FINANCIAL AND COMMERCIAL.

New York Stock Exchange—Sales Sept. 8.

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

1 Ark. 7s, L. R., P. B. & N. O.	94

CLOSING PRICES OF UNITED STATES BONDS.

	Bid.	Asked.		Bid.	Asked.
U. S. 2s, r	100	—	U. S. 6s, 1896	109¼	—
U. S. 4s, r	114	115¾	U. S. 6s, 1897	112¾	—
U. S. 4s, c	115	116½	U. S. 6s, 1898	115¾	—
U. S. 6s, 1895	107	—	U. S. 6s, 1899	118	—

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

27 Atchison 4s	85¼	10 Norf. & W., M. & W. div.	91
5	85¾	5 N. Y. C. ex. 5s	101¾
26	83	3	102
86 Atchison 5s	57¾	8 N. Y., C. & St. L. 4s	97
50	57¾	1 Nil. S. M. Co. 1st	105
30	57¾	1 N. W. deb. 5s	104
10	57¾	5 N. O. & W. r. 4s	86¾
1 Brooklyn El. 2d	90	2	86
6 Che. & O. ch. 5s	104	6	82¾
1 Ches. & O. R. & A. 20 ch.	78¾	11 Ohio Sou. gu.	61¼
8 C., B. & Q. cny. 5s	107¾	3 Oregon S. L. 6s	106
4 C., B. & Q. 4s, D div.	96¾	10 Pac. of Mo. 1st	97¾
2 C., B. & Q. S. F. 5s	104¾	13 Pen. & East. 1st	80¾
10 C., B. & Q. deb. 5s	111¾	1	81
2	101¾	1	81¾
1 Can. So. 2d	106¾	2	81¾
1 Ch. & N. P. 1st	106¾	10	81¾
6 Ch. & E. Ill. gu. 5s	101¾	10 Peo. & East. in	28¾
15	101	2 Rd. & W. P. T. 5s	46
10 Chic. & E. 1st	101¾	5	46¾
20	101	1 R. & Pitts. ch	110¾
70	101¼	10 Rock I. ex. int	109
40 Chic. & Erie inc	47¾	17 Rock I. ex. 6s	106¾
4	47¾	3	106
4 C., G. of C. 1st 5s	86¾	11	101
8 Den. & R. G. cn.	83¾	20 Rock Isl. deb. 5s	108
5 Det. M. & M. ltg.	158	2 Ills. & Dav. 1st	108
10 Dul. S. S. & Atl. 5s	102	5 Rd. & D. 1st, c. off.	105¾
1 Det., M. & Tol. 1st	127	5 Rd. & D. 2d, c. off.	85
5 Eliz., L. & B. S. 1st	94¾	2 Rdg. gen. 4s	86¾
5	94¾	2	87¾
13 Erie cn. 2d	104	10 Reading 1st pf. in	57¾
5	104¾	5	57¾
12 Genl. Elec. deb. 5s	104¾	10	57¾
8 G., H. & S. A. 1st	106	7 Reading 2d pf. in	27¾
1 Ga. So. & F. 1st	77	5	28
4 Green Bay in	34¾	5 Reading 3d pf. in	18¾
2	34¾	10 Rich. & W. pf.	5¾
8	35¾	5	5¾
22	35	5 Rich. W. 1st	50¾
1 H. & St. Jo. cn 6s	114	5 Rich. & Dan. deb. 5s	70
1 Hock. Val. 5s	113¾	2 Rome W. & A. 1st	90
28	94¾	2 St. P. & Min'ps cn.	121
10 Int. & Gt. N. 1st, c. off.	110¾	10 St. P. of Cal. cn.	105¾
5 Kan. & Tex. 4s	70¾	2 St. P. & M. cn 4½s	119¾
2	80	1 St. P. gui 4s	94
8 Kan. & Tex. 2ds	47¾	3 St. P. 1st C. & P. W. div.	100¾
8 Kansas ba & M 4s	78	1 St. P. 1st, I. & D. ex.	128
9 Laclede 1st 5s	83	2 St. P. 1st, I. & D. div.	124
1 L. & W. R. & M. 5s	101¾	5 St. L. & S. W. 2d	51¾
2 L. E. & W. 2d	101¾	4 Tex. Pac. 1st 5s	80¾
1 Lon. & N. N. & M. 1st	113	10	81
4 L., N. A. & Ch. gu.	74¾	10	81¾
6	74¾	23 Tex. Pac. 2d in	14¾
2 L., N. A. & Ch. cn.	102¾	10	14¾
3	103	5	15
1	103	40	15¾
11 Lo. St. L. & T. 1st	31¾	10	15¾
14 Met. El. 1st	112¾	31	15¾
4 Mobile & Ohio gu.	62¾	2 Terre H. 2d pf.	101¾
5	63	1 Tol. A. A. & N. M. 1st	74¾
5 Mo. P. col. tr. 5s	75¾	1 Tol., St. L. & K. C. 1st	70
2 Nor. Pac. 2d, c	114¾	7 Tol., St. L. & K. C. 2d	30
2 Nor. Pac. cn. 5s	75¾	10 U. P. g. 6s, C. T. N.	34
8	76	1 Wabash 2d	80
2	76¾	5	80¾
8	77¾	8	80¾
1 Nash. & Chat. 1st	127	3 West. Un. cn. 7s	103¾

Total sales of railway bonds (par value), $1,380,000.

RAILROAD AND OTHER SHARES.

Sales.	Open ing.	High est.	Low est.	Clos ing.	Adv.
67 Adams Express	147	148	147	148	1¾
5 Amer. Cable	86	86	86	86	8¾
1615 Am. Cot. Oil	42¾	43¾	42	43¾	2¾
125 Am. Cot. Oil pf.	85¾	85¾	85¾	85¾	2¾
3905 Atch., T. & S. Fe	37¾	37¾	36¾	37¾	¾
100 Atlantic & Pac.	4¾	4¾	4¾	4¾	¾
700 Balt. & Ohio	95¾	96	95	95	1¾
300 Can. Southern	53¾	54	53¾	54	¾
6 Central Pacific	29	29	29	29	3¾
550 Ches. & Ohio	23¾	24	23¾	24	3¾
8855 Chicago Gas	74¾	75¾	73¾	75¾	2¾
1 Rock. & Alton	152	152	152	149	1¾
570 C., C., C. & St. L.	62¾	63	62¾	62¾	2¾
145 C., C. & St. L. pf.	90	90	90	90	1
6 Chic. & N. W.	115	115¾	115	115	1¾
4270 C., B. & Q.	99¾	99¾	98¾	98¾	3¾
17750 C., M. & St. P.	81¾	81¾	80¾	80¾	3¾
8 C., M. & St. P. pf.	126¾	126¾	126¾	126¾	1¾
2425 C., R. I. & Pac.	81¾	81¾	81¾	81¾	3¾
700 Colorado Coal	38¾	38¾	38	38¾	3¾
800 Col. H. V. & Tol.	19¾	19¾	19¾	19¾	1¾
200 Int. Gas & B.	113¾	113¾	113¾	113¾	14
700 Consol. Gas	116¾	116¾	116¾	116¾	1¾
100 Del. & Hudson	132	132	132	132¾	3¾
1400 Del., L. & W.	134	134¾	133¾	134¾	3¾
600 Den. & R. G. pf.	49	49¾	49	49¾	50
300 Ten. R. A. F. D.	3¾	3¾	3¾	3¾	2¾
4700 Distilling & C. F.	41¾	42¾	41¾	42¾	4¾
1045 E. T., V. & G. 2p.	9¾	9¾	9¾	9¾	1¾
373 Edison E. Ill.	102	102	102	102	1¾
400 E. & T. H.	136	138	136	138	1¾
200 Green Bay & W.	17	17¾	17	17¾	1¾
20 Green B. & W. pf.	37	37	37	37	1¾
7512 Gen. Elec.	112	113¾	111¾	113¾	1¾
107 Illinois Central	98¾	98¾	98¾	98¾	1¾
24 Ill. Cent. guaranty	87	87	87	87	1¾
50 Iowa Central	10¾	10¾	10¾	10¾	1¾
200 Lake Shore	131¾	132	131¾	131¾	1¾
1800 Long Island	59¾	59¾	59¾	59¾	1¾
6700 Louis. & Nash.	67¾	68¾	67¾	67¾	1¾
100 Louis., N. A. & C.	23¾	23¾	23¾	23¾	2¾
225 Manhattan con.	132¾	132¾	132¾	132	1¾
100 Mich. Central	102¾	102¾	102¾	102	1¾
400 Minn. & St. L.	17¾	17¾	17¾	17¾	1¾
400 Minn. & St. L. pf.	45¾	45¾	45	45	4¾
1700 Missouri Pacific	57¾	58¾	57¾	58¾	2¾
2010 Mo., K. & T. pf.	20¾	20¾	20¾	20¾	1¾
180 Morris & Essex	133	133	133	133	1¾
200 Natl. L. Oil	33¾	33¾	33	33	1¾
800 N. J. Central	94	94	94	94	1¾
1440 N. Y. Central	109¾	110	109¾	109¾	1¾
100 N. Y. C. & H. R.	118	118	118	118	1¾
195 Natl. Cordage	114¾	115	114¾	115	2¾
600 Natl. Cord. pf.	110¾	111	110¾	111¾	1¾
1855 North Am.	13¾	13¾	13¾	13¾	1¾
8240 N. Y. & New Eng.	35¾	36¾	35¾	36¾	2¾
1810 N. Y., L. E. & W.	29¾	29¾	29¾	29¾	1¾
30 N. Y., L. E. & W. pf.	63¾	63¾	63¾	63¾	1¾
850 N. Y., S. & W.	14¾	14¾	14¾	14¾	1¾
200 N. Y. & Tex.	6¾	6¾	6¾	6¾	1¾
420 Northern Pac.	20	20	19¾	19¾	1¾
580 North. Pac. pf.	55¾	55¾	55¾	55¾	5¾
25 Ohio & Miss.	19¾	19¾	19¾	19	2¾
400 Ontario & Mid.	40	40	40	40	41
100 Ontario & West.	18¾	18¾	18¾	18¾	18¾
200 Pacific Mail	39¾	39¾	39¾	39¾	3¾
78040 Phil. & Read'g	55	57¾	54¾	55¾	3¾
300 Pull. Pal. Car	179	179	179	179	1¾
200 P., C., C. & St. L.	21	21	20¾	20	2¾
433 P., C., C. & St. L. pf.	60	62	60	61	—
100 Rich. & W. P.	8¾	8¾	8¾	8¾	1¾
300 St. L. & S. W.	8¾	9¾	8¾	9	1¾
800 St. L. & S. W. pf.	17¾	17¾	17¾	17¾	1¾
910 St. P. & Omaha	49¾	50¾	49¾	50	1¾
450 Southern Pac.	25¾	25¾	25¾	26	1¾
10 Tol. A. A. & C.	4¾	4¾	4¾	4¾	1¾
300 Tex. Pac. land	14¾	14¾	14	14	1¾
5040 Texas Pacific	11¾	11¾	11¾	11¾	1¾
500 Tol., A. A. & N. M.	26¾	26¾	25¾	25¾	2¾
1766 Union Pacific	38¾	38¾	35¾	37¾	1¾
300 U. Pac. D. & G.	17¾	18	17¾	17	1¾
2800 W. St. L. & P. pf.	24¾	24¾	24	24¾	1¾
5 Wells, Fargo Ex.	145	145	145	145	1¾
34083 West. Un. Tel.	93¾	94¾	93¾	93¾	1¾
400 Wheel. L. Erie	22¾	22¾	22¾	22¾	1¾
230 Wis. C. L. pf.	25¾	25¾	25¾	25	1¾
200 W. E. & M. as.	74¾	74¾	71	73¾	7¾

Total sales of stocks were 223,331 shares.

UNLISTED DEPARTMENT TRANSACTIONS.

Sales.		Open ing.	High est.	Low est.	Clos ing.	Chge.
16700	Amer. Sug. Ref. Co.	113¾	113¾	110¾	111¾	1¾
6624	Amer. Sug. Ref. Co. p.	104¾	104¾	104¾	104¾	1¾
14667	Natl. Lead Co.	44	44¾	43	43¾	1¾
2173	Natl. Lead Co. pf.	94	95¾	94	94¾	1¾
240	Del., L. & W.	139¾	139¾	139¾	139¾	4¾
12000	Georgia Pac. 1st s.	103	103	103	103	—

BOSTON CLOSING QUOTATIONS.

	Bid.	Asked.		Bid.	Asked.
Bos. & Albany	200	—	New Eng. Tel.	47	—
Bos. & Maine	173	175	Th.-Hous. Elec.	113	—
Central Mass.	1¾	1¾	Westborough P.	95¾	96¾
Fitchburg	87	87¾	West End land	17¾	18
N. Y. & N. E. p.	80	10	Calumet & H.	280	281
Mex. Cent. 4s	66¾	67	Santa Fe M. Co.	19	19¾
Old Colony	181	182¾	A., T. & S. F. 4s	82	82¾
Am. Bell Tel.	204	206	A., T. & S. Fe m.	73¾	87¾
Erie Tel.	45	—			

PHILADELPHIA CLOSING QUOTATIONS.

	Bid.	Asked.		Bid.	Asked.
Lehigh Valley	56¾	56	Penna R.R.	54½	54¾
L. C. & Nav. Co.	53	53¾	Met. Traction	139	140

LATEST LONDON QUOTATIONS.

Atchison	38¾	Norfolk & West. pf.	41¾
Canadian Pacific	90¾	Northern Pacific pf.	77¾
Erie Common	26¾	Ontario & West	13¾
Erie 2d consols	103¾	Pennsylvania	57¾
Illinois Central	100¾	Reading	28¾
Kansas & Texas	15¾	St. Paul	83¾
Lake Shore	132¾	Union Pacific	38¾
Lou. & Nashville	69¾	Wabash pf.	20¾
N. Y. Central	113¾		

THURSDAY, Sept. 8.

Speculation on the Stock Exchange to-day was restricted within narrower limits than yesterday. Expectations of a strong opening were legitimately entertained, because the London market was higher and moderately active; but promptly upon the resumption of business a sufficient number of selling orders were executed to dispel the cheerful feeling with which the brokers began their labors. Through the middle of the day the market rallied, but not uniformly, under the lead of Reading and certain of the industrials, namely, General Electric, Distilling, and Chicago Gas. On the other hand Sugar Refining was heavy throughout, and National Lead failed to respond to widely circulated points of an impending rise. The other industrials were neglected.

In the railway share list interest naturally centered in St. Paul common. The opening price for that stock was the highest recorded, and when the declaration of a 2 ⅌ cent. dividend was announced, about half an hour before the close of business, the room sold the stock on the usual theory that the event had been discounted. The entire list declined in sympathy, and professional selling was further stimulated by reports that a large amount of gold would be exported on Saturday. As to the basis of these reports, it is learned that one of the foreign banking houses has received orders to ship gold on Saturday, but can do so only upon a steamer sailing direct to a German port, and as none of the German line steamships now detained at Quarantine is likely to be released in time to sail on Saturday the contemplated shipments will doubtless have to be deferred.

A synopsis of the annual report of the St. Paul Company was received by the street soon after the dividend had been declared, and the excellent showing convinced many of the traders that they had acted hastily in selling the stock on the theory noted above. Hence there was a fractional recovery in the price, and the common stock advanced to within ¼ of 1 ⅌ cent. of last night's final figures. An incident of the day was a brisk borrowing demand for Northern Pacific preferred, on account of the closing of the transfer books tomorrow for the annual meeting of the company. The premium for the use of the stock ran up to 1-16 of 1 ⅌ cent. per day.

The unsettled condition of rates over the Granger Trunk lines and the Transcontinental roads demonstrates afresh the impossibility of maintaining rates through the medium of traffic associations and the employment of obviously inadequate methods to compel competing lines to act as a unit. This demonstration is calculated to give renewed force to the arguments heretofore advanced by certain of the ablest railway managers in favor of the adoption of joint agencies for the transaction of competitive business. In the circumstances that method ought to commend itself to the management of every railway corporation that has the best interests of its security holders at heart, unless, of course, it is possible to secure an amendment to the Inter-State Commerce law permitting or legalizing pooling.

It is to be regretted that anything approaching a demoralization of rates should occur at this time, when the volume of traffic in sight is sufficient to employ practically all the transportation facilities of the country. That circumstance should tend to improve the situation; still, the fact remains that it is exceedingly difficult for railroad companies to get rid of special or private contracts with shippers, or to advance rates after they have once been lowered. The present condition of affairs really has no precedent, for it has been an axiom in railroading that a satisfactory volume of traffic is an infallible insurance against rate cutting. The value or accuracy of that axiom has now been seriously impaired. The closing of the stock market was irregular.

Final sales compare with those of yesterday as follows:

	Sept. 7.	Sept. 8.		Sept. 7.	Sept. 8.
Atch. T. & S. Fe	37¾	37¾	North Am. Co.	13¾	12¾
Amer. Cotton Oil	42¾	42¾	Northw. com.	113¾	113¾
Can. Southern	53¾	53¾	North. Pacific	11¾	11¾
C., C., C. & St. L.	62¾	62¾	North. Pac. pf.	55¾	55¾
C., B. & Q.	100	99¾	N. Y. Central	109¾	109¾
Consol. Gas	116¾	116¾	N. Y. C. & H. R.	118	118
Ches. & Ohio	23¾	23¾	N. J. Central	120	120¾
Chicago Gas	73¾	75¾	Omaha com.	35¾	35¾
C., R. I. & Pac.	81¾	81¾	Ontario & West	40¾	40¾
Del. & Hud.	131¾	132	Pacific Mail	39¾	39¾
Den. & R. G. pf.	49¾	49¾	Rock Island	81¾	81¾
Dist. & C. F. Co.	42¾	41¾	Rich. & L.	8¾	8¾
Erie	26¾	26¾	St. Paul	83¾	83¾
Hocking Val.	21¾	22¾	St. Paul com.	81¾	81¾
Illinois Cent.	98	98¾	Texas Pacific	10¾	11¾
Kan. & Tex.	20¾	20¾	Union Pacific	37¾	37¾
Louis. & Nash.	67¾	67¾	Wabash pf.	20¾	20¾
Lake Shore	131¾	132	Wab. & Pac. pf.	24¾	24¾
Manh. Con.	132¾	132¾	West. Un. Tel.	93¾	93¾
Missouri Pac.	57¾	57¾	Wheel. & L. E.	22¾	22¾
Mich. Central	102¾	102¾	Wis. C. L. pf.	25¾	25¾
Natl. Cord. pf.	111	111	Ex dividend.		

Government bonds steady at unchanged quotations. Railway bonds firmer. The features were Atchison, Chicago and Erie, Rock Island, Reading, and Texas Pacific issues. The more important net advances were in Peoria and Eastern 1sts, ¼ ⅌ cent, to 81¾, and incomes, ¼ to 28¾; Reading 1st preference incomes, ¾ to 76¾, and 2d preference incomes, ¾ to 68; Texas Pacific 1sts, ¼ to 84, and 2ds, ¾ ⅌ cent., to 31¾. The noteworthy declines were in Chicago and Erie 1sts, ¾ ⅌ cent., to 101¾, and incomes, ¼ to 47¼, and Atchison 4s, ¼ ⅌ cent., to 85.

In bank stocks 20 shares of Western National sold at 120.

Silver bullion certificates for 100,000 ounces sold at 81¼. Bar silver in London 38¾d.

Money on call, 4 ⅌ cent. Time money is quoted at 4 ⅌ cent. for sixty days, and 5 ⅌ cent. for four to six months, on good mixed Stock Exchange securities. Commercial paper is quoted: Prime endorsed bills receivable at 4@4½ ⅌ cent.; first-class single name, four months, at 5@5½ ⅌ cent.; good names at 6@6½ ⅌ cent., and out-of-town names at 6@7 ⅌ cent.

Foreign exchange rather easier. Posted asking rates for sterling, $4.87½ for long bills and $4.89 for demand. Actual rates are: Long bills, $4.86¾@$4.87¼; sight drafts, $4.88@$4.88¼, and cable transfers, $4.88½. Francs are quoted at 5.15¾ for sight and 5.16¼ for long; reichsmarks, 95¼ for short and 95¾ for long; guilders, 40 for long and 40 5-16 for short.

Domestic exchange on New York: Boston—17¼c. cents discount to par for cash. Charleston—Buying, par to ⅛ discount; selling, par to ⅛ premium. Savannah—Buying, par; selling, ⅛@¼ premium. New Orleans—Bank, 100 premium; commercial, 25 premium. San Francisco—Sight, 10 cents; telegraphic, 15. St. Louis—Par to 25 cents discount. Chicago—70 cents discount.

The Chicago, Milwaukee and St. Paul Railway Company has declared a dividend of 2 ⅌ cent. upon its common and 3½ ⅌ cent. upon its preferred stock, both payable Oct. 20. The company reports for the year ending June 30:

	1892.	1891.
Gross earnings	$33,248,508	$27,764,224
Operating expenses	20,315,904	18,366,500
Net earnings	$11,468,504	9,397,724
Other income	202,593	418,424
Total income	$11,670,856	$9,556,148
All charges	7,274,159	7,021,468
Surplus	$4,396,707	$2,534,680
Dividend on preferred	1,572,642	1,562,152
Surplus	$2,824,065	$972,528

The dividend on the common stock declared to-day will require $920,545, leaving a surplus of $1,938,550. The amount earned on the common stock was 6.03 ⅌ cent. The expenditures for equipment and improvements were $4,141,148, against $2,945,938 the previous fiscal year. The company operated 5,721¼ miles of road, and during the summer has added 68 miles of second main track to its system. The gross earnings increased $823 per mile, the expenses $422 per mile, and the net earnings $401 per mile as compared with the previous fiscal year. The average rate per ton per mile received for freight was 1.026 cents, against 1.003 cents last year, and 1.385 cents in 1889, which was the lowest average in twenty-seven years. During the year 27,852 tons of steel rails were laid and 1,507,570 cross ties put in the track. There are now 4,356 miles of main track laid with steel and 1,320 miles with iron rails. About 2.7 miles of pile and trestle bridges have been filled with earth, and 167 wooden culverts have been replaced with iron, at cost of operating expenses. The preferred stock was increased $2,104,000 by the conversion of bonds. The bonded debt was reduced $692,000. The company now holds $3,986,000 of its own bonds. The floating debt is $6,426,157, against $9,982,427 in 1891. The cash on hand is $4,043,530, against $3,463,700 last year. Other cash assets are $884,180. The material on hand is valued at $2,285,091, against $2,313,223 a year ago. In his report President Miller states that "the increase in earnings is due to good crops, to the increase in general traffic in consequence of good crops, to the development of the territory and industries along the lines of the company, and to maintaining rates in the larger part of the territory." The net earnings of the Milwaukee and Northern Railroad for the fiscal year ending June 30 were $642,394, against $619,802 for the last fiscal year. No dividend has been declared on its stock, which is owned by the St. Paul company, pending the decision of the question of consolidating the two properties, which may make it desirable to use the net earnings of the year in payment of the improvement account for the past two years.

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

Flint and Pere Marquette	$224,153	Dec. $13,577
Chicago Int. and Michigan	184,096	Inc. 13,867
Great Northern System	1,181,945	Inc. 195,455

The Detroit, Lansing and Northern Railroad reports gross earnings for July of $119,041, a decrease of $5,066 as compared with the same month of last year, and net $35,051, an increase of $5,046. The company reports gross earnings for August of $123,955, a decrease of $6,151 as compared with the same month of last year.

The Chicago and West Michigan Railroad reports gross earnings for July of $164,957, an increase of $2,321 as compared with the same month of last year, and net $32,424, a decrease of $16,043.

The Kansas City, Fort Scott and Memphis Railroad reports gross earnings for July of $348,365, a decrease of $66 as compared with the same month of last year, and net $34,485, a decrease of $17,856.

The Chicago and Erie Railroad reports gross earnings for July of $207,312, a decrease of $18,445 as compared with the same month of last year.

The Kansas City, Memphis and Birmingham Railroad reports gross earnings for July of $14,322, a decrease of $5,781, as compared with the same month of last year.

Treasury balances compare with those of yesterday as follows:

	Sept. 7.	Sept. 8.
Gold coin and bullion	$112,102,093	$112,348,325
Silver coin and bullion	2,904,062	2,840,766
Legal tenders, including Treasury notes	14,649,956	14,388,551
Totals	$129,656,111	$129,577,642
Deposits in national banks	$1,499,760	
against $1,506,124 yesterday. In addition to the foregoing the Treasury reports silver bullion purchased under the act of July 14, 1890, $105,676,631, and Treasury notes issued against the same, $105,563,280, of which $103,427,847 are outstanding.

Money in London, ½ ⅌ cent. Rate of discount in the open market, for both short and three months' bills, 1-16@1⅛ ⅌ cent. The Bank of England's minimum rate of discount remains unchanged at 2 ⅌ cent. The proportion of its reserve to liability is 50.33 ⅌ cent., against 50.01 ⅌ cent. last week, and 48.33 ⅌ cent. last year. Bullion in the Bank of England decreased last week £183,000, and reserve decreased £128,000. Paris advices quote 3 ⅌ cents at 100 francs 77½ centimes, and exchange on London at 25 francs 19 centimes. The weekly statement of the Bank of France shows an increase of 4,475,000 francs gold and a decrease of 2,475,000 francs silver.

The monthly summary of the Bureau of Statistics shows that the total import of merchandise into the United States in the month of July just amounted to $71,515,000, as against $67,022,000 for the corresponding month of last year. The exports of domestic merchandise for the same month amounted to $57,361,000, as against $61,770,000 in 1891. Imports from countries with which we have reciprocity treaties had increased during the month, as against the corresponding month of last year as follows: Brazil, $8,188,000; Cuba, $89,500; Puerto Rico, $398,000; British West Indies, $5,000; Salvador, $12,000. Our exports of domestic products to those countries during last month increased as follows over last year: Brazil, $10,000; Cuba, $739,000; Santo Domingo, $30,000; Salvador, $21,000; British Guiana, $34,000. The total number of immigrants admitted into all ports of the United States during July was 49,000, against 46,000 in 1891.

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

Sales.	Opening.	Highest.	Lowest.	Closing.
100 Belle	37	37	37	37
1600 Brunswick	11	11	10	10
100 Bullion	45	45	45	45
125 Con. Cal. & Va.	3 35	3 35	3 35	3 35
200 Crown Point	70	70	70	70
100 Sullivan	1 05	1 05	1 05	1 05
200 Yellow Jacket	65	65	65	65

The total sales were 4,425 shares.

Electric Stock Quotations.

Boston, Sept. 8.—The closing quotations of electric stocks today were:

	Bid.	Asked.
Boston Electric Light Co.	114¾	117
General Electric Co.	113	—
General Electric Co. 50 pf.	—	110
Westinghouse Electric Co.	36¼	36¾
Westinghouse Electric Co. pf.	51	51¼
Fort Wayne Electric	12¾	13
Fort Wayne Electric pf.	84	—
Thomson-Houston Trust (series Ohio)	—	8¾
Thomson-Houston Tr. Securities (series D)	—	8¾

New York Markets.

TUESDAY, Sept. 8.—Flour was rather weak, with only a moderate business. The receipts were 46,000 bbls., and sales of 18,000 barrels. Quotations: Winter wheat, low grades, $1.75@$1.85; fair to fancy, $1.90@$2; superfine, $2.10@$2.20; No. 2 extra, $2.25@$2.40; No. 1 extra, $2.50@$2.70; city mills patents, $4.40@$4.60; winter superfine, $2.40@$2.60; corn meal, Western, $2.80@$3; brandywine, $3.

Wheat—Wheat showed firmness at one time, but later on declined for owing to some cables a pressure of wheat from the West, and rumors of cholera in this city. Prices ruled lower to-day. The sales were 960,000 bu. for export. Closing red sold at 89c. f. o. b., No. 2 red at 87¾c. in elevator, No. 1 Northern Duluth to over December in cleared, and quotations for December were for the most part nominal. Chicago, 60,000 bushels; Milwaukee, 77,000; Minneapolis, 14,750; Duluth, 39,000; St. Louis, 172,000; Toledo, 248,000; Detroit, 17,000; New York, 284,000; total, 1,860,000; Philadelphia, 172,000; Boston, 500; grand total, 1,424,500 bushels; total yesterday, 2,095,000; total last year, 1,303,000. Future sales, 1,030,000 bush., as follows:

	Opening.	Lowest.	Highest.	Closing.
September	85¾	85¾	86¾	86¾
October	86¾	86¾	87¾	87¾
November	87¾	87¾	88¾	88¾
December	88¾	87 13-16	89¾	89¾
March	—	—	—	—
May	89	88¾	89 13-16	89¾

Corn advanced ½c. to ⅞c., owing to fears of frost in the corn belt and smaller receipts at the West, but lost part of the advance owing to reports of cholera in this city. Spot corn was more active. The sales were 96,000 bu. for export. No. 2 mixed sold at 58¾c. in elevator, No. 2 white at 59c., and yellow at 59¾c., and ungraded at 58@59¾c. The receipts at 24 points were 364,410 bush., including 24,000 here. Future sales 675,000 bush., as follows:

	Opening.	Lowest.	Highest.	Closing.
September	55¾	55¾	56¾	56¾
October	56¾	56¾	57¾	57¾
November	56¾	56¾	58¾	58¾
December	57¾	57¾	58¾	58
May	57¾	57¾	58¾	58

Oats declined ¼@⅛c., with fair business. The sales were 100,000 bush. No. 2 mixed, 38¾@38⅞c. in elevator; No. 3 white, 39¾@40c.; No. 2 white, 40¾@40¾c. The receipts were 224,000 bush. Future sales, 235,000 bush. Sept., 38¾@38⅞c.; October, 38¾@38⅞c.; November, 38¾@38⅞c.; December, 39@39⅛c.; May, 41¾@41⅞c. Hops were dull and nominal at 20@26c. for prime on track and afloat.

Provisions—Chicago showed more strength. The Anglo-American cable brought pork and lard. The Dunham Report are supposed to be bulls on lard. Here lard was stronger, but slow of sale. There were no future sales; September closed at 7.70c. and October at 7.75c. Pork was steady but quiet. Beef was steady but quiet. Cut meats were in fair demand and steady. Hogs, 6¼@6½c. Cheese, 8@9½c. for fancy. Extra creamery butter, 24@25c. Tallow was firmer at 4 1-16c. Stearine 9c. in bbls. Oleomargarine, 7½c. Greases firmer. Cottonseed oil firmer. Petroleum dull and lower. Tobacco—Spot Cuba quiet but steady. Sumatra in fair demand but heavy. Havana quiet but steady. Seed leaf quiet but firmer. The sales were 1,000 cases of Connecticut seed leaf, 12c. for 10@12c. stock, and 15@18c. for 18@20c. stock. Sales of 250 bales of Havana, 75c. for 50c. and $1.05 for $1.05@$1.10 stock. Sales of 2,000 bales of Sumatra, $1.05@$1.15 for fair to good. Spanish quiet but firm. Cotton—Spot cotton closed quiet and 1-16c. higher. Futures closed steady at 1@2 points higher than yesterday. The sales were 75,000 bales. Cotton seed oil firmer. Coffee—Spot Rio quiet and steady. Mild quiet and steady. Sugar—Raws were quiet and steady. Refined sugars were quiet but firm. Molasses—Foreign quiet and steady. New Orleans quiet and steady. Rice quiet and steady. Cut loaf, 6¼@6⅝c.; crushed, 6⅜@6½c.; powdered, 6⅛@6¼c.; granulated, 5⅞@6c. Petroleum—Crude, 5¼c. Refined, 6¼c. Spirits turpentine, 34@35c. Rosins quiet and steady. E