Dress Goods.

High Class Novelties

of this season's importation.
(Prices reduced.)

French, English and Scotch Suitings at

75 cts and $1.00.

Paris Robe Dresses,

$9.75.

All wool Henrietta Cloth, 46 inches wide, (new fall shades,)

65 cts.

Lord & Taylor

Broadway & 20th St.

HICKEY'S SKULL WAS THIN.

Somebody Struck Him, Probably With a Club, and the Blow Killed Him.

James D. Hickey, a laborer, 35 years old, was taken from his home at 77 Oliver street to the Chambers Street Hospital at 4 o'clock yesterday morning. His skull was fractured and he died at 7¼ o'clock without having regained consciousness.

Policeman Kehoe of the Oak street station says that about 1 o'clock yesterday morning he was standing near the corner of Oliver and Oak streets, when he saw a car stop suddenly. He ran into the street and found Hickey lying near the track. Hickey said he had been stabbed and clubbed by one of a party of six Italians who had been talking on the corner. Hickey thought they had gone into 69 Oliver street. The policeman ran into 69, but could not find any one there. Hickey did not seem to be very badly injured, and was able to walk home.

Mrs. Hickey said yesterday that when her husband got home he told her that while he was on his way to the American News Company's office to look for work he saw six Italians trying to hold up a man, evidently a Swede. He was going to the man's assistance when he received a blow on the side of the head. Hickey thought the blow was struck by a sandbag. When Hickey was able to look around he saw the Italians running away. The Swede had disappeared. Hickey went to bed as soon as he got home and soon became unconscious.

The police were unable to make any arrests. They believe Hickey's story to have been true. Deputy Coroner O'Hare performed an autopsy. He found that the blow which caused the man's death had completely shattered the temporal bone. The injury could have been received by a fall. Dr. O'Hare said that Hickey's skull was the thinnest he had ever seen. The bone which had been broken by the blow was scarcely thicker than a piece of paper. Hickey had the reputation of being a sober man. He leaves a wife and three children.

Business Troubles.

The schedules of Canda & Kane, wholesale dealers in building material, show: Firm liabilities, $401,381; individual debts of John P. Kane, $10,156; individual debts of John M. Canda, $800; nominal assets, $963,672; actual assets, $768,048, from which deduct mortgages and hypothecated property, $590,478; net actual assets, $168,570.

The Sheriff yesterday took charge of the place of business of Mayer & Fortman, neckwear manufacturers at 397 Broadway, on an attachment for $1,500 in favor of Matthews, Blum & Vaughan, which was granted on the ground of non-residence.

Deputy Sheriff Mulvaney has received two attachments against Thomas Calhoun, dealer in shoes at 221 Third avenue, obtained by Hastings & Gleason for George Silver, $1,332, and William Neely, $935.

The Sheriff has closed up the store of Rosalie Hirshfield, dealer in millinery at 2,212 Third avenue, on executions for $1,481.

Suicide of a French Cook.

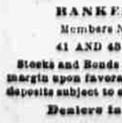
Joseph Arnoux, a Frenchman, 28 years old, who lived at 36 Clinton place, committed suicide in Central Park early yesterday morning by shooting himself through the head. A letter in his pocket addressed to Mr. Canfield, 103 West Thirty-sixth street, and dated Oct. 30, said:

Dear Friend: I kill myself because this life is too hard for me. I have too much trouble. Pardon me. I tell you good-by. I go to the other land, where I expect to have better luck. Your friend,

JOSEPH ARNOUX, 36 Clinton place, top floor.

There was also a letter written by Arnoux's mother and sister from Marseilles telling Arnoux to cheer up, for better luck would come to him.

Arnoux was formerly employed as chef at the Engineers' Club, 10 West Twenty-ninth street.



Woodbury's Facial Soap

For the Skin, Scalp and Complexion. The result of 20 Years' practical experience in treating the skin. For sale everywhere, or sent by mail, 3 cakes for $1.00. A book on dermatology and beauty with each cake, treating on Skin, Scalp, Nervous and Blood Diseases, Birth Marks, Moles, Warts, Pimples, Freckles, Superfluous Hair, and all Skin Blemishes, Facial Development, Etc.

JOHN H. WOODBURY, Dermatologist, 125 W. 42nd St., N.Y. Consultation free.

Savings Banks.

INTEREST ALLOWED

From NOVEMBER 1 on deposits made not later than NOVEMBER 3, and remaining in bank on JANUARY 1, 1894, by the

EXCELSIOR SAVINGS BANK,
COR. 23D ST. AND 6TH AV.

Elections and Meetings.

MANHATTAN RAILWAY COMPANY.

NEW YORK, Oct. 4, 1893.

The annual meeting of the shareholders of the Manhattan Railway Company will be held at the company's office in New York city, No. 71 Broadway, on the second Wednesday of November next (being the 8th day of said month), at 12 o'clock noon.

A Board of Directors for the ensuing year is to be elected and three Inspectors of Election.

The directors thus elected will be ex-officio directors also of the Metropolitan Elevated Railway Company for the same term.

The transfer books will be closed on Saturday, Oct. 7, at 12 o'clock noon, and reopened on Thursday, Nov. 9, at 10 o'clock A. M.

D. W. MCWILLIAMS, Secretary.

D. G. YUENGLING, JR., BREWING COMPANY, No. 128th st. and Amsterdam av., New York, Oct. 31, 1893.—The annual election for seven trustees of this company will be held at the brewery, 128th st. and Amsterdam av., on Monday, Nov. 13, between the hours of 4 P. M. and 5 P. M.

The transfer books will remain closed from Nov. 1 to Nov. 14.

By order of the Board of Trustees.

JOHN STEGATON, Secretary.

Bankers' Cards.

REDMOND, KERR & CO.,

BANKERS AND BROKERS,
Members New York Stock Exchange,
41 AND 43 WALL ST., NEW YORK.

Stocks and Bonds bought and sold for cash or upon margin upon favorable terms. Interest allowed upon deposits subject to sight check. Private wire to Boston.

Dealers in Investment Securities.

FINANCIAL AND COMMERCIAL.

New York Stock Exchange—Sales Oct. 31.

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

10 Va. 6, debt 2-3s of 1991	52⅝	25 S. Car. 6s, N. P.	2

CLOSING PRICES OF UNITED STATES BONDS.

	Bid.	Asked.		Bid.	Asked.
U. S. 2s, r	96	—	U. S. 6s, 1896	104	—
U. S. 4s, r	111	112	U. S. 6s, 1897	106	—
U. S. 4s, c	111	112	U. S. 6s, 1898	109	—
U. S. 5s, 1895	102	—	U. S. 6s, 1899	111	—

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

5 Atchison 4s	73⅞		10 N. J. C. gnl. 5s, r	107⅞	
3	73⅞		1 N. Y. C. deb. 5s	106	
5 Atchison 2d s. A	40		1 N. Y. El. 1st	112	
5	40¼		3 N. Y., Ch. & St. L. 4s	95	
6	40		4 N. Y., O. & W. r. 4s	83½	
9 Am. Dk. & Imp. 5s	107½		6	82½	
28 Am. Cot. 6s	112¾		1 N. Y., O. & W. cn. 5s	106	
3 Bur., C. R. & N. 1st	104		1 Ohio So. gnl	50	
3	103¾		25 Ore. S. L. 6s	83½	
10 Beech Creek 1st	97½		1 Ore. S. L., un. cn.	40	
8 Ch. & O. cn. 5s	105⅝		1 Oregon Imp. 5s	40½	
5	105⅝		10 Peo., D. & E. 2d	40	
2 Chi. & O. 6s, 1911	114		5	41	
4 Chi. & O. gnl. 4½s	74		7 Peo. & Eastern 1st	69½	
5	74⅛		10 Penna. 4½s	106	
1	74		1 Pitts. & West. 1st	80⅞	
2 Chi. & O. R. & A. Inten. 2 4s	81		5 Ill. & W. P. T. 5s	24½	
6	81½		10	24⅝	
8 C., B. & Q. cnv	100⅛		5	23½	
3 C., B. & Q. 7s	119		5 Rc. W. & O. ex. 5s	110½	
6 Cin., D. & I. 1st 5s	94		25 Rock Isl. ex. 5s	98	
6 Can. So. 1st	106½		30	98½	
2	106½		5 Rock Isl. deb. 5s	92½	
3	106½		5 Read. gnl. 4s	30½	
1 Can. So. 2d	98½		10	30¼	
8 Cht. & Nor. P. 1st	43½		15	30	
6	43		20 Read. 1st pf. inc.	85	
10 Ch. & E. Ill. gnl. 5s	99		1	84¾	
4 Col. Coal 6s	92		15	85¼	
10 Ch., St. L. & N. O. 5s	113¾		5 Reading 2d pf. in.	24½	
3 Chic. Gas L. & C. Co. 1st	84½		25	24½	
4 Det. M. & M. 4s	23		10	24½	
4 Detroit Gas 6s	45		20	24	
4 Erie 4th ex	103		5	23⅞	
25 Erie cn. 5s	6½		5	23¾	
10	67		19	23¾	
10 s. 60	65¾		5 Reading 3d pf. in.	18½	
40 s. 60	66		5	18¾	
10 s. 60	65⅝		10	18⅝	
10	67¼		10	18⅝	
9 E. Tenn. 5s	80		15 Reading def. in.	5	
9 Edison E. I. 1st	104½		3 Rio G. W. 1st	68½	
1 Equit. G. & F. 1st	92½		4	67⅝	
1 Flint & P. M. 1st	116		5 St. P. & Ma. 1st, M. C. 5s	95	
1 Flint & P. M. P. R. 1st	96		1 St. P. & Ma. M. C. 6s	110	
7 Gen. Elec. deb. 5s	70½		9 St. L. & S. W. 1st	58½	
10 Hock. Val. 5s	89		3 St. L. & S. W. 2d	18⅝	
6 Kings Co. El. 1st	85		2	19	
4 Kan. Pac. con.	75		17 San A. & A. P. 1st 4s	58	
3 Kan. & Tex. 4s	26¼		20	68½	
8	70½		1 Seattle L. S. & E. T. R	53	
2 Kan. & Tex. 2s	44		5 Tex. Pac. 1st 5s	75	
1 Laclede Gas 1st	83		1	74	
1 L. E. & W. 2ds	98		13 Tex. Pac. 2d in	20½	
20 Long Dock 6s	121		2	20⅝	
1 Lake Shore 2d	123¾		13	19½	
5 L., N. A. & Ch. cn.	98		2	19⅝	
3	98½		1	19	
2	98		2 Terre H. 2d in	10	
2 L., N. A. & Ch. gnl.	71½		10 Tol., St. L. & K. C. 1st	62	
4	71⅝		7	63	
2	70½		1 Union Pac., '97s	102½	
4	70½		8 Union Pac., '98s	104¾	
2	70½		5	104	
8	70½		11 Union Pac., '99s	104¾	
8	70½		8 Union El. 1st	107	
1	70½		1	107½	
2	70½		2 U. P., D. & G. 1st	45½	
2	70½		6	45¾	
4	71		6 Wabash 1st	104¾	
1 Met. El. 1st	117½		5	104	
1	118		3	104¼	
5 Mob. & O. gnl.	55½		6 Wabash 2d	75¾	
5 Mil. & N. 1st, 1913	111¼		7	76	
15 Nor. Pac. cn. 5s	85¼		5	74¾	
5	85¼		5 West. Un. col. 5s	102	
2	84½		8	102⅛	
5	84¾		9	102	
23	85		1 West Shore 4s	105	
2 N. J. Midland	113		25 W. Shore 4s, reg	101½	
15 N. J. C. gnl. 5s	106¾		5 W. N. Y. & Pa. 2d	28¾	
4	106¾				

Total sales of railway bonds (par value), $1,156,000.

RAILROAD AND OTHER SHARES.

Sales.		Opening.	Highest.	Lowest.	Closing. Bid.	Closing. Asked.
5	Adams Ex	144¾	144¾	144¾	143	148
150	Amer. Tel. pf.	100	100	98	102	
51	Amer. ex.	115	115	112	117	
1120	Am. Cot. Oil	38¼	38¼	37	37½	38
344	Am. Cot. Oil pf.	76½	76½	75¾	77	
17545	Atch., T. & S. Fe	21⅝	21⅞	20⅝	20⅝	20¾
100	Atlantic & Pac.	2½	2½	2½	2	3
500	Balt. & O.	74¾	74	74¾	75½	
811	Canada So.	51¼	51¼	51	51	51¼
6745	Ches. & Ohio	19⅝	19⅞	18¾	19⅝	19⅞
100	Chic. & E. I.	58	58	58	57½	58½
46800	Chicago Gas	68¾	68¾	63¾	64¾	65
100	Col. Coal & Iron	1.25	1.25	—	—	—
1.25	C., C., C. & St. L.	50½	50½	35¾	35¾	36⅝
640	Chic. & N. W.	106½	106⅝	104	104½	104⅞
43105	C., R. & Q.	85	85¾	82½	82¾	83⅛
22700	C., M. & St. P.	66¾	66¾	64¾	64¾	64¾
16105	C., R. I. & Pac.	70½	70⅝	68¼	68⅝	68⅞
240	Col. Fuel	25	25	24¼	24	26
100	Col. Coal & Dev.	13½	13½	12½	13	13½
510	C., H. V. & Tol.	22⅝	22⅝	22¼	22¼	23
100	Col. & H. Coal	9½	9½	9½	9	9½
950	Consol. Gas	134¾	134¾	133	134	135
811	Del. & Hudson	126¾	130¼	128¾	129¼	130¼
1800	D., L. & W.	168¾	170	168¾	168½	169¼
400	Den. & R. G. pf.	28	28¼	27¾	27	28
27285	Distill'g & C. F.	34¾	34¾	31½	32	32¼
100	E., T., V. & G.	8	8	8	8	8
6	Edison E. I.	100	100	100	100	102
350	Evans. & T. H.	80	80	80	75	85
5420	Fort. Fuel	46	49	46¼	47½	47¾
480	Illinois Cen.	95	95	93¾	93	94
300	Iowa Central	8⅝	8⅝	8	8	8⅝
225	Iowa Cent. pf.	28	28	28	28	29
604	L. & A. Western	17⅝	17⅝	17⅜	17⅜	17¾
100	L. E. & W. pf.	69¾	69¾	69	69	70
640	Lake Shore	127⅞	128	127	128¼	128⅜
500	Laclede Gas	18	18	18	18	18¼
5085	Louis. & Nash.	51	51	49¾	49⅞	50¼
785	Louis. N. A. & C.	11¾	11¾	10⅝	10⅝	11¾
600	Lou. & Cin. pf.	42⅝	43¼	40¼	41	43¼
1750	Man. Con.	133	136	131	132¾	134
451	Mich. Cent.	100⅝	100⅝	99¾	99¾	101¼
710	Minn. & St. L.	18¾	19⅝	18¾	19	19¼
5265	Mo. Pacific	27⅝	27⅝	26⅝	26¾	26⅞
20	Mo., Kan. & T.	13	13	13	12¾	13
400	Mob. & Ala. pf.	93	93	93	92½	95
260	Mob. & Ohio	15⅝	15⅝	15	15	15⅝
40	Morris & Essex	150	150	150	—	—
100	Nat. Starch	11¾	11¾	11¾	11¾	11¾
100	Natl. L. Oil	18	18	18	17	18
200	New Cent. Coal	9⅝	9⅝	9¾	8¾	10
15	N. J. Central	116	116	116	117	117⅝
1810	N. Y. Central	103⅝	103¾	103	103¼	103½
100	N. Y. C. & St. L. pf.	9	9	9	9	10
2270	Nat. Cordage	26¾	26¾	24¾	24¾	25
650	North Amer.	5⅝	5⅝	5⅝	5⅝	5¾
18080	N. Y. & N. Eng.	54	54	52¾	53	53¼
15	N. Y. & N. H.	197½	197½	197½	195	
815	N. Y., C. & St. L.	17¼	17¼	17	17¼	17¾
300	N. Y., C. & St. L. 1st pf.	65	65	65	64¾	66
725	N. Y., L. E. & W.	14¼	14¼	14	14¼	14⅛
950	N. Y., S. & W.	16	16	15⅝	15¾	16
500	N. Y., S. & W. pf.	48	48	47½	48	48
710	Northern Pac.	7⅝	7⅝	7⅝	7¾	7¾
735	North. Pac. pf.	28	28	27¾	27¾	28⅛
5760	Ontario & West.	17¼	17¼	16¾	16¾	16¾
125	Oregon R. & N.	29	29	27	27	27
3020	Pacific Mail	18	18⅝	18	18	18⅝
25380	Phila. & Read.	22¼	22⅝	19¾	19⅞	20¾
200	Pitt. Pac. Car.	176½	176½	176	176	177
188	P., C. & St. L. pf.	53	53	53	52	54
630	Rich. & W. P.	3¾	3¾	3	3	4¼
50	St. L. & S. W. pf.	9	9	9	9	9¼
5303	St. P. & Omaha	58¾	58¾	57¼	57¼	59
51	St. P. & Om. pf.	112	112	112	110¾	112
600	Southern Pac.	19	19¼	18¾	18¾	19
1900	Tenn. C. & I.	16	16¼	15¾	15¾	16¼
745	Texas Pacific	8	8	8	8¼	8⅛
345	Tol., A. A. & N. M.	9	9	8¼	8¼	9
6970	Union Pacific	19	19	17¼	18	18¼
30	U. S. Express	91	96	91	91	95
470	U. S. Rubber	43¼	43¼	42	42	45
25	U. S. Rubber pf.	88	88	88	88	91
300	Wabash	8	8	8	8	9
1417	Wabash pf.	16⅝	16⅝	16	16	16¼
57	W., Fargo Ex.	125	125¾	125	126	133
72660	West. Un. Tel.	91¼	91¼	87¼	88⅛	89
2610	W. A. E. pf.	16⅝	16⅝	15	15¾	16⅝
*370	Wh. & L. E. pf.	62⅞	63¼	52	50¼	53
100	Wis. Central	6¾	7	6¾	6¾	7

* Ex dividend.

Total sales of stocks were 425,454 shares.

UNLISTED DEPARTMENT TRANSACTIONS.

Sales.		Opening.	High'st.	Low'st.	Closing.
66850	Amer. Sugar Ref.	101⅞	103	99	100
1094	Amer. Sugar Ref. pf.	93	93	91	91
850	American Tobacco	90¼	90¼	89	89⅝
1602	National Lead	28¾	28¾	27¼	27¾
1030	National Lead pf.	78	78	77½	77½
200	Phoenix of Ariz.	40	44	40	44
$3000	Am. Deb. Co g. bds.	92½	92½	92½	92½

BOSTON CLOSING QUOTATIONS.

	Bid.	Asked.		Bid.	Asked.
Bos. & Albany	200	—	West End Land	13¾	14
Bos. & Maine	153¾	155	Bos. & Mont.	24½	25
Cent. Mass.	—	15	Butte & Bos.	8¼	8¾
Fitchburg	82	82½	Calumet & H.	278	—
Mex. Central 4s	50¼	—	A., T. & S. F. 4s	72	—
West'house E.	26½	27	A., T. & S. F. in	50¾	—

PHILADELPHIA CLOSING QUOTATIONS.

	Bid.	Asked.		Bid.	Asked.
Lehigh Valley	40¼	40¾	Phila. & Erie	25	—
L. C. & Nav. Co.	51¾	—	Met. Traction	97	—
Penna. R. R.	51¾	51⅝			

LATEST LONDON QUOTATIONS.

Atchison	21⅝	Norfolk & Western pf.	22¼
Canadian Pacific	74¾	Northern Pacific pf.	27¾
Erie Common	14⅝	Ontario & Western	17⅛
Erie 2d consols	70	Pennsylvania	53
Illinois Central	97¼	Reading	11⅛
Kansas & Texas	15	St. Paul	67⅝
Lake Shore	131⅛	Union Pacific	19¾
Lou. & Nashville	52¼	Wabash pf.	17
N. Y. Central	106¼		

TUESDAY, Oct. 31.

The invariable tendency of the speculative community to discount the effect of events was illustrated again by to-day's stock market. For a week or more past professional dealers in stocks have been buying them, and at the same time arousing all the enthusiasm they could over the probable return of the United States to a sound monetary basis. They unquestionably worked the market into an unsafe condition, dangerous, as the result has proved, to light-weight and over-sanguine speculators, yet not an unnatural condition. The repeal of the Sherman law, which was assured when the vote in the Senate was taken last evening, is an event of sufficient importance to control the prices of securities, and of commodities as well, for a long time to come; and it does not follow that because some of the froth that has recently been beaten up on the surface of the market disappeared to-day, the flood tide has begun to lag.

The sharp reaction in prices to-day is evidence that the market had temporarily lost its equilibrium, which will be restored by the liquidation of numberless small ventures and a revival of activity on the short side. Indications were not wanting to-day that both of the operations referred to are now well under way. It looks very much as if certain operators of influence and experience who favor the short side had come to the conclusion that the market was ripe for attack. They were encouraged in their efforts to depress prices by a continuation of the foreign selling that has been in progress for several days. The same circumstance, together with the ease with which prices yielded owing to the exhaustion of the speculative buying power, plainly unnerved the rank and file who have been following some very hot-headed and conscienceless leaders in the recent upward movement. The speculative situation is unquestionably improved by the latest fluctuation in prices, for the movement is calculated to encourage buying of a more substantial character than that of Board Room traders and speculators who venture into the market on light margins.

The important fact established by the work of the extra session of Congress is that a basis now exists upon which a revival of business and enterprise can take place. The return of confidence, and then of prosperity, will not be effected in a day, and the growth of each will be temporarily retarded and again accelerated by various minor conditions and events. The conviction is so general and so strong, however, that the step the country has just taken in regard to its monetary system is a long and vigorous one toward better times that it will be surprising if progress is not made in that direction. So far as the stock market is concerned, its recent advance is simply the reflection of this view by a comparatively small number who at present have an active interest in securities. Their enthusiasm has for the moment exhausted itself; but their ranks are liable to be recruited should the well-nigh universal diagnosis of the situation prove correct.

The most extensive dealings, the widest fluctuations, and the greatest net losses today were in the stocks that were most prominent in the upward movement that culminated yesterday, namely Sugar Refining, Western Union, St. Paul, Chicago Gas, and C., B. and Quincy. A number of others were fairly active, notably Distilling and Cattle Feeding, Atchison, New England, and Rock Island. Throughout the remainder of the list a sympathetic movement took place. Of news, perhaps the most significant was the announcement that the management of the St. Paul Company has decided to restore the wages of its employees to the figures from which a reduction of 10 ⅌ cent. was made last summer. This would seem to indicate a very substantial belief on the part of the management of one of the largest railway systems in the country that the transportation industry has not only seen its worst, but has actually begun to improve. The selling of stocks by London puzzles Wall street a good deal. It is not satisfactorily explained by fears entertained abroad of heavy withdrawals of gold for shipment to the United States, by the impending bankruptcy of Italy, or the unsatisfactory condition of Indian finances. A more plausible view seems to be that foreign operators who were shrewd enough to acquire stocks during the summer months are now intent upon securing a part of the handsome profits that have accrued upon their purchases. The closing was heavy, at a moderate recovery from the lowest prices.

Final sales compare with those of yesterday as follows:

	Oct. 30.	Oct. 31.		Oct. 30.	Oct. 31.
A., T. & S. Fe	21⅝	20¾	Missouri Pac.	26¾	25¾
Amer. Tob.	77⅞	77½	Nat'l Cordage	24¾	24¾
Canada South.	52½	51⅞	North Am.	5⅝	5⅝
C., C., C. & St. L.	37	36¾	Northw. com.	106¼	104¾
C., B. & Q.	83¾	83	North. P. com.	7⅝	7⅝
C., R. I. & P.	69	68⅝	North. Pac. pf.	22¾	23
Ches. Can.	13¾	13¾	N. Y. Central	103⅝	103¾
Chicago Gas	68¼	64¼	Omaha com.	33¾	33
Del., L. & West.	160	163	Ontario & W.	17¼	17⅛
Del. & Hud.	130	129	Pacific Mail	18	18
Den. & R. G. pf.	28	27¾	Pull. Pal. Car.	176½	176
Dist. Sec. C. Co.	33¾	33⅞	Rock Island	71	69¾
Erie	14⅞	14¾	R. & W. P.	3¾	3¾
Gen. Electric	48⅝	47¾	Reading	21⅞	20⅝
Jackson'l Pal.	22¾	22⅝	St. Paul com.	68⅞	64⅝
Illinois Cent.	99	98¾	Texas Pacific	8⅛	8
Kan. & Tex. pf.	28	28¼	Tenn. C. & I.	16½	17¼
Louis. & Nash.	50¾	50¾	Union Pacific	19¾	18¾
Lake Shore	128	127	Wabash com.	8	8
L. E. & West.	18¼	17⅝	Wabash pf.	16⅞	16¾
Lake E. & W. pf.	69¾	69¾	W. Union Tel.	91⅝	88⅛
Michigan Cent.	99	99¼	W. & L. E.	16¾	15¾
Manhat. Con.	135¾	132	W. & L. E. pf.	53½	52

Government bonds steady at unchanged quotations. Railway bonds weak. The features were Chicago and North Pacific 1sts, Northern Pacific consol 5s, Peoria, Decatur, and Evansville 2ds, Rock Island extension 5s, Richmond and Terminal 5s, San Antonio and Aransas Pass 4s, Texas Pacific 2ds, Atchison, Chesapeake and Ohio, Louisville, New Albany, and Chicago and Reading issues. The more important net declines were in Atchison 4s, ¾ cent., Texas 2ds and Ds A. L., 1¾; Chesapeake and Ohio consols, ⅞ to 103¾, and general 4½s, ¾, to 74; Chicago and North Pacific 1sts, ¾, to 43; Louisville, New Albany and Chicago consols, 1, to 108, and generals, 1½, to 71; Northern Pacific consol 5s, ⅞, to 38; Richmond and Terminal 5s, 1¼, to 22¾; Reading general 4s, ⅞, to 70; 1st preference incomes, ¾, to 35½; 2d preference incomes, 1¼, to 23¾, and 3d preference incomes, ¾, to 19; San Antonio and Aransas Pass 4s, 1, to 58; and Texas Pacific 2ds, 1¼ ⅌ cent., to 19¾. The noteworthy advances were in Peoria, Decatur and Evansville 2ds, 1 ⅌ cent, to 41, and Rock Island extension 5s, ¾ ⅌ cent., to 98½.

Bar silver in London, 31¼d. Exports to Europe to-morrow, 75,000 ounces.

Money on call, 2 ⅌ cent. Time money is quoted at 3½@4 ⅌ cent. for 60 days, and at 4 ⅌ cent. for three and four months, on mixed collateral readily marketable on the Stock Exchange. There is little demand. The market for commercial paper is quiet. Prime endorsed bills receivable and double-name paper are quoted at 5½@6 ⅌ cent., and the next grade at 7@8 ⅌ cent. Choice single names are quoted at 6@7 ⅌ cent., and good at 7@8 ⅌ cent.

The sterling exchange market was firm at the opening and early transactions were at full rates, but the demand arising from sales of stocks for London account was not as large as had generally been expected, and consequently the market closed weaker at a reaction from the highest quotations. Continental exchange was also weaker. In the late business, particularly for short francs and reichsmarks, which were adversely affected by a rise in sterling at Paris and Berlin. Posted asking rates for sterling, $4.82 for long bills and $4.85 for demand. Actual rates are: Long bills, $4.80¼@$4.81; sight drafts, $4.83½@$4.84, and cable transfers, $4.84¼. Francs are quoted at 5.23¾@5.22¾ for long and 5.21¼ for sight; reichsmarks, 94⅝@94⅞ for long and 95@95⅛ for short; guilders, 39⅞@39 15-16 for long and 40 3-16@40⅛ for short.

Domestic exchange on New York: Boston—20 cents discount for cash; checks, even. Charleston—Buying, ¼ discount; selling, par. Savannah—Buying, ¼ discount; selling at discount to par. New Orleans—Bank, par; commercial, 200@250 discount. San Francisco—Sight, 15; telegraphic, 25. St. Louis—40 cents premium. Chicago—75 cents premium.

Clearing House loan certificates to the amount of $515,000 were issued to-day, leaving the amount outstanding $400,000, all of which are called for retirement to-morrow.

The exports of general merchandise from this port for the week ending to-day were valued at $9,055,340, against $8,055,965 last week and $8,765,780 for the corresponding week of last year.

The Atchison, Topeka and Santa Fé Railroad reports gross earnings for September of $3,225,280, a decrease of $300,673 as compared with the same month of last year, and net $1,295,768, a decrease of $171,541. The St. Louis and San Francisco Railroad reports gross earnings for September of $717,625, a decrease of $234,181 as compared with the same month of last year, and net $1,548,133, a decrease of $321,997. Fixed charges were $1,227,001, leaving a surplus of $411,135, a decrease of $389,097.

The September statement of the Philadelphia and Reading Railroad Company shows gross receipts, $1,946,555; expenses, $1,010,298, leaving a profit from operating of $927,327; other receipts from other sources were $35,780, leaving a net profit of $963,113. Total charges of $945,377 deducted from the net profit leaves a surplus of $17,736. The net profit for the year to date is $7,890,755, and the total charges $8,097,081, leaving a deficit of $206,325. The decrease in surplus for September as compared with the same month last year is $263,216. The decrease in surplus to date as compared with the same period last year is $1,054,411. The gross receipts of the Philadelphia and Reading Coal and Iron Company for September were $2,260,062, and the operating and other expenses $2,053,760, leaving a profit from mining of $193,293. One-twelfth of the current year's fixed charges, amounting to $97,521, deducted from the profit leaves a surplus of $95,772. The profit to date is $338,849, and the fixed charges $975,211, leaving a deficit of $636,362. The decrease in surplus for September, 1893, as compared with that of the same month last year, is $25,772, and the increase in the deficit in surplus to date, as compared with the same period last year, is $296,468.

The Southern Pacific Railroad reports gross earnings for September of $4,243,055, a decrease of $457,593 as compared with the same month of last year, and net $1,942,488, a decrease of $43,389. For the nine months ending Sept. 30 the gross earnings were $35,425,-993, a decrease of $11,836 as compared with the corresponding period of last year, and net $12,388,088, a decrease of $97,193.

The Wabash Railroad reports gross earnings for September of $1,297,172, a decrease of $108,909 as compared with the same month of last year, and net $369,943, a decrease of $35,-962. For the three months ending Sept. 30 the gross earnings were $3,681,317, a decrease of $245,553 as compared with the corresponding period of last year, and net $917,467, a decrease of $169,898.

The Mexican National Railroad reports gross earnings for September of $333,337, a decrease of $111,585 as compared with the same month of last year, and net $88,842, a decrease of $7,131. For the nine months ending Sept. 30 the gross earnings were $3,189,-293, a decrease of $84,821 as compared with the corresponding period of last year, and net $971,034, a decrease of $140,722.

The Canadian Pacific Railroad reports gross earnings for September of $1,018,524, an increase of $43,203 as compared with the same month of last year, and net $801,837, a decrease of $37,162. For the nine months ending Sept. 30 the gross earnings were $15,115,-214, a decrease of $108,786 as compared with the corresponding period of last year, and net $5,240,785, a decrease of $275,555.

The Denver and Rio Grande Railroad reports gross earnings for September of $578,868, a decrease of $240,871 as compared with the same month of last year, and net $245,496, a decrease of $105,494.

The Rio Grande Western Railroad reports gross earnings for September of $181,924, a decrease of $72,745 as compared with the same month of last year, and net $74,000, a decrease of $30,942.

Sales of securities by auction at the Real Estate