was very active spot market at Memphis. Spot cotton was quiet, but steady; middling uplands, 10½c.; do. Gulf, 10⅞c. The following are the details of the transactions in futures:

| Months. | Closing prices.