FINANCIAL AND COMMERCIAL.

New York Stock Exchange—Sales Oct. 27.

CLOSING PRICES OF UNITED STATES BONDS.

	Bid.	Asked.		Bid.	Asked.
U. S. 2s, r	100½		U. S. 6s, 1896	109¾	—
U. S. 4s, r	114¾	115¼	U. S. 6s, 1897	112¾	—
U. S. 4s, c	114¾	115¼	U. S. 6s, 1898	113¾	—
U. S. 5s, 1895	107¾	—	U. S. 6s, 1899	118	—

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

7 Atchison 4s	84		21 N. Y. & N. cnl	92	
20 "	85¾		5 N. Y. & Lack. 2d	115	
2 Atchison im.	55¾				
10 Atchison im. T.R.	58		15 N. J. Cent. gnl. 5s	111¼	
1 Atl. & Pac. 1st	66¾		3 Nat. S. M. 1st	107	
10 "	70		5 Nor. R. R. of C. 5s	96	
9 "	71¾		15 N. W. s. f. 7s	107½	
5 Alb. & Sus. cn. 6s	117¾		17 "	108	
7 Am. C. O. 5s	110¾		5 N. W. deb. 5s	90	
23 Bur., C. R. & N. C. T. 5s	95		2 N. Y., O. & W. cn. 5s	107¼	
10 Bur., C. R. & N. C. T. 5s	97¾		2 O. & Mav. cn. 6s	112	
2 Brooklyn El. 1st	107		20 Or. R. & N. 1st	110	
2 " 2d	90¼		2 Oregon S. L. & U. N. 5s	106	
6 Brooklyn El. 2d	90¼		1 Oregon Imp. 5s	63¾	
8 Chic. & Ind. C. 1st	95¾		1 "	64	
8 Chic. & O. cn. 5s	105		18 Omaha & S. 1st, s. f.	91	
1 Chic. & O. R. & A. 1st cn.	70		1 Pitts., C., C. & St. L. 7s	120¾	
10 Ch., R. & N. 5s	104		5 Pac. of Mo. 2d ex.	100¾	
7 C., B. & Q. cny. 6s	107¾		4 Peo., D. & E. 1st, R.	19	
6 C., B. & Q. deb. 5s	105		1 " 1st, inc.	19¼	
5 Can. So. 1st	106		5 Peo. & East. 1st	70¼	
5 Can. So. 2d	101		2 " 2d	40¼	
8 Chic. & N.P. 1st	97		11 Phila. & Wil. 1st	82¾	
3 " s. f.	113¾		4 Ph. & W. P. 1st	95¾	
5 Ch. & E. Ill. gn. 5s	102¾		12 Rock Is. ex. 7s	101	
10 "	102¾		1 " 6s	102¾	
10 Col. Coal 6s	105¾		6 Rock Is. deb. 5s	92¾	
35 Chic. Gas L. & C. Co. 1st	90		5 "	92¾	
2 "	89¾		24 Reading gnl. 4s	76	
5 "	89¾		30 Reading 1st pf. inc.	24	
1 Cin., Ind., St. L. & C. 7s	108		4 "	24¼	
4 Cin. So. 5s	106		43 Reading 2d pf. inc.	70¼	
1 C., C., C. & St. L. C. N. W. 1st	92		14 "	70¼	
3 Con. G. of C. 5s	80		30 Reading 3d pf. inc.	35¼	
3 Del., L. & W. 7s	131		15 "	35¼	
5 Den. & R. G. 1st 5s	83¾		5 "	35¼	
2 Erie, L. & B. s. 1st	97¾		5 "	35¼	
1 Erie cn. 2d	107		100 "	35¼	
8 "	107¾		10 Reading deb. m.	18¾	
3 E. Tenn. 5s	108		4 "	18¾	
11 Edison E. I. 1st	108		5 "	18¾	
2 E. & P. M. 1st	90		5 Rich. & W. 1st	57	
1 E. & W. 1st	108		8 So. P. of Cal. 1st	98	
8 Ft. Worth 1st	101		1 So. P. of Cal. 1st, gd.	103¾	
1 "	101¾		1 St. L. & S. F. gnl. 6s	109	
2 Gen. Elec. deb. 5s	105¾		5 St. L. & S. F. gnl. 6s	109	
20 G., H. & S. A. 1st, G. div.	98¾		7 St. P. 1st, L. c. d.	124¾	
2 Harlem 1st, e	125¾		1 St. P. con.	132¾	
2 Hock. Val. 7s	113¾		5 St. P. C. & S. M. 1st	112	
1 Hock. Val. 6s	108¾		1 St. P. 1st, L. & D.	106	
4 Int. & G. N. 2d	60¼		5 St. L. & S. W. 1st, s. f.	60¼	
1 Katawba & M. 4s	26		7 Security C. 6s	97	
20 Kan. & Tex. 4s	33¾		35 Sav. & M. 1st	118	
40 "	80		7 "	118	
5 Kan. & Tex. 2d s.	47¾		6 Seattle L. & E. 1st	90	
2 "	47¾		1 Tex. Pac. 1st 6s	104¾	
2 Laclede Gas 1st	84¾		2 "	104¾	
5 "	84¾		1 Tex. Pac. 2d in	34¾	
6 Lake Shore D. R. 1st	111¾		2 "	34¾	
1 L. N. & A. Ch. gnl.	77		2 Tol., P. & W. 1st	81¾	
4 L. N. & A. Ch. cn.	102¾		5 Tyrre H. R. 1st	104¾	
15 "	102		1 " con. St. L. & K. C.	70	
10 L. V. of N. Y. 1st	104¾		2 "	70	
5 Mex. Nat. 2d inc. cs. A.	40		4 U. P. Leas. C. T. 7s	104¾	
5 Mex. Nat. 2d inc. cs. B.	16		1 Union Pac. 1st	109¾	
10 "	16¼		1 Union Pac. 4th	87¾	
2 Min. & St. L. R.	106		1 Union Pac. 2d	109	
7 "	107¾		10 Union El. 1st	112	
2 Mor. & E. 7s, 1900	115¾		8 Wabash 1st	116¾	
2 Mob. Pac. 3d	34¾		1 Wabash 2d	91	
1 Nor. Pac. 2d, c	112		42 "	84¾	
28 Nor. Pac. cn. 5s	72		25 West Shore 4s	103¾	
5 "	72¾		4 "	103¾	
1 "	72¾		4 "	103¾	
1 Norf. & W. gnl.	124		1 W. N. Y. & Pa. 1st	104¾	
10 N. Y. & S. 1st r. 5s	106¾		1 W. N. Y. & Pa. 2d	39¾	
6 N. Y. & S. 2d	86		5 "	39¾	

Total sales of railway bonds (par value), $1,372,000.

RAILROAD AND OTHER SHARES.

Sales.		Open.	High.	Low.	Closing.
	20 Amer. Cable	87	87	87	87
	160 Amer. Tob. pf	114¾	114¾	112¾	114¾
	710 Am. Cot. Oil	40¾	40¾	40	40¾
	467 Am. Cot. Oil pf	84¼	84¼	84	84¼
	4886 Atch., T. & S. F.	50¾	50¾	50¼	50¾
	200 Balt. & Ohio	94¾	94¾	94¾	94¾
	150 Can. Southern	57¾	57¾	57¾	57¾
	779 Ches. & Ohio	22¾	22¾	22¼	22¾
	7 C. A. G. 1st pf	61	61	61	61
	2224 Chicago Gas	73¾	75	72¾	74¾
	1 C., C., C. & St. L.	97¾	97¾	97¾	97¾
	1463 Chic. & N. W.	110	110¾	109¾	110
	2900 C., B. & Q.	103¾	103¾	102¾	103
	100 C., M. & St. P.	95¾	95¾	95¾	95¾
	10 C., M. & St. P. pf	124¾	124¾	124¾	124¾
	2236 C., R. I. & Pac.	83¾	83¾	82¾	83
	1000 Col. Coal & I.	19¾	19¾	19	19
	50 Am. Dist. N. Y.	104	104	104	104
	2365 Colorado Coal	40¾	41¾	40¾	41¾
	100 Col. Hock. Val.	20	20	20	20
	1400 D., L. & W.	137¾	138¾	137¾	138¾
	30 Columbus	118	118	118	118¾
	500 Del. & Hudson	134	134	133¾	134
	850 Del., L. & W.	155¾	156¾	155¾	156¾
	100 Den. & R. G. pf	53¾	53¾	53¾	53¾
	100 Distilling & C. F.	61¾	61¾	61¾	61¾
	470 Edison E. I.	105¾	105¾	105¾	107
	160 Gen. Elec.	116¾	116¾	115¾	116
	585 Illinois Central	100	100	99	100
	1000 Lake Shore	131	131	130¾	131
	1100 L. E. & Western	27	27	26¾	26¾
	503 L. S. & M. S.	78	78¾	77¾	78¾
	1000 Lake Shore scrip	77¾	77¾	77¾	77¾
	467 Laclede Gas	23¾	24	23¾	23¾
	100 Laclede Gas pf.	66	66	66	66
	1350 Louis. & Nash.	53¾	54¾	53¾	54¾
	910 Louis., N. A. & C.	45¾	46	45¾	46
	200 L. E. & St. L. pf.	55	55	55	55
	400 Manhattan Con.	103¾	104	103¾	104
	10 Maryland Coal	24	24	24	24
	100 Mexican Cent.	15	15	15	15
	2 Mich. Central	109	109	109	109¾
	25 Minn. & St. L.	43	43	43	43
	7350 Missouri Pacific	62¾	62¾	61¾	61¾
	100 N. Starch 1st c.	102	102	102	102
	400 Nat. Starch 2d	105	105	105	105¾
	100 Dentum A. I.	104¾	104¾	104¾	104¾
	800 N. J. Central	128¾	129¾	128¾	129¾
	700 N. Y. Central	110	110	109¾	110
	500 N. Y. & New Eng.	39¾	39¾	39	39¾
	168 Natl. Cordage	134	134	133¾	134
	200 Natl. Cord. pf.	117	117	117	117
	760 North Am.	12¾	12¾	12¾	12¾
	100 N. Y. & A. S. Eng.	43¾	43¾	43¾	43¾
	100 N. Y., C. & St. L.	16	16	16	16¾
	100 N. Y. Lake Erie	26	26	26	26
	100 N. Y. & H.	200	200	200	200
	800 N. Y., L. E. & W.	26¾	26¾	26¾	26¾
	700 N. Y., L. E. & W. p.	62	62	61	62¾
	2165 N. Y., S. & W.	18¾	19	18¾	18¾
	2010 N. Y., S. & W. pf.	40¾	40¾	40¾	40¾
	100 Norf. & West.	109	109	109	109
	100 Norf. & W. pf.	50¾	50¾	50¾	50
	1020 Nor. Pac. pf.	40¾	40¾	40¾	40¾
	1615 Ontario & West.	19¾	19¾	19¾	19¾
	50 Oregon S. L.	23¾	23¾	23¾	23¾
	100 Pacific Mail	44¾	44¾	44¾	44¾
	1715 P., D. & E.	16¾	16¾	15¾	16¾
	11500 Phil. & Read.	58¾	59¾	58¾	58¾
	100 Pullman P. C.	162	162	162	162
	68 Pull. Pal. Car	198¾	198¾	198¾	198
	100 P., C., C. & St. L. p.	61¾	61¾	60¾	62
	850 Rich. & W. P.	19¾	19¾	19¾	19¾
	138 R. W. & O.	112¾	112¾	112¾	112¾
	100 St. L. & S. W. pf.	15	15	14¾	14¾
	400 St. P. & Duluth	44¾	44¾	43¾	44
	500 St. P. & Omaha	62¾	62¾	62¾	62¾
	400 Southern Pac.	30¾	30¾	29¾	29¾
	350 Tenn. C. & I.	28	28¾	28	28¾
	350 Tenn. C. & I. p.	100	100	100	100
	100 Tol. & O. C.	65	65	64	64
	610 Texas Pacific	11	11¾	11	11¾
	2290 Union Pacific	40¾	40¾	40	40¾
	100 U. Pac. D. & G.	14¾	14¾	14¾	14¾
	64 U. S. Express	60	60	60	60
	483 W. St. L. & P.	12¾	12¾	12	12¾
	2100 W., St. L. & P. p.	32¾	32¾	32¾	32¾
	8493 West. Un. Tel.	83¾	83¾	83¾	83¾
	1600 Wh. L. E. & Pitts.	24	24	23¾	24
	145 Wh. L. E. p.	64¾	64¾	64¾	64¾

Total sales of Stocks were 389,700 shares.

UNLISTED DEPARTMENT TRANSACTIONS.

Sales.		Open.	High.	Low.	Close.
	1647 Amer. Sugar Ref.	111¾	111¾	110¾	110¾
	500 Amer. Sugar Ref. p.	102¾	102¾	102¾	102¾
	200 Am. Tobacco	127¾	127¾	127¾	127¾
	14601 Nat. Lead	26	26¾	26	26¾
	540 Natl. Lead pf	99	99¾	99¾	99¾
	500 Dul., S. S. & Atl.	15	15	15	15
	100 Lehigh & W. Coal	24	24	24	24
	100 N. Y. Air Brake	73	73	73	73
	100 Horn Silver	3.00	3.00	3.00	3.00

PHILADELPHIA CLOSING QUOTATIONS.

	Bid.	Asked.		Bid.	Asked.
Lehigh Nal.	57	57¼	Phila. & Erie	32	—
L. C. & Nav.	50¼	—	Nor. Traction	131	132
Penna. R. R.	55¾	55¾			

LATEST LONDON QUOTATIONS.

Atchison	40¼	Norfolk & West. pf	40¾
Canadian Pacific	88¾	Northern Pacific pf	52¾
Erie Common	17	Ontario & West.	16¾
Erie 2d consols	103¾	Pennsylvania	57¾
Illinois Central	102¾	Reading	30¾
Kansas & Texas	15¾	St. Paul	85¾
Lake Shore	130¾	Union Pacific	40¾
Lou. & Nashville	75¾	Wabash pf	27¾
N. Y. Central	111		

THURSDAY, Oct. 27.

Speculation on the Stock Exchange was largely influenced to-day by the change in the status of New York and New England stock. The street is rapidly coming to the conclusion that the alliance which has been formed between those who control the Reading and the Boston and Maine companies will not immediately transform New York and New England common from a highly speculative stock to a dividend-paying security; and it is now plain to every one that further attempts to work the stock in the market on the basis of a mysterious deal must prove futile. As these ideas were absorbed by the speculative community, it proceeded to liquidate its holdings of New England, and in consequence the final price was 1 ⅞ cent. lower than that of yesterday, while the dealings in it fell off 25 ⅞ cent.

The statement made by officials of the Reading Company that the control of the New England Company has been secured by them and their associates means, if anything, that that interest has no occasion to acquire more of the stock. And as it is further stated that the purchasers of the stock have paid for it, it is a fair inference that they will not feel compelled to come in the market to support the stock in the event of an attack upon it, as might be the case if they were carrying the control of the company on margin in brokers' offices. Another point that those interested in the so-called New England deal have made plain in their recent published interviews regarding it is that the Philadelphia and Reading Railroad Company is not to assume any obligations in connection with this extension of its system in the Eastern States. Nor is the Boston and Maine Railroad Company to give the holders of New York and New England securities any guaranties.

The stock of the last-named corporation has, according to these statements, been bought because it is believed that the interchange of traffic between the three roads that are to be brought together will eventually give a substantial value to the common stock of the New England Company. While the correctness of that view is being demonstrated, New England stock is likely to be traded in upon its merits rather than upon mystery, as heretofore. Wall street should be thankful that this is so, since it has never gained anything by the erratic fluctuations and unscrupulous manipulations of the stock.

Yesterday's activity in Reading was maintained, and the stock was comparatively firm throughout, yet within narrow fluctuations. The character of the market for it was in part established by the modifications made in the complaints filed in the suits against the Reading and other anthracite coal-carrying companies brought by the State of New Jersey. With the view of depriving the railroad companies of grounds for transferring the suits against them from the State to the Federal courts, the Attorney-General of New Jersey has stricken from his complaints various allegations, which, in the opinion of friends of the Reading and allied companies, materially weakens the case of the prosecution. The decision of the sales agents of the anthracite companies not to advance prices for November, but to restrict the output for that month to three and a half million tons, was also regarded as favorable to the anthracite coal properties.

A decline of 3 ⅞ cent. in the price of Distilling and Cattle Feeding during the last half of the day was perhaps as interesting a feature of the trading as any. The professional element apparently suspected that liquidation in this stock was impending, for a decisive raid from that quarter uncovered a large number of stop orders and caused other selling for long account. It was currently reported that the selling in Distilling, as well as in some other stocks, was precipitated by the enforced liquidation of the account of a comparatively new plunger in the market.

Other stocks that made notable contributions to the fairly large total transactions were St. Paul, Chicago Gas, Sugar Refining, National Lead, and C., B. and Quincy. Of the few stocks that were superior to the almost general reactionary tendency, National Lead, Colorado Coal, and Union Pacific were the most conspicuous. Officers of the Colorado Fuel and Iron Company, into which the Colorado Coal Company has been merged, who have recently returned from Colorado, state that an important result of the consolidation is the establishment of more amicable relations between their enterprises and the railroad companies than have heretofore been enjoyed, and in consequence they expect to be able to make a wider and more economical distribution of the products of the mines and mills of the consolidated company.

The indications are that the decline in prices the last two days has shaken many weak and timid speculators out of their stocks, and at the same time a new bull interest, moderate in extent, has been created. These circumstances are regarded with favor by the bulls. On the other hand, it is to be noted that confidence has been shaken somewhat, particularly by the course of New England and Distilling and Cattle Feeding, and that the retrograde movement has attained considerable force. A flurry in money within the next few days is not improbable, owing to the large amounts that will have to be called in to meet the interest disbursements due Nov. 1. The closing was heavy, at about the lowest prices.

Final sales compare with those of yesterday as follows:

	Oct. 26.	Oct. 27.		Oct. 26.	Oc. 27.
Atch. T. & S. F.	50¾	50¾	North Am. Co.	12¾	12¾
Amer. Cot. Oil	40¾	40¾	Northw. cons.	116	115¾
Can. Southern	57¾	57¾	North. Pac. pf.	56¾	56¾
C., C., C. & St. L.	69¾	69¾	N. Y. Central	110¾	110
Ches. & Ohio	22¾	22¾	N. Y. & E.	40¾	44¾
Chicago Gas	74¾	75	Omaha com.	52¾	52¾
Chicago Gas pf.	41	41	Ontario & W.	19¾	19¾
Chicago Rock Is.	95¾	95¾	Pacific Mail	32	32
Del., L. & West.	156¾	156¾	Penna. R. R.	55¾	55¾
Den. & Hud.	134	134	Rich. & W. P.	19¾	19¾
Den. & R. G.	52	53¾	Reading	58¾	58¾
East. A. & C.	70¾	70¾	St. Paul com.	85¾	86
Erie	27¾	27¾	Texas Pacific	11¾	11¾
Hock. Valley	30	30	Tenn. C., I. & R.	27¾	28¾
Iowa Central	19¾	19¾	Union Pacific	40	40¾
Lake Shore	130	130	Un. P., D. & G.	14	14¾
Lake E. & W.	27	27	Wab. & P. com.	12	12
Laclede Gas	24	24	Wab. & P. pf.	27	27
Mich. Cent.	108¾	108¾	West. U. Tel.	84¾	84¾
Missouri Pac.	62¾	61¾	Wheel. & L. E.	24	24
Natl. Cordage	134	133¾	Wh. & L. E. pf.	64	64¾
Natl. Cord. pf.	116	117			

Government bonds steady at unchanged quotations. Railway bonds firm. The features were Kansas and Texas 2ds, Louisville, New Albany and Chicago consols, Chicago Gas-light 1sts, Northern Pacific consol 5s, Wabash 2ds, Western New York and Pennsylvania 2ds, and Reading issues. The more important net advances were in Chicago Gaslight Company 1sts, ¾ ⅞ cent., to 99¼; Northern Pacific consol 5s, ⅛ to 73; Reading 2d preference incomes, ¾ to 70¼; 3d preference incomes, ¼ to 35, and deferred incomes, ¼ to 18¾; Wabash 2ds, ¼ to 81¼, and Western New York and Pennsylvania 2ds, ½ ⅞ cent., to 33¾. The noteworthy declines were in Kansas and Texas 2ds, ¾ ⅞ cent., to 46¾, and Louisville, New Albany and Chicago consols, 1½ ⅞ cent., to 103.

In bank stocks 50 shares of Merchants' sold at 140¼.

Silver bullion certificates for 150,000 ounces sold at 85¾. Bar silver in London, 39 1-16d.

Money on call 5@6 ⅞ cent. Time money, 6 ⅞ cent. for all periods on good mixed Stock Exchange securities. Commercial paper quiet. Prime endorsed and first class paper quoted at 5@6 ⅞ cent., and all other grades at 6 ⅞ cent. and upward.

There was a slightly better demand for foreign exchange to-day, and the market was fairly steady without any material change in rates. Posted asking rates for sterling, $4.84 @$4.84½, for long; $4.86½@$4.87 for demand. Actual rates are: Long bills, $4.82¼ @$4.83½; sight drafts, $4.85¼@$4.86, and cable transfers, $4.86¼. Francs are quoted at 5.21¼@5.20⅞ for long and 5.18¾@5.18¼ for sight; reichsmarks, 94¼@94⅞ for long and 95¼@95⅞ for short; guilders, 40@40 1-16 for long and 40 3-16@40¼ for short.

Domestic exchange on New York: Boston—10@17 cents discount for cash. Charleston—Buying, ⅛ discount; selling, par to 1-16 discount. Savannah—Buying at ¼ discount; selling, ⅛ discount to par. New Orleans—Bank, par; commercial, 100 discount. San Francisco—Sight, 15 cents; telegraphic, 20. St. Louis—25 cents discount. Chicago—Par.

The total amount of anthracite coal sent to market for the week ending Oct. 22 was 896,534 tons, a decrease of 132,128 tons as compared with the corresponding week of last year. The total amount of anthracite mined thus far this year is 33,403,382 tons, an increase of 1,788,857 tons as compared with the corresponding period of last year.

The American District Telegraph Company has declared a quarterly dividend of 1 ⅞ cent., payable Nov. 21.

The comparative statement of all the lines of the Pennsylvania Railroad east of Pittsburgh and Erie for September shows:

	1892.	1891.	Changes.
Gross earnings	$6,008,024	$6,069,577	Dec. $61,553
Op. expenses	4,055,929	3,956,781	Inc. 99,148
Net earnings	$2,052,095	$2,246,556	Dec. $160,561
NINE MONTHS ENDING SEPT. 30.			
	1892.	1891.	Changes.
Gr. earnings	$52,208,734	$49,527,121	Inc. $1,681,610
Op. expenses	36,609,161	33,684,099	Inc. 2,924,062
Net earnings	$15,599,572	$15,843,022	Dec. $243,452

All lines west of Pittsburgh and Erie for September, as compared with the same month in 1891, show an increase in gross earnings of $158,572, and a decrease in net of $55,055. For the nine months ending Sept. 30 the gross earnings show an increase of $2,676,613, and net earnings, a decrease of $202,256.

The Lake Shore Railroad reports gross earnings for September of $189,708, an increase of $8,316 as compared with the same month of last year, and net $71,795, an increase of $26,128.

The St. Louis and Memphis Railroad reports gross earnings for September of $480,000, an increase of $6,005 as compared with the same month of last year, and net $113,992, a decrease of $37,478.

Treasury balances compare with those of yesterday as follows:

	Oct. 26.	Oct. 27.
Gold coin and bullion	$128,765,739	$128,597,848
Silver coin and bullion	2,071,093	2,068,813
Legal tenders, including Treasury notes	5,849,315	5,592,946
Totals	$132,686,147	$136,259,607
Deposits in national banks	$11,618,153	$11,195,947

Deposits in national banks, $11,618,153 against $11,195,947, yesterday. In addition to the foregoing the Treasury reports silver bullion purchased under the act of July 14, 1890, $115,886,162, and Treasury notes issued against the same, $115,077,280, of which $112,849,360 are outstanding.

Money in London, 2@1 ⅞ cent. Rate of discount in the open market, for both short and three months' bills, 2¼ ⅞ cent. The Bank of England's minimum rate of discount unchanged at 3 ⅞ cent. Amount of bullion withdrawn from the Bank of England on balance to-day, £287,000. The proportion of its reserves to its liabilities is 41.34 ⅞ cent., against 40.69 last week and 38.52 ⅞ cent. last year. Bullion in the Bank of England decreased last week £2,558,000, and reserve decreased £28,000. Paris advices quote 3 ⅞ cents at 80 francs 20 centimes, and exchange on London at 25 francs 15 centimes. The weekly statement of the Bank of France shows an increase of 1,200,000 francs gold, and a decrease of 2,825,000 francs silver.

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

Sales.		Opening.	Highest.	Lowest.	Closing.
1100	Brunswick	12	12	12	12
300	Chrysolite	16	16	15	15
1200	Comstock T. Co.	11	12	11	12
100	El Cristo	35	35	35	35
100	La Cruse	4	4	4	4
100	Leadville	19	19	19	19
100	Robinson	35	35	35	35

The total sales were 3,000 shares.

Electric Stock Quotations.

BOSTON, Oct. 27.—The closing quotations of electric stocks to-day were:

	Bid.	Asked.
Thomson-Houston Trust (series C)	8¾	9¼
Thomson-Hous. Europ. Electric Weld	19	—
Fort Wayne Electric Co	12½	13¾
Westinghouse Electric Co	30	30¼
Detroit Electric Co	5	—

A Surplus of Wheat in the Market.

The New York Central Railroad sent notice to the Produce Exchange yesterday that it has 210,000 bushels of wheat standing in its cars for which there is no room in the elevators. The owners of the wheat are notified that unless they took care of it and released the cars promptly the wheat would be "put afloat," which means that it would be transferred by the company on floats on the river. This will mean an expense to the owners of a quarter to half a cent a bushel a day. If the wheat is not put afloat the owners must put it in storage, at a cost of three-quarters of a cent a bushel, besides the cost of keeping it. On the strength of this notice wheat dropped seven-eighths. It has dropped 8½ cents in the last two months, from 86 to 77⅞. The trouble is the glut of wheat in the West and very light export business.

New York Markets.

THURSDAY, Oct. 27.—Flour was dull and weak. The receipts were 30,300 bbls., 4c. and the exports 20,040 bbls., 4c. Winter in bbls. No. 2 extra, $2.75@$3.25; fine, $1.80@$2.; superfine, $2.25@$2.65; No. 2 extra, $2.20@$2.30; No. 2 extra, $2.25@$2.60. Corn meal—Sales 3,500 barrels, $3.60@$4; patents, $4@$4.25; Michigan straights, $3.60@$3.75; city brands, $4.20@$4.25; patents, $4.40@$4.60; Brandywine, $3.25@$3.50; corn meal, western, $2.30@$3.10; brandywine, $3.15.

Grain—Wheat, declined ⅞c. owing to weak cables, liberal receipts, increasing crop estimates, and long selling. The spot sales were 200,000 bush., including 120,000 bush. for export, including 100,000 bush. December and 20,000 bush. January. The seaboard clearances were 385,000 bush. There were the receipts in Chicago, 424,849 bush., Minneapolis, 144,000, Duluth, 45,000, Toledo, 2,000, Detroit, 10,000, New York, 282,000, Baltimore, 31,000, Philadelphia, 18,000, Boston, 46,000. Grand total, 1,303,000 bush., against 2,000,000 bush. last year. Total thus far this week, 6,200,000 bush., against 22,000,000 bush. last week. The details of to-day's business were as follows:

	Opening.	Highest.	Lowest.	Closing.
October	77@77½	77@77½	76¾	76¾
November	77⅞	78	77⅞	77⅞
December	77⅞@78	78	77⅞	77⅞
January	78¼@78⅜	78⅜	78	78
February	78⅞@79	79	78⅞	78⅞
March	80@80⅛	80⅛	79⅞	80
April	80⅞@81	81	80⅞	81
May	82⅞@83	83	82⅞	83

Oats opened firm, but closed rather weak. The spot sales were 160,000 bush. No. 2 white at 30@30½c., and 30,000 bush. No. 2 white at 30c., rejected do at 29c., delivered. No. 2 mixed at 30@30½c. No. 3 do at 29½c., regular, and 29½@29¾c. for mixed. No. 2 white, and 34@35c. for mixed. Future sales 1,285,000 bush., as follows:

	Opening.	Highest.	Lowest.	Closing.
October	29½	29½	29¼	29¼
November	29⅞	29⅞	29¾	29¾
December	29⅞	29⅞	29¾	29¾
May	32⅞	32⅞	32⅞	32⅞
Oats.				
November	27¾	27¾	27¾	27¾
December	27¾	27¾	27¾	27¾
May	30⅞	30⅞	30⅞	30⅞

These were the Chicago prices:

	Opening.	Highest.	Lowest.	Closing.
Wheat.				
December	77¼	77¼	76¾	76¾
May	79⅞	79⅞	79⅞	79⅞
Corn.				
December	47¼	47¼	47¼	47¼
December	41¼	41¼	41¼	41¼
May	43¼	43¼	43¼	43¼
Oats.				
November	29⅞	29⅞	29⅞	29⅞
December	31	31	30⅞	30⅞
May	34¼	34¼	34¼	34¼

Groceries—Coffee futures were 15 to 25 points higher, with sales of 52,000 bags, including 10,000 bags for October, 10,000 for November, 15,000 for December, 15,000 for January, 2,000 for February, 15,250 for March, 15,250 for April, 14,950 for May, 14,900 for June, 14,750 for July, 14,750 for August, 14,750 for September, 14,750 for October, 14,750 for November, 14,750 for December, 14,750 for January, 14,750 for February, 14,750 for March, 14,750 for April, 14,750 for May, 14,750