ONE ENJOYS

Both the method and results when Syrup of Figs is taken; it is pleasant and refreshing to the taste, and acts gently yet promptly on the Kidneys, Liver and Bowels, cleanses the system effectually, dispels colds, headaches and fevers and cures habitual constipation. Syrup of Figs is the only remedy of its kind ever produced, pleasing to the taste and acceptable to the stomach, prompt in its action and truly beneficial in its effects, prepared only from the most healthy and agreeable substances, its many excellent qualities commend it to all and have made it the most popular remedy known.

Syrup of Figs is for sale in 50c and $1 bottles by all leading druggists. Any reliable druggist who may not have it on hand will procure it promptly for any one who wishes to try it. Do not accept any substitute.

CALIFORNIA FIG SYRUP CO.
SAN FRANCISCO, CAL.
LOUISVILLE, KY. NEW YORK, N. Y.

SUNK OFF POINT MONTGOMERY.

A Man and a Boy Drowned on the Tug McAlden Brothers, Sunk in a Collision.

The tugboat McAlden Brothers, owned by the firm of McAlden Brothers, 79 Broad street, left Pier 4, East River, at the foot of Broad street, at 4 o'clock on Tuesday afternoon, having on board Capt. Charles Gaines, First Mate Thomas Taylor, Edward Woods, cook; Robert Simonds, engineer; Frank McBreen and John McCauley, firemen, and a boy named David Cunningham, son of a Brooklyn saloon keeper.

The boat steamed around the Battery to Newark, where she coaled up and took aboard Capt. Wright, a North River pilot, who was to pilot the boat up the river to her destination, Stony Point. The McAlden Brothers left Newark at 9:30 on Tuesday evening, and started up the river under charge of Capt. Wright. When off Point Montgomery she met the tugboat Conqueror, supposed to belong to the Cheney Towing Company, whose office is at the foot of West Twentieth street. The Conqueror had several barges in tow. The tugs signalled to each other, but as each Captain believed himself to have the right of way, neither was willing to let the other cross his bows. Consequently there was a collision, in which the McAlden Brothers was so badly stove in that she sank in a very short time.

Of the eight persons aboard, two were drowned—Simonds, the engineer, and the Cunningham boy. Simonds is thought to have been caught in the machinery and dragged down. The boy could not swim. The men were below in their bunks, and when they felt the shock of the collision they ran on deck. The boat began to settle immediately, and the men, jumping into the river, struck out for shore, which they reached in an exhausted condition, one man having been in the water for forty-five minutes and another for half an hour. The spot where the boat sank is about one-eight of a mile from the shore. Capts. Gaines and Wright stuck to the sinking tug and were rescued by a large steamboat just before each disappeared beneath the water. Capt. Wright received injuries to his chest in the collision, and was ill yesterday from the effects.

The Conqueror, which was not much injured, shortly after the collision proceeded on her course. Those who swam ashore from the McAlden Brothers were cared for by people living near the river. They returned to the city yesterday morning, all but the fireman, John McCauley, who was at first supposed to have been drowned, but returned to the city yesterday afternoon, having been completely exhausted from his long immersion.

The people at McAlden Brothers' office and those who were on the lost boat lay the blame of the collision on the pilot of the Conqueror. They say that their boat was acting according to the navigation laws, and that if the Conqueror had respected their signal Shore would have been no trouble. The Conqueror was not at her dock, North River, at the foot of West Twentieth street, last night.

The Cheney Towing Company knew nothing of the accident yesterday afternoon.

The McAlden Brothers was about five years old, having been built in 1887. She was formerly called the John A. Carney, but the name was changed about two months ago. She was of thirty-one tons. The Conquerer is said to have been at one time a Government boat.

MONEY FOR NEW SCHOOLHOUSES.

The Mayor Opposes the Claim of a Court Clerk for Services Not Performed.

The Board of Estimate and Apportionment yesterday appropriated $72,500 for the purchase of a new school site at Eighty-sixth street and Avenue A; $4,200 for a site for the same purpose at Woodlawn Heights; $10,858 was allowed from various accounts of the Fire Department to the uniform force; and authority was given for the issue of $522,118.88 of bonds for the new East River Park at Avenue A and Eighty-sixth street, which will be a fine thing for the children who will attend the new school.

A judgment for $103 obtained by a certain Mr. Greene, an attaché of the Court of Common Pleas, against the city agitated Mayor Grant. The claim was based on the ground that Mr. Greene was unable to work for a period because the court could not sit owing to lack of room. The Mayor contended that as Greene did not work for the money he was not entitled to it. Corporation Counsel Clark said the city had no defence to offer. The Mayor glared at Mr. Clark, and wanted to know if he would draw pay from the city for unperformed work.

"Yes, if I was regularly appointed," replied Mr. Clark coolly.

"A sweet thing for the Corporation Counsel to say," retorted the Mayor. "It appears to me that you should not battle against the city's interests."

The Board will meet again on next Thursday, when the matter will be settled and the budget of '92 will be considered.

Brooklyn Soldiers' and Sailors' Monument Arch.

BANGOR, Oct. 7.—At the works of the Union Granite Company at Friendship, Long Island, Me., rapid progress is being made upon the great soldiers' and sailors' monument arch to be erected in Prospect Park, Brooklyn, and the work has had the effect of transforming a hitherto neglected and lonesome spot into a veritable hive of industry. Very fine granite is found at Friendship, and for the past year 100 men, with the aid of improved appliances, have been blasting out the handsome stone and carving it according to the plaster cast designs for the monument. The monument, which is now two-thirds completed, will be 71 feet high, 80 feet wide, and 45 feet deep. From the ground to the keystone of the arch the distance will be 48 feet, and from wall to wall the arch will measure 37 feet. Four entrances will open upon winding stairways leading to a relic room in the top of the edifice 45 feet long, 15 feet wide, and 15 feet high, where battle flags and mementos of the war will be kept. This chamber will be lighted by three heavy glass domes. The decorations of the arch will be very elaborate, including bronze panels, groups of statuary, fluted columns, and wreaths of oak leaves. The cost of the arch will be about $250,000. The seals of the State of New York and the city of Brooklyn, carved upon huge medallions chiselled from the stone, will occupy a prominent place upon the walls.

The late EMPEROR FREDERICK

Extensively patronized the Soden Mineral Pastilles and found great relief in them.

Dr. Kleemer, the well-known Dresden physician, writes: "Having myself used the Soden Mineral Pastilles for an obstinate bronchial catarrh with the utmost benefit, I shall be obliged if you will kindly forward me another six boxes by return of post."

Beware of imitations. The genuine imported article must have the signature of "Eisner & Mendelson Co." Sole Agents, New York, around each box.

FINANCIAL AND COMMERCIAL.

New York Stock Exchange—Sales Oct. 7.

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

18 U. S. 4s r	111¾	5 S. Car. B. cn	96
10 U. S. 4s c	111¾	9 Tenn. Set. 3s	69¼
6 Nor. Car. cn. 4s	98¾		

CLOSING PRICES OF UNITED STATES BONDS.

	Bid.	Asked.		Bid.	Asked.
U. S. 2s, r	96¾		U. S. 6s, 1896	109¾	—
U. S. 4s, r	112¼	112¾	U. S. 6s, 1897	113¾	—
U. S. 4s, c	112¼	112¾	U. S. 6s, 1898	117¾	—
U. S. 6s, 1895	111	—	U. S. 6s, 1899	119¾	—

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

8 Atchison 4s	83¼	4 L. N. A. & Ch. cn	83
86	82¾	2 Lo. S. F. & St. L. 5s	94
4	82¾	30 Mob. & Ohio gold	66¼
4	82¾	35	66¼
25 Atchison in	64¾	3 Mo. Pac. cn	108
15	64¾	20 Nor. Pac. cn. 5s	89¼
15	64¾	15	82
80	64	20	82¼
1 Atch. & C. 1st	98	1 N. J. Cent. gen. 5s	100¾
2 Am. C. O. 5s	66¼	1 N. Y. Cent. 1st c	128¾
6 Chs. & O. cn. 6s	101¾	2 N. Y. & New. 2ds	50¾
1	101¾	3 N. Y., L. E. & W. 5s	92¾
5	103¾	2	92¾
1 C. B. & Q. deb. 5s	100¾	6 N. W. s. f. Ca. s. 20	104¾
2 C., B. & Q. 7s	121¾	15 N. Y., O. & W. 1s	11
1 C., C., C. & I. cn	128		
1 Can. So. 1st	105¾	2 Ohio Southern	110
1	106	10 Oregon S. L. 6s	101
1 Chic. & N. P. 1st	106	3 Oregon Imp. 1st	108¾
1	106	4 Pac. of Mo. 2d ex.	102¾
9 Ch. & E. Ill. gn. 5s	97¾	2	102¾
23 Col. Mid. 4s	60¾	1 Peo., D. & E. 2d	72
19	60¾	1 Peo. & Eastern in	29
12	70	6 Penna. 4½s	104¾
7	70¾	3 Pitts. & W. 1st	78¾
10	70¾	1 Pitts. & W. P. 5s	106¾
5 Chic. & E. Ill. cn	90¾	3 Ro., W. & O. ex. 5s	106
26	41	18 Rock Isl. ex. 5s	100
10	41¾	2	99¾
2	41¾	8	99¾
4 Del. & H. Pa. d	140	1 Rio G. W. 1st	76¾
10 Erie cn. 2d	106¾	9	76¾
5	106¾	4 St. P. & Min'pls ch.	115
10	106¾	10 St. P. & Ma. 2d	115¾
2	106¾	1 St. L. & S. F. g. 6s	106¾
26	106¾	1 St. P. & C. 1st	117
5 Edison E. Ill. 1st	98¾	8 St. P. con	124¾
5 Ft. W. & R. G. 1st	72	4 St. P. 1st, C. & P.	
6 G., Hy. & S. A. 1st,		7 W. div	105¾
W. div	90	2 St. L. & S. W. 1st	65¾
6	90¾	5 St. L. & S. W. 2d	30¾
9 Green Bay in	75¾	1 Tex. & P. 1st	80¾
11 Hock. Val. 5s	96¾	14 S. C. & R. in	24
5 Hock. Val. 6s	104	4 Tex. Pac. 2d in	32¾
11 Ind. & Sp. 1st	106	1 Terre H. 2d pf	106¾
6 Iowa Cent. 1st	99¾	1 Tol., A. A. & N. M.	
	99¾	1st	94
10 Kansas Pac. con	107	2	93
1 Kan. Pac. D. d. s.	109¾	1 Tol., A. A. & G. 1st	80
3 Kings. U. St. 1st	90	2 To. St. L. & K. C. 1st	88
18 Kan. & Tex. 4s	67¾	5	87¾
5 Kan. & Tex. 2ds	44¾	2 Utah So. ex. 1st	96
20	44¾	2 Utah So. gn.	70
12 Lacl. R. Oss 1st	77¾	8 Union Sl. 1st	111¾
5	78	7 U. P., D. & G. 1st	72¾
3 Long I. R. 5s	101	7 Wabash 1st	110¾
8 Long Island 4s	101¾	1 W. Shore con. 7s	117
6 L. N. O. & Tex. 1st	85	1 W. Union col. 5s	90¾
9 Lo., St. L. & T. 1st	61¾	1 West Shore 4s	101¾
5	61¾	1 W. N. Y. & Pa. 2d	59¾

Total sales of railway bonds (par value), $842,000.

RAILROAD AND OTHER SHARES.

Sales.		Open-ing.	High-est.	Low-est.	Clos-ing.
5	Adams Express	147¾	147¾	146	146
841	Amer. Cot. Oil	25	25	24¾	25¼
30	Amer. C. Oil pf	46¼	46¼	46	46
200	American T. pf	96¾	96¾	97	97
40870	Atch., T. & S. Fe	45¾	45¾	44¾	44¾
100	Atlantic & Pac.	6	6	6	6
1400	Buf., Roch. & P.	41¾	42	41¼	41¼
300	Burl., C. R. & N.	80¾	80¾	79¾	80¼
100	Bur., C. R. & N.	85	85	85	85
420	Can. Southern	58¾	58¾	58¼	58¼
1350	Ches. & Ohio	26	27	26¼	26¾
227	C., B. & Q.	79	79	78¾	78¾
800	C. & O. 2d pf	40¾	40¾	39¾	39¾
100	Chic. & East Ill.	71¾	71¾	71¾	71¾
170	Chicago Gas	70¾	71	70¾	71
2035	C., C. & St. L.	73¾	73¾	72¾	72¾
1125	Chic. & N. W.	116¾	116¾	115¾	116
17425	C., R. & Q.	97	97¾	97	97¼
1960	C., R. I. & P.	74¾	74¾	74¾	74¾
18270	C., R. I. & Pac.	83¾	83¾	82¾	82¾
25	Chic. Junc. N. Y.	78	78	78	78
1590	Colorado Coal	38¾	39	37¾	38
2200	Col., H. V. & Tol.	33¾	33¾	33	33¼
200	Com. Cable	121	121¼	121	121
5	Consol. Gas Co.	161¾	161¾	161¾	161¾
1800	Del. Lack. & W.	141¾	142	141¾	141¾
200	Den. & R. G. pf	50¾	50¾	50¾	50¾
1818	Distilling & C. F.	52¾	53¾	52¾	52¾
100	E. T., V. & Ga. pf	14	14	14	14
250	Edison G. E.	102	102	101	100¼
2935	Green Bay & W.	13	13¾	12	12¾
41	Iowa Central	11¾	11¾	11¾	11¾
10	Iowa Cent. pf	21	21	21	21
200	Lo., St. L. & T.	13¾	14	13¾	14
8435	L. E. & Western	23¾	23¾	22¾	22¾
1025	L. E. & West. pf	67¾	67¾	67	67¼
520	Lake Shore	125	125	124¾	125
40	Long Island	98¾	98¾	98	98
300	Laclede Gas	19¾	19¾	19¾	19¾
8380	Louis. & Nash.	80¾	79¾	79¾	79¾
1030	Louis., N. A. & C.	26¾	26¾	25¾	25¾
200	Manhattan Con.	104¾	104¾	104¾	104
100	Mich. Central	85	85	85	85
400	Mex. Central	23¾	23¾	23	23¼
100	Mich. Central	102	102	102	101¾
100	Mil., L. S. & W.	82¾	82¾	82¾	82
1000	Mil. & Nor. 1st pf	16¾	16¾	16	16
25563	Missouri Pac.	60¾	60¾	58¾	58¾
100	Mo., Kan. & T.	17¾	17¾	17¾	17¾
200	Mo., Kan. & T. pf	27	27	27	27¼
850	Mobile & Ohio	43¾	43¾	43	43¼
50	Morris & Essex	143¾	143¾	143¾	143¾
145	Nat. L. Oil	25	25	24	27
50	N. Y. Central	110¾	110¾	110¾	111
200	N. Y. & P. Coal	56	56	56	56
1530	Natl. Cordage	96¾	96¾	95	96¾
100	Nat. Cord. pf	100	100	100	100¼
10190	North Amer.	20¾	20¾	19¾	19¾
1192	N. Y. & N. Eng.	39¾	39¾	39	39¾
18	N. Y. & N. H.	230¾	230¾	230¾	227
1653	N. Y., C. & St. L.	26¾	26¾	26¾	26
105	N. Y. C. & St. L. 1st p	81¾	81¾	81¾	80
200	N. Y. C. & St. L. 2d	45	45	44¾	44¾
15	N. Y., L. E. & W.	108	108	108	—
48410	N. Y., L. E. & W.	31¾	31¾	31	31¼
1255	N. Y., L. E. & W. p.	70¾	71	69¾	—
100	N. Y., S. & W.	10¾	10¾	10¾	10¾
400	N. Y., S. & W. pf.	39¾	39¾	39¾	40
100	Norfolk & West.	18¾	18¾	18¾	18¾
4080	Northern Pac.	29	29	28¾	28¾
2267	Northern Pac. pf	78	78	76	76¾
1625	Ontario & West.	21	21	20¾	20¾
200	Pacific Mail	37¾	37¾	37¾	37¾
6000	Phil. & Reading	41¾	41¾	40¾	40¾
100	Pullman Palace	174¾	174¾	171	171
200	Pul. Pal. Car Co.	192	192	191¾	193
1000	P., C., C. & St. L.	26¾	26¾	25¾	25¾
1610	Rich. & W. P.	13¾	13¾	13¾	13¾
125	St. L. & R. W.	8	8	8	8
120	St. L. & S. W.	17¾	17¾	17	17¼
100	St. P. & Dul. pf	97	97	97	97
100	St. P. & Omaha	35	35	35	34¾
200	St. P., M. & M.	109	109	108	110
550	Southern Pac.	43¾	43¾	43	43¼
2380	Texas Coal & L.	41	41	39¾	40
10	Tenn. C. & I. pf	90	90	90	90
28	Tol. & O. C.	46	46	46	46
600	Texas Pacific	14¾	14¾	14¾	14¾
75	T., St. L. & K. C.	16¾	16¾	16	16
7900	Union Pacific	41¾	41¾	41¼	41¼
100	Union P., D. & G.	1¾	1¾	1¾	1¾
8620	W., St. L. & P. pf	31¾	31¾	30¾	30¾
400	West. Un. Tel.	82	82	82	82¾
4120	Wheel. & L. E.	8¾	8¾	8¾	8¾
1900	W. & L. E. pf	78¾	78¾	78	78¾

Total sales of stocks were 285,007 shares.

UNLISTED DEPARTMENT TRANSACTIONS.

Sales.		Open-ing.	High-est.	Low-est.	Clos-ing.
2400	Amer. Sug. Ref. Co.	89¾	89¾	88¾	88¾
205	Amer. Sug. Ref. Co. pf.	94¾	94¾	94¾	94¾
400	Natl. Lead Trust	16¾	16¾	16¾	16¾
12	Newport N. & M. Val.	135	135	135	135
60	Tol., Peo. & W.	18¾	19	18¾	19
$200	Comstock T. Co.	18	18	18	18
100	Con. Cal. & Va.	5 63¾	5 63¾	5 63¾	5 63¾
125	Horn Silver	3.40	3.40	3.40	3.40
$1000	Comstock T. Co.	32	32	32	32
27000	Pipe Line Cifs	62	62¾	62	62¾

BOSTON CLOSING QUOTATIONS.

	Bid.	Asked.		Bid.	Asked.
Bos. & Maine	174	175	Boston & Mon.	46	47¼
Fitchburg	75	76	Butte & Boston	17	17¼
N. Y. & N. E. pf.	104¼	108	Calumet & H.	—	260
Amer. Bell Tel.	—	184¾	Santa Fe M. Co.	40	45
Bos. Land	4¾	5	A., T. & S. Fe 4s	81¼	81¾
Tamarack	195	200	A., T. & S. Fe in	63¾	64

PHILADELPHIA CLOSING QUOTATIONS.

	Bid.	Asked.		Bid.	Asked.
H. & B. T. Co. pf.	25¾		Penna. R. R.	54¾	55¾
Leh. V. Coal Co.	47	47¼	Phila. & Erie	34¾	35
Lehigh Valley	50¾	51	W. N. Y. & Pa.	9¾	9¾
L. C. & N. Co.	49¾	49¾			

LATEST LONDON QUOTATIONS.

Atchison	40¾	Norfolk & West pf.	57¼
Canadian Pacific	92¾	Northern Pacific pf.	79
Erie Common	32¾	Ontario & West	21¾
Erie 2d consols	106¾	Pennsylvania	56¾
Illinois Central	130¾	Reading	21¾
Kansas & Texas	19	St. Paul	77¾
Lake Shore	126¾	Union Pacific	43
Lou. & Nashville	81¾	Wabash pf.	32¼
N. Y. Central	115¾		

WEDNESDAY, Oct. 7.

The stock market has drifted back into the dulness that was its chief characteristic before the recent improvement in prices took place. Strangely as it may seem the professional element, which always complains of inactivity, is largely responsible for the narrower market. It has devoted itself the last few days to efforts to lower prices. That such operations frighten outside buyers is well known. At the same time it must be noted that, as yet, the public which came into the market last month evinces no disposition to part with its holdings. The professional element, headed by a well-known bear operator, bases its operations upon the somewhat uneasy condition of affairs abroad. The probable advance in the Bank of England's rate of discount to-morrow and the adroit efforts of certain bankers to discredit the new Russian loan were used to-day to unsettle the general financial situation.

London bought rather more securities than it sold, and domestic purchases hampered efforts to recover stocks that have recently been sold. As the day advanced the contest to control the market became almost entirely professional. There was no important news, and no rumors worth repeating. Erie received the most attention, and next to it Atchison.

The market as a whole was sluggish, and closed dull.

Final sales compare with those of yesterday as follows:

	Oct. 6.	Oct. 7.		Oct. 6.	Oct. 7.
A., T. & S. Fe	45¾	44¾	Mo. Pacific	60¾	58¾
Bus., R. & P.	4¾	4¾	Mex. Central	23¾	23
Can. Southern	58¾	58¾	Nat. Cordage	96¾	95
C., C., C. & St. L.	73¾	72¾	North Am. Co.	20¾	19¾
C., B. & Q.	97¾	97¾	North'n Pac. pf.	78¾	76
Ches. & Ohio	27¼	26¾	Northw'st com.	116¾	116
C. & O. 1st pf.	59	58¾	Nor. Pac. com.	29¾	28¾
C. & O. 2d pf.	40¾	39¾	Nor. Pac. pf.	76¾	75
Chicago Gas	71¾	69¾	N. Y. & N. E.	40	39¾
Del., L. & W.	142¾	141¾	Omaha com.	34¾	35
Den. & R. G. pf.	50¾	50¾	Ontario & W.	21¾	20¾
Dist. & C. F. Co.	53	52¾	Pacific Mail	37¾	37¾
Erie	31¾	31	Rock Island	88¾	87¾
Hock. Valley	53¾	53	Rich. & W. P.	13¾	13¾
Ill. Central	101¾	101¾	Reading	41¾	40¾
Kan. & Texas	19¾	19¾	St. Paul com.	74¾	74
Kan. & Tex. pf.	27¾	27	Texas Pacific	14¾	14¼
Louis. & Nash.	80¾	79¾	T., St. L. & K. C.	16¾	16
Lake Shore	125¾	125	Union Pacific	41¾	41¼
Lake E. & W.	23¾	22¾	Wab. & P. pf.	31¾	30¾
L. E. & W. pf.	69¾	67¾	West. Un. Tel.	83¾	83
Laclede Gas	19¾	19¾	Wheel. & L. E.	8¾	8¾
Manhat. Con.	104	104¾	W. & L. E. pf.	78¾	78¾
Mich. Central	102	102			

Government bonds steady at unchanged quotations. Railway bonds dull. The features were Kansas Pacific consols, Chicago and Erie incomes, Colorado Midland 4s, Erie 2d consols, Atchison, and Kansas and Texas issues. The more important net declines were, in Atchison 4s, ¾ per cent., to 82¾, and incomes, ¾, to 64; Erie 2d consols, ¾, to 106¼; Kansas and Texas 4s, ¾, to 77¾, and 2ds, ¾, to 44, and Northern Pacific consols 5s, ¾ ₱ cent., to 82¾. The noteworthy advances were in Colorado Midland 4s, ¾ ₱ cent., to 70¾; Chicago and Erie incomes, 1, to 15¾, and Kansas Pacific consols, ¾ ₱ cent., to 101.

Silver bullion certificates for 85,000 ounces sold at 98⅛@97. Bar silver in London 44⅝d. ₱ ounce. The offers to sell stock to the Treasury to-day aggregated 770,000 ounces. The purchases were 825,000 ounces, as follows: 105,000 ounces at $0.9880, 50,000 ounces at $0.9885, 100,000 ounces at $0.9890, 50,000 ounces at $0.9895, 100,000 ounces at $0.9900, and 200,000 ounces at $0.97.

The amount of 4½ ₱ cent. bonds redeemed to-day was $91,650, making the total to date $18,941,700, and leaving outstanding $63,683,000.

Money on call, 4½@5 ₱ cent. Time money, 5½ ₱ cent. for sixty days and offered at 6 ₱ cent. for six months on prime Stock Exchange collateral. Commercial paper dull and without other feature. Prime endorsed bills receivable are quoted at 6@6½ ₱ cent. and first-class single-name paper at 7 ₱ cent.

Sterling exchange easier for long bills, but sight drafts are steady. Posted asking rates, $4.80@$4.80½ for long bills and $4.84 for demand. Actual rates are: Long bills, $4.79¾@$4.79¾; sight drafts, $4.82¼@$4.83, and cable transfers, $4.83@$4.83½. Francs firm at 5.16 for long and 5.14 for sight. Reichsmarks, 94¼@94¾ for long, and 95@95¼ for short; guilders, 39¾ for long, and 40 for short.

Railway gross earnings for September, compared with those of the same month last year as follows:

Mexican National	$352,806	Inc.	$46,889
N. Y., Ont. and Western	276,200	Inc.	40,535
Fort Worth and Rio Grande	39,095	Inc.	16,461
Peoria, Dec. and Evans.	78,702	Inc.	5,274
Louis., Evans. and St. L.	142,094	Inc.	6,016
Evans. and T. Haute	104,019	Inc.	8,617
Evansville and Indiana's	30,800	Inc.	3,442
Lake Erie and Western	290,625	Inc.	13,138
M., K. and Texas	246,648	Inc.	34,296
Richmond and D. System	1,168,820	Inc.	17,660
Northern Pacific	2,687,847	Inc.	172,125
Wisconsin Central	456,015	Dec.	50,354
Chicago and West Mich.	174,767	Inc.	25,996

The Mexican National Railroad reports gross earnings for August of $346,083, an increase of $80,045 as compared with the same month of last year, and net $93,235, an increase of $37,650.

The Detroit and West Michigan Railroad reports gross earnings for August of $170,883, an increase of $31,534 as compared with the same month of last year, and net $21,250, an increase of $3,350.

The Detroit, Lansing and Northern Railroad reports gross earnings for August of $130,193, an increase of $17,621 as compared with the same month of last year, and net $52,193, an increase of $3,403.

The Cleveland, Cincinnati, Chicago and St. Louis Railroad reports gross earnings for August: of $1,296,108, an increase of $135,660 as compared with the same month of last year, and net $403,023, an increase of $57,407. Interest and rentals were $210,843, an increase of $3,976 as compared with the corresponding period of last year, leaving profits of $192,179, an increase of $53,430.

The Evansville and Terre Haute Railroad Company has declared a quarterly dividend of 2 per cent., payable Oct. 29.

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

15 shares Thurber, Whyland Co., pfd.	101¾@101¼
925 shares the Salt Lake City Imp. Co.	320
$106,000 State of Alabama 4-per-cent. funding bds, due 1920	94
18 shares New Jersey Zinc and Iron Co.	190¾
10 shares Nassau National Bank	278
10 shares Texas Siftings Pub. Co.	10
88 shares N. Y., P. & N. R. R. Co.	222¾
160 shares Citizens' Fire Ins. Co.	90
135 shares Jersey City and H. Gas Light Co.	181
31 shares Taylor Iron and Steel Co.	50
100 shares American Coal Co.	76
20 shares Exchange Fire Ins. Co.	55¾
75 shares Central Park, North and East River R. R.	115¾
25 shares Dry Dock, E. B'way and B. R. R.	125
1,000 shares Ray Copper Co., Tomalco, Arizona	$21
10 shares Central N. J. Land Imp. Co.	55
80 shares Long Island Insurance Co.	71

Treasury balances compare with those of yesterday as follows:

	Oct. 6.	Oct. 7.
Gold coin and bullion	$153,066,353	$153,501,126
Silver coin and bullion	830,815	562,293
Legal tenders, including Treasury notes	7,263,138	7,101,671
Totals	$142,060,306	$141,165,090

Deposits in national banks, $14,212,205, against $14,006,657 yesterday. In addition to the foregoing the Treasury reports silver bullion purchased under the act of July 14, 1890, $68,706,497, and Treasury notes issued against the same, $70,474,827, of which $64,515,130 are outstanding.

Money in London, ¾@1 ₱ cent. Rate of discount in the open market for both short and three months' bills, 3 ₱ cent. Amount of bullion gone into the Bank of England on balance to-day, £4,000. Paris advices quote 3 ₱ cents at 81 francs 7½ centimes, and exchange on London at 25 francs 28 centimes. India Council bills were allotted to-day at a decline of 1-16d. ₱ rupee.

Messrs. Blair & Co. offer to investors $100,000 city of Boston 4 ₱ cent. registered park bonds, due 1921.

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	Allouez	50	50	50	50
200	Belmont	90	90	90	90
100	Best & Belcher	2 95	2 95	2 95	2 95
500	Brunswick	8	8	8	8
200	Comm'wealth	35	35	35	35
100	Challar	1 45	1 45	1 45	1 45
100	Crown Point	1 60	1 60	1 60	1 60
100	El Cristo	60	60	60	60
3500	Freeland	10	12	10	11
100	Ophir	8 75	8 75	8 75	8 75
500	Occidental	85	85	85	85
100	Potosi	2 50	2 50	2 50	2 50
50	Sier. Nevada	2 50	2 50	2 50	2 50
300	Utah	60	60	60	60
100	Yellow Jacket	1 75	1 75	1 75	1 75

The total sales were 6,050 shares.

Electric Stock Quotations.

BOSTON, Oct. 7.—The latest electric stock quotations to-day were:

	Bid.	Asked.
Eastern Electric Cable Co. pref.	52 12½	
Thompson-Houston Electric Co.	49 26	50 00
Thomson-Houston Electric Co. pref.	26 00	26 25
Fort Wayne Electric Co.	13 75	14 00
European Welding Co.	50 00	55 00
Detroit Electric	10 00	.....

European Money Markets.

LONDON, Oct. 7.—The markets were more cheerful to-day, and after a lower opening Americans improved up to 3 o'clock, when prices were above parity. Lower prices from New York turned the market, and although Erie's were exceptionally strong prices closed at a general decline. Home railways were firm. Grand Trunks were steady and Canadian Pacific opened strong, declined later to 90¼, and then advanced to 92, closing a half lower. Foreign Bourses were weak, owing to the comparatively poor success of the Credit Foncier issue. Small subscribers are allotted in full and large ones get twenty per cent., and the premium has disappeared.

The *Standard* gives the death of Mr. Parnell as another reason for the depression, on the theory that with a more united Irish party Mr. Gladstone has a better chance of coming into power, and might once more reopen the Egyptian question. Egyptians bonds were weak. The unexpected withdrawal of £210,000 for New York to-day makes it more probable that the Bank rate will be raised to-morrow. The net withdrawals for the week amount to £784,000. Loans for a week were done at 1 per cent.; but business in the discount market was generally done subject to any rise in the Bank rate to-morrow.

The wheat market was strong to-day, and it is known that in consequence of the insufficient harvest in Montenegro, the Minister of Finance has been making extensive purchases of wheat in Odessa.

New York Markets.

WEDNESDAY, Oct. 7.—FLOUR AND MEAL—The market was generally stronger, but buyers were not inclined to pay more money, and this had the effect of keeping business down to comparatively small quantities.

CORN—Futures were buoyant, closing steady at 10 to 12 points advance from yesterday's closing prices