DUFFY'S PURE MALT WHISKEY

FOR MEDICINAL USE NO FUSEL OIL

A pure stimulant, preferably whiskey, is the best remedy for Coughs, Colds, Chills, Malaria, Asthma, Bronchitis, the Grip, and PNEUMONIA. Of all the so-called whiskeys on the market, Duffy's is the ONLY PURE MEDICINAL ONE.

It is INVALUABLE TO MEN and a BOON TO WOMEN.

Insist upon getting Duffy's and take no other. It can be obtained at drug stores.

Send for our book.

THE DUFFY MALT WHISKEY CO., Rochester, N. Y.

THE WOOLLEN MILLS DID NOT PAY.

Mr. Ammidown Advanced Them Money Until He Was Tired of it.

The statement of the Rittenhouse Manufacturing Company of Passaic, which was filed with the Vice-Chancellor when the application for a receiver was made, was as follows:

LIABILITIES.

Cash advances made by Ammidown & Smith.	
Note payable	$186 000
Advances from other sources	216 214
Drafts and notes outstanding	436,923
Due for merchandise	44,236
Total	$883,373

ASSETS (ESTIMATED).

Building and machinery	$315,458
Raw wool and other material in process and in the warehouse	296,027
Manufactured goods consigned to Ammidown & Smith	247,281
Bills receivable	4,400
Total	$863,141

The statement further sets forth that $160,000 of the indebtedness is due this month, and all of the rest within four months. The building and machinery are inventoried at cost, and this item will doubtless shrink a good deal. The paid-up capital of $200,000 is not mentioned among the liabilities. It appears to have been wiped out. The authorized capital was $500,000. The failure of the company was not a great surprise to the woollen trade. It has been known a long time that the company was in trouble, so woollen merchants told a SUN reporter yesterday, and the announcement of the failure has been expected daily for more than a week. Members of the company and bankers and William Barbour, who has been appointed receiver, had many consultations on this city before the step was taken.

Mr. Edward H. Ammidown, the President of the company, owns two-thirds of the capital stock. He was disinclined yesterday to talk about the failure. He said he did not know the details, and was not in a position to give any figures.

"The cause of the failure can be told in a few words," he said. "The company was not doing a paying business. It had been losing money. It had to have money to carry on its business, and it couldn't raise it. I had got tired of advancing to it myself, and so it had to go under. There is not much any firm here, Ammidown & Smith, is affected by the failure. We do not carry much of the company's paper, and what we do is fully secured."

To another reporter Mr. Ammidown said that the failure was due to the depression in business caused by the election of Democratic victory.

"Nobody wants to buy, and trade is dull generally," he said. "The McKinley bill was all right; everything was working satisfactorily until after election. Then the stringency in Wall street had its effect upon other business men, and collections have not been quite as good as usual. There were a number of sudden and heavy calls on the resources of the company, which it was at that time unable to meet."

Mr. Ammidown is the principal loser by the failure. He made large advances to the company from his private purse. It was stated yesterday that he at one time advanced $135,000 in cash to the company, and when it got into trouble cancelled the debt. He has made other large advances. He may be liable for some of the company's outstanding paper, his counsel said yesterday, however, that he did not think he would be responsible for all of the paper.

William Barbour, the receiver, has taken entire charge of the mill. He said yesterday that he would keep it running, for some time at any rate. "I have not yet been able," he said, "to get an insight into the company's affairs. As soon as I have gone over the books I shall make a public statement. As far as I know, the cause of the failure was the tightness of the money market. It was certainly not due to any tariff legislation, as there has been no advance or decrease in woollen values. It is known that the company has not been doing a paying business for a year or two, and the inability to raise money at a critical time has had its natural result—in a failure. Mr. Ammidown's position, I believe, is perfectly sound. The firm of Ammidown & Smith is amply protected. The company's pay roll was $12,000 a month. Its operatives all live in Passaic. Judge Andrews granted yesterday an attachment for $5,000 against the company in favor of A. M. Davis & Co."

The business of Julius Senn & Brother, manufacturers of ruffings at 8 Greene street, has been closed up by Deputy Sheriff Carraher on executions aggregating $8,977, in favor of the following creditors: Mechanics' and Traders' Bank, $2,000; E. H. Claflin Company, $2,788; J. & L. Cassidy, $1,293. The business has been established eight years and they claimed a capital of $20,000. The liabilities are reported to be $50,000.

INTERCONTINENTAL RAILWAY.

The Commission Organizes With A. J. Cassatt as President.

WASHINGTON, Dec. 4.—The Intercontinental Railway Commission, composed of representatives from the United States and other American republics, met for organization in the diplomatic chamber of the Department of State at noon to-day. This Commission was recommended by the International American Conference for the purpose of supervising a survey for a line to connect the railway systems of North America with those of South America. There were present Secretary Blaine, Mr. A. J. Cassatt, and Mr. Henry G. Davis of the United States; Mr. Leandro Fernandez of Mexico, Mr. Jacob Baiz of Guatemala, Mr. Aiselmo Volio of Costa Rica, Mr. Climaco Calderon, Mr. Julio Rengifo, and Mr. Frederico Farragut of Colombia; Mr. M. Romero, representing Ecuador; Mr. Nicanor Bolet Peraza of Venezuela, Mr. F. C. Lecuna, and Mr. Manuel Figuera of Peru; Mr. John Stewart of Paraguay, and Mr. Valente, Brazil.

Secretary Blaine called the meeting to order and made an address of welcome in the following words:

"GENTLEMEN: Will you be in order? I hope, gentlemen, that this 4th day of December, 1890, is to mark the beginning, the auspicious beginning, of a very great enterprise that shall draw closer together South America, Central America, and North America; that shall cement in closer and more cordial terms many nations, and be a benefit to the present generation and the millions unborn. I am ready for business."

Mr. Romero thereupon moved that a committee on organization be appointed. This was adopted, and Messrs. Blaine, Calderon, and Davis were appointed the committee. These gentlemen retired and in a few minutes returned with a recommendation that Mr. A. J. Cassatt of the United States be chosen as President of the Commission. He was unanimously elected, and on assuming the chair thanked the members for this mark of confidence.

Mr. Romero said that the committee would report the other officers at another time.

Motions were adopted that the Chair appoint committees composed of three members, on rules of organization and to nominate the necessary committees. The Chair said he would announce the committees at another meeting.

Secretary Blaine announced that quarters for the Commission had been established at 1,018 Vermont avenue, and that the State Department would be asked to add the accommodations and facilities the Commission desired.

On motion of Mr. Davis the Commission then adjourned until Thursday next at 12 o'clock.

A Stock Exchange Seat for $17,000.

John Henry Clews was admitted as a member of the Stock Exchange yesterday. His uncle, Henry Clews, bought the seat of Robert T. Hoy for $17,000 and gave it as a Christmas present to his nephew. This is the lowest price paid for a Stock Exchange seat in a number of years, and immediately after the purchase $18,000 was bid for another.

FINANCIAL AND COMMERCIAL.

New York Stock Exchange—Sales Dec. 4.

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

$ U. S. cur. 6s 1896	115	2 Louisiana cons. 4s	92
5 Ark. 7s, L. R. & F. S.	6	5 Nor. Car. cn. 6s	98

CLOSING PRICES OF UNITED STATES BONDS.

	Bid.	Asked.		Bid.	Asked.
U. S. 4½s, r	109	—	U. S. 6s, 1895	109	—
U. S. 4½s, c	109	—	U. S. 6s, 1896	112	—
U. S. 4s, r	120½	122	U. S. 6s, 1897	114	—
U. S. 4s, c	118	119½	U. S. 6s, 1898	116	—
U. S. 4s, c	121½	123	U. S. 6s, 1899	119	—
U. S. 4s, c	118	119½	*Ex interest.		

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

5 Atchison 4s	81	2 N. J. Cent. cn., 1899	116
5	80½	8 N. J. Cent. gn. 5s	107
5	80½	20 N. Y. C. 1st, r	128½
5	80½	8 N. Y. El. 1st	112
5	80½	5 Nor. R. & Cal. 5s	110½
5 Atchison inc	34	8 Nor. R. & Cal. 5s	110½
10	33¾	20 N. Y. Ch. & St. L. 4s	89½
5	33½	3 N. W. gold 6s	124
10	33½	2 N. W. S. F. 6s	118½
2	33½	1 N. W. deb 5s	109
5	33½	1 Ohio So. 1st	101½
85 Atl. & Pac. in	11½	1 Ore. S. L. Un. cn	79
2 Balt. & Ohio 4s	107	2 Oregon Imp. 1st	89
20 Balt. & Ohio 5s	107	2 Pitts. & W. 1st	74
3 Buff. & Ph. gen. 5s	95	1 Rh. & W. P. T. 5s	84½
10 Brooklyn El. 1st	103½	10 Rh. & W. P. T. 5s	68½
10	108	6	68½
1 Can. So. 1st	105	11	68½
2 Ch. & Alton 1st	85	10	68½
12	84	15	66
6 Ch. & O. S. W. mtg.	103	5	65¾
1 Ch. & Alton 1st	140	15	65½
1 C., B. & Q. & Neb. ex.	86¾	13	65½
1	80	10	65
10 C., B. & Q. 7s	122½	10	65
8	122	1 Rch., W. & O. ex. 5s	105½
1 Can. So. 1st	105	10 Rock Island ex 5s	99½
2 Col. & Canton 1st	91½	8	99½
1 Ch. L. & P. 1st, G. 4s	90	5	99½
3 Den. & R. G. cn	80½	8	98
1	80½	4	98½
3 Ell. & R. S. 1st	89	1 Reading gen. 4s	78
2 Eve. cn. 2d	77½	6	77½
2 Ft. Worth 1st	100	17	77½
1 Hock. Val. 6s	76	5	77½
2 Hous. E. & T. 1st	108	5	81½
2 Iron Mt. 5s	88½	5	80½
2 Kan. Pac. con	108½	16 Read. 1st pf. inc	87
6 Kan. & T. 1s	74½	5	86½
1	74½	5	86
10	73½	5 Read. 2d pf. inc	28
2 Kan. & Tex. 2d	28	8 Rio G. W. 1st	71½
5	28½	28	71½
5 Kan. Cent. 1st	81	10	71
1 Laclede Gas 1st	78	10	70
1	78½	11 St. P. & Man. cn 4½s	120
1	77½	2 St. P. 7-8 inc	115
7	77	2 St. P. 1st, L. C. d	108
2	72	2	107
2 L. & N. cn. 4s	105	1 St. P. 1st, H. & D. 5s	110
1 Lon. & N. P. d. 6s	102	25 St. P. 1st C. & M. r. 5s	87
1 Lon. & N. gnt	111	1 St. P. term	100
1 L. N. A. & Ch. cn. 6s	99	1 St. P. 1st, D. & M.	122
6 Lo. N. A. & Ind. 1st	90	1 St. P. 1st, S. M. d.	113½
8 Lo., St. L. & Tex. 1st	76	6 St. L., Ark. & T. 1st	77
2	76	1 St. L., Ark. & T. 2d	104
1 Met. El. 2d	102	6 Third Av. 5s	115
1 Mob. & O. 1st ex. 6s	100	5 Tex. Pac. 1st 5s	85½
1 Mobile & Ala. gnt	108½	15 Tex. Pac. 2d inc	31½
10 Mo. Pac. 3d	112	20	31½
1 Mil. & Nor. 1st, 1910	107½	21	31½
1 Mil. & Nor. 1st	107	25	31
2 Mil. & Nor. 1st, 1910	117½	1	80½
8 Mil. & L. S. 1st	117	8 Tol. & O. C. 1st	103½
4	117½	2 Tenn. C. I. & R. cs. Tenn. div	80½
4 Mil. & L. S. ex. 5s	105½	19	80
1 Morgan's L. & T. 6s	107½	1 Tol., St. L. & K. G. 1st	91
5	108	2 Union Pac. S. F.	108
1 Nor. P. Term. 1st	106	2 Utah So. gnt.	105
1 Nor. Pac. 1st r	114	10 U. P. D. & G. 1st	78½
3 Nor. Pac. 1st ex	114½	5	78½
2 Nor. Pac. cn. 5s	89	8 Va. Midland gnt.	83½
1	79½	3	83½
1	79½	3 Wabash 1st	95½
1	79½	1 Wab. D. & S.	110
1	79½	1 West. Pac.	101
2	79½	2 West Shore 4s, r	101½
20	79½	1 Wheel. & L. E. 1st	105
4 Nor. Pac. 3d c	105½	9 Wis. Cent. in	82
1 Nor. P. & Mon. 1st	102		
4	105½		
1	105½		
17	105½		
10 N. Y. & Lack. 2d	109		

Total sales of railway bonds (par value), $1,100,000.

RAILROAD AND OTHER SHARES.

Sales.		Open-ing.	High-est.	Low-est.	Closing-Bid.	Asked.
20	Adams Express	146	146	146	146	—
25	Albany & Sus	157½	157½	157½	156	—
20	Amer Cable	81	81	81	80½	—
120	Amer. Express	114	114	114	114	116
1103	Am. Tel. & Tel.	81½	81½	80½	80½	80½
240	Atlantic & Pacific	4½	4½	4½	4½	4½
10	Boston A. & Pac.	100	100	100	—	—
40	Canadian Pacific	73½	73½	73½	73½	73½
10	Central Pacific	29½	29½	29½	29	31
1268	Ches. & Ohio	16	16	15½	15½	16½
200	C. & O. 1st pf.	42	42	41½	41½	—
288	C. & O. 2d pf.	26½	26½	26	26½	26½
3105	Chicago gas	85½	86½	85	85½	85½
6751	C., C., C. & St. L.	58	59½	57½	58½	59
210	C., C., C. & St. L. pf.	98	98	98	—	—
2265	Ch. & N. W.	103½	103½	102½	102½	102½
7450	C., R. & Q.	87½	87½	86½	86½	86½
38815	C. & S. F.	51½	53	49½	49½	49½
420	C. & St. P.	105½	105½	105	105	105½
6225	C., R. I. & Pac.	71	71½	69½	70½	70½
160	C., St. L. & P.	11½	11½	11½	11½	12
2600	C., St. L. & P. pf.	83	83	82	82	84
1140	Colorado Coal	31½	31½	31½	31½	31½
200	Col. H. V. & Tol.	20½	20½	22	22½	23½
30	Col. & Hock. Coal	18	18	17	17	17
375	Consolidated gas	91½	91½	91½	91	92
920	Del. & Hudson	128	128	127½	127½	128
23155	Del., L. & W.	139½	141½	139½	139½	139½
700	Den. & R. G.	17	17½	17	17½	17½
300	Den. & R. G. pf.	56½	56½	56	56	56½
200	Des. M. & F. D.	4	4	4	4	6
400	Distilling & C. P.	40½	40½	40½	40	40½
100	E. T., V. & Ga.	7½	7½	7	6½	7½
125	Edison El.	84	84	84	78	83
500	Evans. & T. H.	111	111	110	110	110
110	Evans. & Indian. pf.	65	65	65	65	69
880	Ill. Central	97	97	96	96½	96
50	Iowa Cent. pf.	18	18	18	18	21
10	Lac. St. L. & Tex.	12	12	12	10	14
400	Lake Shore	127½	127½	126½	126½	126½
350	Lake E. & W. pf.	51	50	50	50	51
810	Lake Shore	106	106	105½	105½	105½
100	Lehigh Valley	85½	85½	85½	85½	85½
8448	Louis. & Nash.	74½	74½	73½	73½	74
100	Louis. N. A. & C.	21	21	21	20	24
605	Manhattan Consol	97½	97½	97	96½	97½
50	Mich. L. S. & W. pf.	108	108	108	106	108
100	Minn. & St. L.	4½	4½	4½	4½	5
100	Minn. & St. L. pf.	10	10	10	9½	10½
767	Missouri Pacific	64	64½	62½	62½	62½
400	Mo., K. & T. 2d ex.	13	13	12½	12½	13½
50	Mo., Kan. & T. pf.	20½	20½	19½	19½	20½
200	Mobile & Ohio	29½	29½	29	29½	30
100	Nash. Ch. & St. L.	86	86	86	86	89
725	N. J. Central	101½	101½	99	99½	99½
940	N. Y. Central	99	99	99	98½	99
2570	N. Y. Chicago	12	12	11½	11½	11½
10185	N. Y. & New Eng.	32	32	30½	30½	31½
20	N. Y., C. & St. L.	11½	11½	11½	10	11
1185	N. Y., C. & St. L. 1st pf.	58½	58½	58	58	58
392	N. Y., C. & St. L. 2d pf.	21½	21½	20½	20½	21
3538	N. Y., L. E. & W.	19½	19½	19	19½	19½
100	N. Y., L. E. & W. pf.	48½	48½	48½	—	—
1400	N. Y. & New Eng.	9½	9½	9	9	9½
450	N. Y., S. & W.	24	24	23½	23	24
270	Norfolk & W.	18½	18½	18	18½	18½
200	Norfolk & W. pf.	54	54	53½	53½	54
5830	Northern Pacific	21½	21½	20½	20½	20½
1200	Northern Pac. pf.	61½	62½	60½	61½	61½
100	Ontario & West	15½	15½	15	14½	15½
400	Oregon Imp.	13	13	12½	12	13
400	Oregon R. & N.	80½	81	80	81	84
620	Oregon S. L.	21	21	20	20	21
725	Pacific Mail	32	32	31½	31	31½
140	Peoria, D. & Evans.	14	14	14	14	15
1610	Phila. & Reading	30½	30½	28½	29½	30½
20	Pitts. Ft. W. & C.	152	152	152	150	153
850	Pull. Palace Car	175	174	171	173	176
100	Rich. & W. P.	45½	45½	45½	44½	46
6600	Rich. & W. P. pf.	10½	10½	10½	10½	10½
1200	St. Paul & Duluth	20	20	20	20	23
340	St. P. & Omaha	23	23	23	23½	24
300	St. P. & Om. pf.	70	70	70	70	85
200	St. L. A. & T. H.	10½	10½	10½	10½	10½
600	Southern Pac.	29½	29½	28½	28½	29½
212	Tenn. Coal & Iron	32½	33	32½	32½	33
200	Tol. A. A. & N. M.	80	80	80	80	80
1500	Texas Pacific	14½	14½	13½	13½	13½
460	Tol. A. A. & N. M.	14	14	14	14	—
4780	Union Pacific	49½	49½	46½	47½	47½
100	Union Pac. D. & G.	21	21	19½	19½	20½
750	W. St. L. & P.	9½	9½	9½	9½	10½
400	W., St. L. & P. pf.	18½	18½	17½	18½	17½
2120	Western Un. Tel.	77½	77½	76½	76½	77
200	Wheeling & L. E.	31	31	30½	30	30½
100	Wheel. & L. E. pf.	68½	68½	68½	65	67½
140	Wis. Central	16½	16½	16½	16½	18

The total sales of stocks were 245,380 shares.

UNLISTED DEPARTMENT TRANSACTIONS.

Sales.		Open'g.	High't.	Low't.	Clos'g.
225	Amer. Cot. Oil pf	30½	30½	30½	30½
200	Amer. Cot. Oil ctfs	15	15	15	15
970	Sugar Refineries	56½	56½	55½	56½
2130	Sugar Refinery, T. R.	56½	56½	55½	56½
5120	National Lead Trust	15½	16½	15½	15½
100	American Cattle Trust	8	8	8	8
200	St. L., Ark. & Tex. a. s. p.	9½	9½	9½	9½
600	Brunswick	.17	.17	.16	.18
200	Caledonia B. H	80	80	80	80
50	Horn Silver	3.30	3.30	3.30	3.30
2000	St. L., Ark. & Tex. 4s W. I.	67½	67½	67½	67½
2000	Missouri Pac. G. T. 5s	75	75	74	74
5000	Georgia Pacific 2d cn	87½	87½	87½	87½
1000	Pine Line ctfs	68	68	68	68

BOSTON CLOSING QUOTATIONS.

	Bid.	Asked.		Bid.	Asked.
Bos & Albany	195	—	New Eng. Tel.	—	50
Bos & Maine	194	194	West End Land	20½	20½
Central Mass.	18½	19	Bos. & Mont.	43½	44
Eastern	160	—	Butte & Bos.	14	15
Fitchburg, pf.	—	86	Calumet & Hec.	265	268
N. Y. & N. E.	105	110	Santa Fe M. Co.	42½	50
Nes. Cent. 4s	70½	70½	A. T. & S. F. 4s	73½	76½
Am. Bell Tel.	268	—	A. T. & S. F. in	53	54
Erie Tel.	47½	48			

PHILADELPHIA CLOSING QUOTATIONS.

	Bid.	Asked.		Bid.	Asked.
Ph. & R. gn. m. 6s	—	77½	Lehigh Valley	48	49½
Phil. & R. 1st pf.	54½	55	L. C. & N. Co.	45½	45½
Phil. & R. 2d pf.	—	33½	Pennsylvania	49½	49½
Phil. & C. 2d pf.	27	28			

LATEST BOSTON QUOTATIONS.

Atchison	32½	Long & Nashville	77½
Atlantic & Gt. W. 1st	32½	N. Y. Central	102
Atlantic & Gt. W. 2d	4	Norfolk & West. pf.	59½
Canadian Pacific	74½	Northern Pacific pf.	66
Erie Commercial	2½	Ontario & West.	16
Erie 2d common	86½	St. Paul	5½
Illinois Central	94½	Union Pacific	51½
Lake Shore	126½	Wabash pf.	19

THURSDAY, Dec. 4.

The market for sterling exchange shows that the reduction in the Bank of England's minimum rate of discount to-day, though generally expected, had not been entirely discounted. Exchange was weak and lower, without any pressure to sell bills. Indeed, drawers are averse to selling, and at the same time remitters hold aloof from the market. The decline reflects these conditions, as well as lower rates for money in London and a large and increasing supply of cotton bills at this centre. The actual rate for sight bills is now very nearly down to figures which will transfer to London the apprehension that recently existed here relative to possible withdrawals of specie. The action of the Bank of England in reducing its rate of discount was logically construed as the very best of evidence that the foreign financial situation is improving. The weekly return of the Bank of England is corroborative evidence upon the same point. The proportion of the Bank's reserve to its liabilities is nearly 3 ⅌ cent. larger than last week. It is now up to figures that are above the average.

The local money market is practically unchanged. The supply of money on call is really in excess of the demand, but mercantile accommodations on a large scale are obtained only by recourse to the facilities accorded by the Clearing House. It is understood that the $1,900,000 of Clearing House loan certificates taken out yesterday by one bank were really for account of several institutions and individuals who were recently successful in tiding over a group of important mercantile concerns. Several up-town banks took out certificates to-day to the aggregate amount of $900,000, making the total issue to date $11,855,000. It should be noted that only a small portion of the certificates have been issued on account of those who deal in securities, and all recent issues have been entirely for the benefit of the mercantile community. According to all accounts, commission houses doing business on the Stock Exchange have never kept such large balances in bank as at present. Larger balances would be a natural outcome of the liquidation that has taken place. That they are extraordinarily large indicates that the leading brokerage houses are keeping themselves strong and relying as little as possible upon the loan market. While there is no time money offering, we learn that a number of loans which matured to-day were extended by banks, trust companies, and others for various periods ranging from four months to a year at 6 ⅌ cent. Lenders say that they would prefer to put out round amounts on time, but that they dare not do so until after the first of the year, and that, barring accidents, much of the call money which is now offered will, if taken, prove to be time money.

The stock market was only moderately active as a whole, with the animation limited to three or four stocks. Of these Union Pacific was the most conspicuous at a net decline of 2½ ⅌ cent. It is understood that the interest which has just resumed control of the property is preparing a statement of its financial condition, and present indications are that it will not be particularly favorable. An unfavorable statement should surprise no one who has kept the run of the earnings of the company and of its contracts for new equipment and construction. St. Paul ranked next to Union Pacific in point of activity, but sustained a net decline which was nearer to the average, being 1 ⅌ cent. Lackawanna was much less active than it has been recently, and the fluctuations in price were narrower. New England was more active than it has been for some time. It is understood that the selling was precipitated by the calling of a number of loans in which the stock figured largely as collateral. The amount of stock in circulation is naturally regarded as evidence that it is less closely held than heretofore, and it is believed that the accumulation of a floating debt by the company has inspired the distribution of its shares which seems to have taken place.

The plea made in this column to-day for an official statement of the affairs of the North American Company met with the unqualified approval of the street, and seems to have appealed to the management of the company, for it is officially stated that a statement of the finances of the concern is being prepared and will be made public as soon as completed, which will probably be within a day or two. The great bulk of the trading throughout the list appeared to be by professional element, and, as it encountered no special opposition, lower prices were easily recorded. The market as a whole was sluggish. It even failed to respond at the opening to the improved condition of affairs in London. The closing was quiet but steady at a slight recovery from the lowest prices.

The last sales compare with those of yesterday as follows:

	Dec. 3.	Dec. 4.		Dec. 3.	Dec. 4.
A., T. & S. F.	31	30½	Nor. Pac. pf.	62	61½
Atlantic & Pac.	4½	4½	Nor. West	99	98
Canadian Pac.	73½	73½	N. Y. & N. Eng.	32	30½
C., C., C. & St. L.	59	58½	N. J. Central	101	99
C. R. & Q.	87½	86½	Ontario & West.	15½	15
Ches. & Ohio	16	15½	Oregon R. & N.	80	81
C. & O. 2d pf.	26½	26	Oregon Imp.	13	12½
Chicago Gas	85½	85	Pacific Mail	32½	31½
Del., L. & W.	139½	139½	Pull. Pal. Car	172	171
Del. & Hudson	128½	127½	Rock Island	70½	70
Den. & R. G.	17	17½	Rich. & W. P.	16½	16
Den. & R. G. pf.	57	56	Reading	30½	30½
Erie	19½	19½	St. Paul com	51½	50½
Hocking Val.	24	23	St. Paul pf.	105	105
Illinois Central	96½	96½	Tex. Pac.	14½	13½
Lou. & Nash.	74½	73½	Tenn. Coal & Iron	33	32½
Lake Shore	126½	126½	Union Pacific	49½	47½
L. E. & W.	12½	12½	Un. Pac. D. & G.	21½	20
Manhattan con.	97	96½	Wab. & P. com	11	10
Michigan Cent.	86½	85½	Wab. & P. pf.	18½	17½
Norfolk & W. pf.	55	53½	West. Un. Tel.	76½	76½
Northwest com.	109	102½	W. & L. E.	31½	30½
Nor. P. com	21½	20½	W. & L. E. pf.	68½	68½

Government bonds steady at unchanged quotations. Railroad bonds weak. The fluctuations in Atlantic and Pacific incomes, Chesapeake and Ohio consol 5s, Chicago, Burlington and Quincy 7s, Laclede Gas 1sts, New York, Chicago and St. Louis 4s, Richmond and Terminal 5s, Rock Island 5s, Rio Grande Western 1sts, Tennessee Coal and Iron, Tennessee division, Union Pacific, Denver and Gulf 1sts, Atchison, Kansas and Texas, Reading, and Texas Pacific issues. The more important net declines were in Atchison 4s, ⅝ ⅌ cent., to 80⅝, and incomes, ⅝, to 58⅝; Atlantic and Pacific incomes, ⅝, to 11⅝; Chesapeake and Ohio consol 5s, 1, to 94; Chicago, Burlington and Quincy 7s, ¾, to 122; Kansas and Texas 4s, ¾, to 73¾; and 2ds, ½, to 38½; Laclede Gas 1sts, 2¼, to 72; Northern Pacific 3d c., ⅝, to 105⅝; N. Y., Chicago and St. Louis 4s, ⅝, to 89⅝; Richmond and Terminal 5s, 2¼, to 64¾; Rock Island 5s, 1¼, to 98½; Reading general 4s, ¾, to 77¾; Texas Pacific incomes, 1⅛, to 54⅛; 2d preference incomes, 1, to 36, and 3d preference incomes, 1⅛, to 28; Rio Grande Western 1sts, 1⅛, to 70; Texas Pacific 2ds, 1, to 30⅛; Tenn. Coal and Iron 6s, Tenn. division, 1⅛, to 80, and Union Pacific, Denver and Gulf 1sts, ⅝ ⅌ cent., to 78⅝.

In bank stocks 400 shares of Western National sold at 100.

Silver bullion certificates for 238,000 ounces sold at 104⅝@105. Bar silver in London, 47¼d. per ounce.

Money on call 3⅝@5 ⅌ cent. Time money nominally 6 ⅌ cent. for all periods. Commercial paper dull. Prime endorsed bills receivable are quoted at 6@7 ⅌ cent., and first-class single-name paper at 7@8 ⅌ cent.

Sterling exchange weak and lower. The supply of cotton bills is large, while the demand from remitters is very light. Posted asking rates $4.84½@4.86 and bills at $4.80½@4.82½. Actual rates are: Long bills, $4.79½@4.80¼; sight drafts, $4.83½@4.84⅛, and cable transfers, $4.84⅛@$4.85.

The amount of 4½ ⅌ cent. bonds redeemed to-day under the circular of Oct. 9 was $4,900, making the total to date $9,850,050.

The production of anthracite coal for the week ending Nov. 29 was 800,752 tons, or 103,458 tons more than for the corresponding week of last year, and making the total output for the year to date 32,810,069 tons, being 138,093 tons more than for the corresponding period of last year. The anthracite coal sales agents met yesterday and decided upon 2,500,000 tons as the output for December, against about the same amount last December and 2,800,000 tons last November. Nothing was done about prices, except to agree to maintain those prevailing during November.

The Tennessee Coal, Iron and Railroad Company has directed that the interest on its Birmingham division bonds be paid Jan. 1, and has declared a semi-annual dividend of 4 ⅌ cent. on the preferred stock, payable Jan. 15.

New York exchange at Chicago, which has for several days past been at a premium, dropped to-day to a discount of $1 ⅌ $1,000.

The New York, Ontario and Western Railroad Company reports for the quarter ending Sept. 30, as follows:

	1890.	1889.		
Gross earnings	$765,646	$571,129	Inc.	$194,517
Operating expenses	512,415	403,782	Inc.	108,632
Net earnings	$253,231	$167,346	Inc.	$85,885
Other incomes	.....	.....	Inc.	18,750
Total earnings	$271,981	$167,346	Inc.	$104,635
Charges	185,145	77,589	Inc.	107,555
Balance	$86,836	$89,849	Dec.	$3,019
Cash on hand	$38,511	$1,977,406	Dec.	$1,938,895

Statements made recently in this column as to the effect of time contracts upon efforts to advance the rates on certain classes of traffic by the roads west of Chicago are corroborated in the following despatch from Chicago: "Western roads were unable to advance packing house product rates from Kansas City owing to the Alton's contract with Fowler Bros. at 18 cents. Fowler Bros. offered to cancel the contract for $50,000, but the roads refused to pay that price."

Railway gross earnings for November compare with those for the same month of last year as follows:

Canadian Pacific	$1,734,000	Inc.	$168,000
Pittsburgh and Western	197,700	Inc.	28,067
Chesapeake and Ohio	676,079	Inc.	109,380
Chicago and Eastern Illinois	273,755	Inc.	32,783
Mobile and Ohio	264,786	Inc.