FINANCIAL AND COMMERCIAL.

New York Stock Exchange—Sales Oct. 29.

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

5 Va. 6s, df. T. B.....9 | 10 Louis. cn. 4s.....93

CLOSING PRICES OF UNITED STATES BONDS.

	Bid.	Asked.		Bid.	Asked.
U. S. 4½s, r.....104½	—		U. S. 6s, 1895.....118	—
U. S. 4½s, c.....104½	—		U. S. 6s, 1896.....115	—
U. S. 4s, r.....124	124½		U. S. 6s, 1897.....118	—
*U. S. 4s, r.....121	121½		U. S. 6s, 1898.....121	—
*U. S. 4s, c.....124	124½		U. S. 6s, 1899.....124	—
*U. S. 4s, c.....121	121½		*Ex interest.	

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

10 Atchison 4s.....	82	4 N. J. Cent. cn., 1900	115¼
3	83½	3 N. Y. Cent. 1st c...	128⅝
5	83½	20 N. Y. Ch. & St. L. 4s..	91
2 Atchison inc.....	55⅝	1 N. Y., O. & W. cn...	94½
5	56⅛	5	94
5 Brooklyn El. 2d...	97½	1 Or. R. & N. 1st...	108
4 Balt. & O. 5s.....	108	1 Or. R. & N. Con. 5s..	103
3 Ch. & Ind. Coal 1st.	97½	11 Rh. & W. P. T. 6s..	97
1	97½	3	98¼
1	97	10 Rh. & W. P. T. 5s...	71
6 Ohio. & O. cn. 5s...	100	3	70¾
6	99⅞	2	71
3 Chi. & O. R. & A. 1st cn.....	69	1 Rock Island 6s, c..	126½
1 C. B. & Q. 7s.....	128⅝	5 Rock Island ex. 5s.	101
1 C. B. & Q. 4s.....	98	1	101⅛
1	98	1 Rh. & Dav. 1st.....	91½
1 Ch. & Mil. 1st.....	115	1 Rh. & Dav. 5s.....	87⅞
21 Can. So. 1st.....	109¼	1 Reading gen. 4s...	81⅛
4 Con. So. 2d.....	99	4	81⅛
5 Ch. Gas L. & C. Co. 1st.....	86	9	81⅛
7 Den. & R. G. 1st....	120	1 Read. 1st pf. inc...	64¾
1 Den. & R. G. cn....	82⅝	5	63¾
2	82½	55	64
10 E. & N. A. imp. 5s.	81	20 Read. 2d pf. inc...	44⅝
15 Ind. B. & Ill. 5s.	95⅝	6	44⅝
16 Erie 6th ex.....	115	16	44⅞
3 Erie cn. 2d.....	99	2 Read. 3d pf. inc...	35¼
10	99⅛	3	35¼
64 N. Penn. 5s.....	106	2 Rio G. W. 1st.....	72⅞
1 First A. P. M. 1st 6s.	117½	75	73
1 Pa. Worth. inc.....	101	25 Shen. V. cn.....	90⅝
1	104	25	60
85	104¼	6 So. P. of Cal. cn...	100¾
4 G., H'g & S. A. 2d.	102	11 St. P. & M. M. ex. 4s.	98
3 G., H'g & S. A. 1st, w. c.....	96⅝	40	88¾
7	96⅝	6 St. L. & S. F. gen. 6s.	111
5 Hock. Val. 7s.....	87⅞	4 St. P. term.....	101⅝
1 H. & T. C. 1st, W. & W. div.....	115	2 St. P. 1st, C. & P., w 3%.....	116
8 B. & Tex. Cent. Gul.	74	1 St. P. 1st, C. & P. W.	105⅝
1 Iron Mt. Ark. B.....	108⅝	1 St. P. 1st S. M. D....	119¾
2 Iron Mt. C. & F....	101⅝	3 St. L. Ark. & T. 1st..	87
2 Iron Mt. 2d.....	93⅝	10 St. L. Ark. & T. 2d..	22
18 Int. & Gt. N. 1st...	116	7	23
8 Int. & Gt. N. 5s.....	78	8	23¾
11 Kan. & T. 6s.....	78¾	10 San A. & A. P. 1st 6s, 98s.....	70
6	78¾	10 Tex. Pac. 1st 5s...	91
5	78⅝	4 Tex. Pac. 2d inc...	37⅝
20	77⅞	5	37⅝
5	77⅞	2	37⅝
8 Kan. & Tex. 2d...	34	1 Tol. and Norfolk, via New Jersey 1st gold	70
5 K. & T. B. cn. 5s...	113¾	5 Ut. & Nor. 1st.....	107
10 L. E. & W. 1st...	107	75	80⅝
6 Leh. & N. cn.....	112⅝	28	80⅝
1 L. S. & M. S. 1st...	101	10	80⅝
20 Lo. St. L. & Tex. 1st	109	38	80⅝
3 La. N. O. & Tex. 1st.	80¼	5	35⅝
1 La. N. A. & St. L. 1st	85	15	35⅝
12 Mahoning Coal 5s.	105	5	35⅝
2 Mem. & C. 1st.....	104⅝	15	36⅝
1 Met. St. 1st.....	111	18	36⅝
1 Mobile & O. gtd.....	65	2 Terre H. div.....	51
20	66	1 Tol., St. L. & K. C. 1st.	94
10 Mil. L. S. & W.....	109	10 Union Pac. 1st, s f...	110
1 Mil. & L. S. ex. 5s.	101	5 Un. Pac. C. T. 4½s.	77⅞
8 Mutual Union 6s...	102⅝	2 Union El. 1st.....	110⅝
2 Nor. Pac. 1st c.....	114⅝	7 U. P., D. & G. 1st...	83⅝
2 Nor. Pac. 2d c.....	113	20 Wabash 1st.....	101⅝
4	111⅝	7	101⅝
1	111⅝	5	101⅝
19 Nor. Pac. cn. 5s...	85⅝	5 Wabash 2d.....	75⅝
1	85⅝	2	75⅝
1	86⅝	1 West Shore 4s.....	103⅝
4 Nor. P. & Mon. 1st.	104	21	103⅝
10	104⅝	1 West Shore 4s, r...	103
3 Nash. & Chat. cn...	105	10	103
15	105¾	10	106
10	106		

Total sales of railway bonds (par value), $1,383,000.

RAILROAD AND OTHER SHARES.

Sales.		Open-ing.	High-est.	Low-est.	Closing-Bid.	Asked.
100	American Ex.....	115	115	114	114	116
21900	Atch., T. & S. Fe..	35⅝	35⅞	32⅞	33⅞	33⅞
100	Atlantic & Pacific.	5⅞	5⅞	5⅞	5⅞	6
100	Buff. Roch. & P. pf.	75⅝	75⅝	75⅝	75⅝	75⅞
100	Com. Cable Co.....	101	101	100⅝	100	102
300	Can. Southern.....	51⅝	52	51⅞	52	52⅛
2100	Canadian Pacific..	73⅝	73⅞	73	73	73⅛
400	Central Pacific.....	30⅝	30⅝	30⅛	30⅛	30⅝
700	Ches. & Ohio.....	24⅝	24⅝	23⅝	23⅝	24
700	C. & O. 2d pf.....	34⅝	34⅝	34	34⅛	35
350	Chi. & E. Ill.....	43⅝	43⅝	43	43	48
110	Chi. & E. Ill. pf...	91⅝	91⅝	91	91	95
2610	Chicago Gas.....	38	38⅝	37	38⅛	38⅝
17	Chic. & Alton.....	128	128	128	124	132
1310	C., C., C. & St. L....	66⅝	66⅝	66	66	66½
40	C., C., C. & I. pf.	96⅝	96⅝	95	95	97
2865	Ch. & N. W.....	108	108	107⅛	107⅛	107⅞
10	Ch. & R. I. pf.....	139	139	138	138	139
2097	Ch. & Rock Isl.....	90⅝	90⅝	89¼	89⅝	90⅛
8435	C. M. & St. P.....	57⅝	58	55⅝	56⅝	56⅞
14355	C. R. I. & Pac.....	76⅝	76⅝	75	75⅛	76
950	Colorado Coal.....	45⅝	45⅝	45⅝	45⅝	45⅝
500	C. H. V. & Tol.....	29⅝	29⅝	29	29	29⅝
300	Col. & Hock. Coal..	24⅝	24⅝	24⅝	24⅝	25
25	Consol. Gas Co.....	140	140	139⅝	139⅝	140⅛
640	Del. & Hudson.....	138⅝	139⅛	138	138	139
1709	Del. & Hud. rights.	13	13⅝	13	13	13⅛
4300	Del., L. & W.....	143⅝	143⅝	142⅝	142⅝	142⅞
500	Den. & R. G. pf.....	54⅝	55⅝	54	54⅛	55
820	Distilling & C. F....	45⅝	46	45⅝	46	46⅛
50	E. T., V. & G. 2d pf.	19⅝	19⅝	19⅝	19⅝	20
650	Ill. Central.....	100	100⅝	99⅝	99⅝	100
100	Lo., St. L. & Tex..	30⅝	30⅝	30⅝	30	30⅝
420	L. E. & West. of....	57⅝	57⅝	57	57	58
2110	Lake Shore.....	107⅝	108⅝	106⅝	106⅝	107
40	Long Island.....	90	90	90	88	91⅝
16862	Louis. & Nash.....	77	77⅝	76⅝	76⅝	77⅛
100	Louis. N. A. & C....	40	40	39	39	40
310	Manhattan Con....	104⅝	104⅝	104⅝	104⅝	105
500	Mexican Central...	23⅝	23⅝	23	23	23⅛
20	Minn. Iron.....	85⅝	85⅝	85⅝	85⅝	85
100	Minn. S. P. & S. M.	115	115	114	114	115⅛
100	Minn. & St. L.....	5	5	5	5	6
6635	Missouri Pacific....	69⅝	69⅝	68⅝	68⅝	68⅝
100	Mil. L. Kan. & Pac.	22⅝	23	22⅝	22⅝	23
250	Mo., Kan. & T. dev.	12	12	11⅝	11⅝	12
1500	N. J. Central.....	110	110	109⅝	110	110⅛
670	N. Y. Central.....	101⅝	101⅝	101⅝	101⅝	102
18125	North Amer. Co....	34	34⅝	33⅝	33⅝	33⅞
8460	N. Y. & New Eng.	41⅝	41⅝	40⅝	41⅛	41⅝
10	N. Y., C. & St. L....	75	75	75	75	76
10	N. Y., C. & St. L. 1 pf.	67	67	67	67⅝	68⅝
2875	N. Y., L. E. & W....	21⅝	21⅝	20⅞	20⅞	21
25	N. Y., L. E. & W. pf.	6⅝	6⅝	6⅝	7	7⅛
10	N. Y., S. & W. pf....	28	28	28	28	29
1150	Northern Pacific....	28	28	27⅛	27⅛	27⅞
10660	Northern Pac. pf....	77⅝	77⅝	72⅞	72⅞	73
475	Ontario & Mining..	38⅝	40	38⅝	39	40
250	Ontario & West....	17	17⅛	17	17	17⅛
100	Oregon & L.....	28⅝	28⅝	28⅝	28⅝	31
100	Ore. & S. Nav.....	4	4	4	4	5
1260	Pacific Mail.....	41⅝	41⅝	40⅝	41⅛	41⅝
100	Peo., Dec. & Evv..	18	18	18	17	19
3410	Phila. & Reading..	37⅝	37⅝	37	37⅛	37⅝
1680	Pull. Pal. Car Co.	205⅝	205⅝	204	207⅛	208
5520	Rich. & W. P.....	18⅝	18⅝	17⅝	18	18⅝
500	Rich. & W. P. pf....	73⅝	73⅝	73⅝	73⅝	74
110	St. J. & Omaha....	27⅝	27⅝	27⅝	27⅝	28⅝
100	South Carolina....	5	5	5	4⅝	5
1500	Southern Pacific....	29	29	28⅝	28⅝	29
1150	Tenn. Coal & Iron.	41	41⅝	40⅝	41⅛	42
850	Texas Pacific.....	17⅝	17⅝	17⅛	17⅛	17⅝
500	Tol. A. A. & N. M.	33	33⅝	33	33⅝	33⅝
1310	Union Pacific.....	45⅝	46⅝	45⅝	45⅝	46⅛
100	Union Pac., D. & G.	25	25	24	24	25
710	W., St. L. & P. pf.	20⅝	20⅝	20	20	20⅝
2610	Western Union....	91	91⅝	90⅝	90⅝	91
600	Wheeling & L. E....	31⅝	31⅝	31⅛	31⅛	31⅝
200	Wheel. & L. E. pf..	72⅝	72⅝	72⅛	71⅞	73

The total sales of stocks were 236,530 shares.

DEPARTMENT TRANSACTIONS.

Sales.		Open.	High't.	Low't.	Clos'g
25	Amer. Cot. Oil pf.....	41⅝	41⅝	41⅝	41⅝
43825	Sugar Refineries.....	65⅝	69	64⅝	67⅞
5290	National Lead Trust....	19⅝	19⅝	19	19
150	Horn Silver.....	3.50	3.50	3.50	3.50
29600	St. L., Ark. & Tex. 4s	W.I.	72⅝	72⅝	72⅝
26000	Rimsdeth C. A. 4s.....	57⅝	57⅝	57⅝	57⅝
37000	Pipe Line Certs.....	77⅝	77⅝	77⅝	77⅝

BOSTON CLOSING QUOTATIONS.

	Bid.	Asked.		Open'g	High't.	Low't.	Clos'g
Bos. & Albany..	198	198⅝	New Eng. Tel..	52	53		
Bos. & Maine...	185	186	West End Land.	24⅝	25		
Eastern R. R....	1[illegible]	1[illegible]	Bos. & Mont....	49	49⅝		
Fitchburg.....	85	85⅝	Calumet & Hec.	280	4		
K. & T. R. R....	17	17⅝	Santa Fe N. Co.	45	45		
Mexican Central.	20⅝	21	A. T. & S. F. 6s.	71	71		
Am. Bell Tel...	225	227	A. T. & S. F. in.	55⅝	56⅝		
Erie Tel.....	50	51					

PHILADELPHIA CLOSING QUOTATIONS.

	Bid.	Asked.		Bid.	Asked.
Phil. & Read. m 4s.	81⅝	81⅞	Lehigh Valley..	51	51⅝
Phil. & R. 1st pf.	64	64⅝	L. C. & N. Co...	51⅝	52⅛
Phil. & R. 2d pf.	44⅝	45⅝	Pennsylvania..	52⅝	52⅝
Phil. & R. 3d pf.	30⅝	30⅝			

LATEST LONDON QUOTATIONS.

Atchison.....	34⅝	Lou. & Nashville.....	79⅝
Atlantic & Gt. W. 1st..	35⅝	N. Y. Central.....	104⅝
Atlantic & Gt. W. 2d....	4⅝	Norfolk & West. pf....	58
Canadian Pacific.....	76⅝	Northern Pacific pf....	70
Erie Common.....	21⅝	Ontario & West.....	17⅝
Erie 2d consols.....	103⅝	St. Paul.....	76⅝
Illinois Central.....	104	Union Pacific.....	45⅝
Lake Shore.....	110	Wabash pf.....	21⅝

WEDNESDAY, Oct. 29.

To-day's stock market was even more discouraging and depressing than the weather. Except for a moderate rally at the close, the tone was heavy throughout, and the heaviest selling was painfully suggestive of liquidation. The pressure upon St. Paul common was at times very severe, and carried the price to the lowest figures it has touched in the present movement. It is now suggested that the effective selling of that stock and of Union Pacific has been by holders who have come to the conclusion that the prospects of their return to the dividend-paying list are exceedingly remote. Union Pacific was exceptionally steady to-day, possibly because certain interests which sold out when the stock was in the sixties have begun to pick it up. Boston is said to regard the stock more favorably than it did when the price was some twenty points above current figures. Besides, Wall street is beginning to find out what the recent advance in through joint rates by the Union Pacific Company really means. That advance, which has resulted in a so-called boycott of the road by the connections at Council Bluffs, is upon west-bound business, which those connecting roads have, as far as they have been able, diverted from the Union Pacific ever since it allied itself with the Chicago and Northwestern Company. The advance in rates and the threatened boycott will not in all probability reduce the volume of west-bound freight received by the Union Pacific at Council Bluffs and Omaha, but it will give the company better returns from traffic that cannot be diverted from it. The step was taken in pursuance of the policy which has been adopted by the allied Northwestern and Union Pacific companies, namely, to ignore unprofitable competitive traffic and to devote their facilities to business which must go over their lines, and upon which they can exact rates that will yield some profit. Of course their competitors do not like it, but the example thus set is worthy of emulation, and may be followed by those competitors when they discover that they may as well get full pay for their services as to run railroads for the sole benefit of shippers and freight agents and solicitors. If any of those competitors is bent upon breaking up the Northwestern-Union Pacific alliance it must derive cold comfort from the fact that the two companies are building jointly hundreds of freight cars which are to bear the titles of both companies as the designation of a single line.

The street harped again to-day upon the theory that the syndicate of bankers which relieved certain London operators of their burdens during the last few weeks is liquidating its holdings. As the first information of the existence and operations of that syndicate appeared in THE SUN, and has proved to be entirely trustworthy, the further statement that the great bulk of the securities taken up by that syndicate are not marketable on the Stock Exchange, and many of them are not marketable anywhere just now, should dispose of the suspicions referred to. The showing of the Chicago, Burlington and Quincy Railroad for September, printed below, was not an overwhelming bear argument. On the contrary, the improvement over July and August influenced purchases of the stock, which may prove inconvenient to the short interest in it, particularly as the stock commanded a premium to-day for use. Boston sold Atchison to-day, and Chicago Gas was depressed by a minor decision against it, incidental to the main issues which the company has been called upon to defend. Rock Island, Louisville and Nashville, and Northern Pacific preferred were active and conspicuously weak, but Missouri Pacific on light transactions was unqualifiedly strong throughout.

The dealings in Sugar Refineries stock were about normal, the market steady, and the fluctuations were within comparatively narrow limits. The friends of the concern expect much from to-morrow's developments in court, for they believe that the financial exhibit which will be made public will modify the litigation against the Trust and also affect the market for the certificates favorably. However that may be, he must be sanguine indeed who imagines that the legal entanglements of the Sugar Trust can be cleared away in a day, for the conviction has settled down upon all who are most largely interested in the Trust that the court will have to intervene to the extent of receiving the property in order to give to the legal successor to the Trust a valid title. Progress toward the organization of the successor corporation is noted further on in this column. The market closed fairly steady at quite a recovery from the lowest prices, yet the list, with few exceptions, was left upon a lower level than last evening.

Final sales compare with those of yesterday as follows:

	Oct. 28. Sales.	Oct. 29. Sales.		Oct. 28. Sales.	Oct. 29. Sales.
A., T. & S. F.....	35⅝	33⅝	Nor. P. com.....	28⅝	27⅞
Canadian Pac..	73⅝	73	Nor. Pac. pf....	73⅝	72⅞
Can. Southern..	51⅝	52	N. Y. Cent.....	101⅝	101⅝
Central Pac....	30⅝	30⅝	N. Y. & N. Eng.	41⅝	41⅛
C., C., C. & S. L.	66⅝	66⅝	N. J. Central..	110⅝	110
C., B. & Q.....	90⅝	90	Ontario & West.	17⅝	17⅛
C. & I. Ill. pf...	92⅝	91⅝	Pacific Mail....	42⅝	41⅛
Chicago Gas....	38⅝	38⅝	Rock Island....	76⅝	75⅝
Del., L. & W...	143	142⅝	Rich. & W. P....	18⅝	18
Den. & R. G. pf.	54⅝	54	Reading.....	37⅝	37⅝
Erie.....	21⅝	21	St. Paul com....	57⅝	56⅝
Hocking Val....	20⅝	20⅞	Tex. Pac.....	17⅝	17⅛
Illinois Central.	100⅝	99⅝	Tenn. C. I. & R.	41⅝	41⅛
Lou. & Nash....	77⅝	76⅝	Union Pacific...	45⅝	45⅞
Lake Shore.....	107⅝	106⅝	Un. Pac. D. & G.	25⅝	24⅝
Manhattan con.	104⅝	104⅝	Wab. & P. C....	10⅝	10⅝
Missouri Pac...	68⅝	68⅝	West. Un. Tel...	91⅝	91
Mex. Cent.....	23⅝	23⅝	W. & L. E. com.	32⅝	31⅝
Northwestern...	107⅝	107⅝	W. & L. E. pf...	72⅝	72⅝

Government bonds steady at unchanged quotations. Railway bonds weak. The features were in Mobile and Ohio generals, Erie 2d consols, West Shore 4s, Shenandoah Valley generals, Fort Worth and Denver City 1sts, Canada Southern 1sts, Atchison, Kansas and Texas, Northern Pacific, Chesapeake, Richmond and Terminal, Texas Pacific, and Wabash issues. The more important net declines were in Atchison incomes, ½ ₱ cent, to 55¼; Canada Southern 1sts, ¾, to 106¾; Fort Worth and Denver City 1sts, ¾, to 104¼; Kansas and Texas 2ds, 1, to 77¼; Northern Pacific consols 5s, ¼, to 85¾; Reading 1st preference incomes, ¾, to 64; Shenandoah Valley generals, ¾, to 60; Texas Pacific 2ds, 1⅛, to 36¼; Wabash 1sts, ¾, to 101⅝, and 2ds, ⅜, to 75¾, and West Shore 4s, ¼ ₱ cent, to 103. The noteworthy advances were in Atchison 4s, ⅜ ₱ cent, to 83; Erie 2d consols, ¾, to 99¾; Mobile and Ohio generals, 1, to 66; Northern Pacific 4s, ¾, to 111½; Richmond and Terminal 6s, ¼, to 96⅛, and 5s, ⅛ ₱ cent, to 71.

In bank stocks 25 shares of North River sold at 150, and 40 Mechanics' at 215.

Silver bullion certificates for 152,000 ounces sold at 106⅝@107. Bar silver in London 49⅛d. ₱ ounce.

Money on call easier at 3@6 ₱ cent. Time money 6 ₱ cent. for all periods. The demand for commercial paper is light. Prime endorsed bills-receivable are quoted at 6 ₱ cent., and first-class single-name paper at 7 ₱ cent.

Sterling exchange quiet and a shade easier. Posted rates in banks are $4.86@4.87 for long bills and $4.86@4.86⅛ for demand. Actual rates, $4.80⅝@4.81 for sixty-day bills, $4.85⅝@$4.85⅞ for sight drafts, and $4.86@$4.86⅛ for cable transfers.

The amount of 4½ ₱ cent. bonds redeemed to-day under the circular of Oct. 9 is $239,900, making the total to date $18,087,150.

The Board of Directors of the corporation which is to succeed the Sugar Refineries Company has been agreed to in part. It has been decided that the industry shall be represented in the reorganized concern by Theodore F. Havemeyer, H. O. Havemeyer, F. O. Matthiessen, W. M. Dick and J. F. Cowles, Jr., of this city, and Capt. J. B. Thomas, and H. R. Reed of Boston. The last named is a member of the firm of Nash, Spaulding & Co., a concern that is not in the Trust, but which, according to all accounts, has always been very largely interested in its certificates. The representatives of the banking interest have not yet been named. These members of the present Board of Trustees will not, according to the present programme, be retained in the management of the new organization: John E. Parsons, W. F. Havemeyer, J. A. Stursburg, and J. Jurgensen of this city, and C. O. Foster of Boston. It is understood that Mr. W. F. Havemeyer retires because of his comparatively small holdings of the stock, and that Mr. Parsons's services will not be required because it is expected that the new corporation will need only routine legal advice. It is said that the bankers who have become interested in the reorganization visited the offices of Messrs. Stursburg and Jurgensen. The first named has been the buyer for the Trust, and the last named one of its practical refiners, hence their prospective retirement has elicited unfavorable criticism in the trade. The organization of the successor corporation is being perfected as rapidly as possible, so that it may be ready to receive the property and begin operations as soon as the present legal complication can be fought through and the certificate holders induced to exchange securities.

The Chicago, Burlington and Quincy Railroad reports gross earnings for September of $3,244,467, an increase of $63,790 as compared with the same month of last year, and net $1,326,488, a decrease of $103,790. For the nine months ending Sept. 30 the gross earnings were $25,919,120, an increase of $1,483,452 as compared with the corresponding period of last year, and net $8,740,213, an increase of $105,603. Charges, $5,857,069, an increase over the corresponding period of last year of $157,533, leaving a surplus of $1,883,210, a decrease of $51,849.

The New York and New England Railroad reports gross earnings for September of $562,784, an increase of $43,860 as compared with the same month of last year, and net $236,914, a decrease of $33,906.

The New York, Philadelphia and Norfolk Railroad reports gross earnings for the nine months ending Sept. 30 of $612,547, an increase of $103,681 as compared with the corresponding period of last year, and net $134,163, a decrease of $2,557.

The Illinois Central Railroad reports gross earnings for the quarter ending Sept. 30 of $3,557,886, an increase of $15,585 as compared with the corresponding quarter of last year, and net $919,768, a decrease of $21,820. Relative to the increase of $53,411 in operating expenses, it is officially explained that a large portion of the increase is due to extraordinary work on the road and in the machinery department, which was under way, but not completed at the end of the last fiscal year. The company's Iowa system reports for the quarter gross earnings of $579,931, an increase of $89,567, and net, after paying taxes, $114,840, a decrease of $5,329.

The Norfolk and Western Railroad reports gross earnings for September of $597,898, an increase of $109,887 as compared with the same month of last year, and net $229,392, an increase of $40,062. For the nine months ending Sept. 30 the gross earnings were $4,808,204, an increase of $817,164 as compared with the corresponding period of last year, and net $1,695,[illegible], an increase of $229,569.

The Staten Island Rapid Transit Railroad Company reports for the quarter ending Sept. 30 as follows:

	1890.	1889.	For
Gross earnings	$[illegible]	$[illegible]	$[illegible]
Operating expenses	[illegible]	[illegible]	[illegible]
Net earnings	$[illegible]	$[illegible]	[illegible]
Fixed charges	[illegible]	[illegible]	[illegible]
Balance	$[illegible]	$[illegible]	$[illegible]

Cash on hand, $[illegible], and profit and loss deficit, $[illegible].

The report of the earnings of the Philadelphia and Reading companies for September printed this morning requires a word of explanation. It will be remembered that the company was compelled to pay out of earnings the first conference dividend from the profits of the last fiscal year. During the first ten months of the present fiscal year the net earnings of the railroad were $674,117 larger than for the corresponding period of last year, while the deficit of the coal and iron company was $586,[illegible] less, making the total net gain for the ten months $[illegible]. To this should be added $[illegible] earned at the end of last year, making $1,[illegible] available for interest upon the income bonds. This of course may be modified by the earnings of the last two months of the fiscal year, and by the manner in which extraordinary expenditures by the Coal and Iron Company are finally charged up.

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

100 shares Third Avenue.....310 to 311
10 shares Lawyers' Title Insurance Co..... 119
28 shares Irving National Bank..... 135
50 shares New York Bowery Insurance Co..... 300
60 shares Broadway Insurance Co..... 145¾
15 shares Brooklyn Trust Co..... 500
5 shares Harlem River Bank..... 100
10 shares State Trust Co..... 248
8 shares Home Fire Insurance Co..... 72
20 shares Hanover National Bank..... 351
20 shares Third National Bank..... 115¾
10 shares Southern National Bank of New York.. 110
5 shares National Bank of Commerce..... 203¼
17 shares Ninth National Bank..... 130
16 shares Mechanics' National Bank..... 205
6 shares First National Bank of Wilmington, Del. 170
30 shares Continental Trust Co..... 150
10 shares American Loan and Trust Co..... 113¾
20 shares Real Estate Exchange and Auction Room, "Limited"..... 136 to 139

Treasury balances compare with those of yesterday as follows:

	Oct. 28.	Oct. 29.
Gold.....	$155,054,698	$155,104,616
Silver.....	4,160,340	4,147,618
Legal tenders.....	5,669,775	5,727,675
Totals.....	$165,110,803	$164,980,309

Deposits in national banks, $28,405,602, against $28,231,910 yesterday, in addition to the foregoing the Treasury reports silver bullion purchased under the act of July 14, 1890, $13,527,000, and notes outstanding against the same, $9,804,811.

Money in London, 4@4½ ₱ cent. Discount in the open market for both short and three months' bills, 4⅝@4⅞ ₱ cent. The minimum rate fixed by the Bank of England on balance to-day, £50,000. Paris advices quote 3 ₱ cents at 94 francs 30 centimes, and exchange on London at 25 francs 27 centimes.

The Central Trust Company will pay the coupons of the Hannibal and Central Missouri Railroad Company's second mortgage bonds and also Booneville Bridge Company bonds on and after Nov. 1.

The Reorganization Committee of the St. Louis, Arkansas and Texas Railroad Company give notice that they will pay six months' interest, due Nov. 1, 1890, on and after that date on the new 4 ₱ cent. first mortgage gold certificates represented by the reorganization certificates and interim receipts, upon presentation of the same at the Central Trust Company.

Attention is called by Secretary and Treasurer Hugo Rothschild of the syndicate of the cash subscribers to the bond subscription of the Union Elevated Railroad Company, that holders of the Central Trust Company certificates will receive their final dividend at the office of said Trust Company on and after Nov. 3, upon surrender of the same properly endorsed.

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.
200	Alta.....	1 55	1 55	1 55	1 55
1000	Crown Point.....	2 00	2 10	2 00	2 00
1500	Astoria.....	5	5	5	5
300	Bulwer.....	55	55	55	55
1000	Germania.....	8	8	8	8
200	Exchequer.....	1 40	1 40	1 40	1 40
100	Gould & Curry.....	2 50	2 50	2 50	2 50
200	Horn Silver.....	3 45	3 45	3 45	3 45
200	Julia.....	40	40	40	40
200	Mutual & A. M. Co.	1 50	1 50	1 50	1 50
400	Navajo.....	45	45	45	45
200	Occidental.....	1 75	1 75	1 75	1 75
100	Butter Creek.....	1 25	1 25	1 25	1 25
200	Silver King.....	55	55	55	55
100	Utah con.....	1 25	1 25	1 25	1 25
100	Union con.....	3 05	3 05	3 05	3 05

The total transactions were 5,600 shares.

New York Markets.

WEDNESDAY, Oct. 29.—FLOUR AND MEAL—The market was firm, but business was inactive; buyers and sellers of important lines were quite apart in their views.

CORN—Futures opened at 2 to 3 points decline closing steady at 3 points decline on October and nominally 1 point decline on other months from yesterday's closing prices. The market made an early decline under free selling by local speculators, stimulated by a weak report from Liverpool and milder weather at the South. But when the selling by this operator had ceased the market began to recover. This was pointed to the relative cheapness of this market compared with Southern markets the relatively small crop movement, and the very small receipts. The buying by operators were sufficient to cause a demand from the "shorts," with some making a fresh "long" account to cause the recovery of nearly the whole of the early decline. The weather at the South was warmer and generally favorable to picking operations. The Southern markets were quieter, except Memphis, which was active at prices favoring the buyer. Spot cotton 1-16c. lower, with the business mainly to arrive on speculative account; middling uplands, low ordinary, 7-16 inch, are now