FINANCIAL AND COMMERCIAL.

New York Stock Exchange—Sales Dec. 1.

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

121 Va. F. debt 2-3s of 1991	54½	55¼	

CLOSING PRICES OF UNITED STATES BONDS.

	Bid.	Asked.		Bid.	Asked.
U. S. 2s, r	95		U. S. 4s, 1925	125	
U. S. 4s, r	112¼	112¾	U. S. 5s, 1894	100	
U. S. 4s, c	112¼	112¾	U. S. 5s, 1895	103	
U. S. 6s, 1895	101	—	U. S. 6s, 1896	111	

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

17	Atchison 4s	75¾	7	M. S. P. & S. St. L.	124¼		
5		75¾	2	Nor. Pac. 1st, c	110		
30		75¾	13	Nor. Pac. 3d, c	67¼		
5		75¾	9		69		
2		75¾	2		69		
14		76	2	Nor. Pac. cn. 5s	82¾		
11	Atchison 2d s. A	41	11		83		
31		41¼	28		83¼		
15		41¾	2		84		
1		41¾	1	N. J. Midland	113¾		
10		41¾	5	N. J. C. gnl. 5s	112¾		
5		41¾	1		112¾		
8		42	1		112¾		
10		42¼	10	N. Y. Cent. rcv. 4s	101¾		
10		42¼	7	North Mo. 1st	109		
10	All. & F. 1st	60	7	Nash. & Chat. cn	101¾		
20	Beech Creek 1st	101¾			101¾		
5		100¾	10	N. Y. El. 1st	103		
10		101	5	N. W. c. 7s, r	138		
5	Chi. & O. C. V. 1st	19¾	1	N. W. cn	136		
20	Chi. & O. gnl. 4½s	72¾	3	N. Y., L. E. & W. 7s	84¾		
6		72¾	1		84¾		
1		77¾	5		84¾		
1	Chi. & O., B. & A. 1st cn. 2-4s	88¾	4	N. Y., O. & W. cn. 5s	101		
5	C., B. & Q. 4s, 1 div	93¾	4	Ore. S. L. 6s	88¾		
2		93¾	4		88¾		
2	Cent. O. R. 1st	101	5		89		
14	Cin., D. & I. 1st 5s	93¾	10	Ore. S. L. cn. cn.	98		
8	Ind., Bl. & W. 1st, S. St. L. div. 4s	90	10	Oregon Imp. 1st	55¾		
3	Chi. & Nor. P. 1st	137¾	1		55¾		
25		137¾	1	Peo. G. & C. cn. 6s	107		
5		137¾	2		106		
8		137¾	2	Peo., D. & E. 2d	35¾		
22		137¾	3		35¾		
24		137¾	19		35		
4	Cent. Pac. g.	99¾	10	Penna. 4½s, c	108¾		
5	Ch. & E. Ill. gnl. 6s	109¾	5	Penna. Sys. 7	105¾		
5	Col. Mid. 1st	40	6	Rich. & W. P. T. 6s	70		
5		41¾	6	Rich. & W. P. T. 5s	21¾		
10		41¾	10	Rich. & O. ex. 5s	113¾		
28	Col. Mid. 4s	44	2	Rock Isl. ex. 6s	101¾		
5	Ch. & Erie inc.	38	5		102		
65		37¾	2	Rock Isl., deb. 6s	94¾		
1	Den. & R. G. cn.	81¾	5	Rn. & Dnv. 1st	111		
10		81¾	2		110¾		
16		81¾	73	Read. gnl. 4s	72¾		
1	Des. M. & Ft. D. 4½s	45¾	8		72¾		
1	Ell., L. & S. S. 1st	99	25		72¾		
15	Erie cn. 2d	77	1	Reading 2d pf. in	24¾		
10		77¾	5	Rio G. W. 1st	73¾		
12		77	5		73¾		
5	E. Tenn. 5s	105¾	1		73¾		
2		105¾	2		74		
1		105¾	1	St. P. & Min. ps. cn.	120¾		
4		91	1	So. P. of Cal. cn.	90		
1	Ft. Worth 1st	71	10	So. P. of N. M. 5s	96¾		
1		72	9	St. L. & S. F. 2d, Cl. B	105		
5		72¾	5		107¾		
8	Ill. C. & S. A. M. P. 5s	90¾	6		108		
8	R. & T. C. 1st 5s	100	15		108¾		
10	H. & T. C. gnl. 4s	62¾	15	St. L. & S. F. 2d Cl. C	107¾		
3	Int. & G. N. 5s	74	3		107¾		
8	Kan. Pac. con.	90	8		108		
2		90¾	2		108¾		
1		90¾	1	St. P. con.	137		
10		81	5	St. P. term.	107		
3		82	20	St. L. & S. W. 1st	60¾		
5		82¾	5		60¾		
2		82¾	2		60¾		
4	Kan. & Tex. 4s	80¾	27	Tex. Pac. 1st 2s	24¾		
5		80¾	5		24¾		
1	Kan. & Tex. 2s	41¾	6		24¾		
5		41¾	10	Tex. Pac. 2d 2s	22¾		
5		41¾	10		22¾		
8		41¾	1	Tol. A. & O. C. 1st	103		
5	Kan. C. & P. 1st	17	5	Tol. N. O. cn. 5s	91¾		
15		16¾	15	U. P., D. & G. 1st	44¾		
10	L. & W. R. M. 5s	112	2	U. P., L. & G. 1st	43		
10	Lake Shore 1st, r	119¾	1		43		
5		119¾	2	U. P., D. & G. 1st	43		
3	Leh. & N. g. 4s	77¾	10		43		
1		77¾	10		43		
10		77¾	10	Ulster & D. 1st 5s	90		
5	L. N. & A. Ch. gnl	70¾	8	U. S. Leather 6s	104¾		
60	Wabash 1st	20¾	5	Wabash 1st	109¾		
20	Mo., Kan. & E. 1st	88	22		109¾		
10		81¾	1		109¾		
10		81¾	10		109¾		
10		81¾	5	Wabash 2d	78¾		
10		83	5	Wab. A. C. ex.	101		
5		82¾	1	West shore 4s	109¾		
4	Man. Ry. 4s	102¾	4		104		
1	Mich. C. 7s	120¾	9	W. shore 4s, reg.	102¾		

Total sales of railway bonds (par value), $1,646,000.

RAILROAD AND OTHER SHARES.

Sales.		Open ing.	High est.	Low est.	Closing. Bid.	Closing. Asked.
10	Amer. Cable	97	97	97	97	—
7	Amer. Ex.	117	117	117	116	118
243	Am. Cot. Oil	31	31	30¾	32	
100	Am. Tob. pf.	70	70	70	71¾	
26146	Atch., T. & S. Fe	20¾	21¾	20¾	21¾	21¾
400	Balt. & O.	72	73	72	72¾	73¾
475	Canadia Pac.	57¾	58	57¾	58¾	59¾
100	Can. Pacific	74¾	74¾	74¾	74¾	75¾
941	Ches. & Ohio	19¾	19¾	19¾	19¾	19¾
100	Ch. & E. Ill. pf.	100	100	100	100	110¾
25008	Chicago Gas	68¾	69	67¾	68	68¾
158	Cl. Cin. & W.	1.25	1.25			
510	C., C., C. & St. L.	75¾	75¾	75¾	75¾	87¾
1210	Col. & H. Coal	100¾	100¾	100¾	100¾	120¾
160	C. & N.W. pf.	136¾	136¾	135¾	136¾	140
10008	C., B. & Q.	81¾	81¾	80¾	81	81¾
2210	C., R. I. & P.	66¾	66¾	65¾	66¾	67
50	C., M. & St. P. pf.	120¾	120¾	120¾	120¾	124
2980	C., R. I. & Pac.	71	71¾	70¾	71	71¾
100	Del. & Hud.	124	124	124	124	140
100	Elev. & P. S. N.	150	150	149	—	—
500	Col. & H. Coal	7¾	7¾	7¾	7¾	—
400	Consol. Gas	137¾	137¾	137¾	137¾	138
575	del. & Hudson	136¾	136¾	135¾	135¾	136¾
2060	Den. & R. G. pf.	34	34¾	33¾	34	34¾
1000	Dist. S. & C. F.	20	20	20	20	25
9985	Distillery & C. F.	20¾	27¾	20¾	27¾	27¾
100	Edison E. I.	97¾	97¾	97¾	98	98
30	Evans. & T. H.	70¾	70¾	70¾	70	74
1244	Gen. Elec.	57¾	57¾	57¾	57¾	57¾
120	Illinois Cen.	94¾	94¾	94¾	94¾	95
10	Iowa Cent. pf.	20	20	20	20	25
1	Lake E. & Western	17¾	17¾	17¾	16¾	17¾
225	L. E. & W. pf.	68¾	68¾	68¾	68	69
1660	Lake Shore	128¾	128¾	128¾	128¾	129¾
4125	Louis. & Nash.	52¾	54¾	52¾	54	55
100	L., N. A. & C. pf.	90¾	90¾	90¾	90¾	95¾
25	Man. Con.	132¾	132¾	132¾	132¾	135
830	Mich. Cent.	102¾	102¾	101	100	101
100	M., S. St. L.	13¾	13¾	13	13¾	13¾
1200	Mo. Pacific	27¾	28¾	27¾	28	28
850	Mo., Kan. & T.	14¾	14¾	14¾	14¾	14¾
1375	Mo., K. & T. pf.	26¾	27	25¾	27	27¾
10	Nat. L. Cable	28	28	28	28	35
10	N. J. Central	117¾	117¾	117¾	117¾	119¾
615	N. Y. Central	103¾	103¾	103¾	103¾	103¾
1278	N. Y. Cordage	19¾	20¾	19¾	19¾	19¾
80	North Amer.	4¾	4¾	4¾	4¾	5
7400	N. Y. & N. Eng.	30¾	32	30¾	31¾	31¾
100	N. Y. & N. H.	196	196	196	196	199
100	N. Y., C. & St. L.	16¾	16¾	16¾	16¾	18
400	N. Y., C. & St. L. 2d	32¾	32¾	32¾	32¾	34
150	N. Y., L. & W.	111	111	111	111	111
15300	N. Y., L. E. & W.	15¾	16¾	15¾	15¾	15¾
400	N. Y., L. E. & W. p.	33¾	33¾	33	33	34
325	N. Y., S. & W.	17	17	17	17	17¾
400	N. Y., S. & W. pf.	48¾	48	48	48	48¾
200	Nor. & W. pf.	21¾	21¾	21¾	21¾	22¾
260	Northern Pac.				6¾	7
915	North. Pac. pf.	28¾	28	27¾	27¾	28
1205	Ontario & West.	17¾	17¾	17¾	17¾	17¾
100	Oregon Imp.	13¾	13¾	13¾	13¾	15
5110	Oregon S. L.	8¾	8	8	8	8
25	Pacific Mail	16¾	16	16¾	16¾	16¾
5500	Phila. & Read.	21¾	21¾	20¾	21¾	21¾
100	Pull. P. Car Co.	174	174	172	174¾	175
200	Quicksilver pf.	12	12	12	12	17
12	Rich. & W. P. pf.	13¾	13¾	13¾	13¾	16
100	St. P. & Dul.	27	27	27	27	29
1600	St. P. & Omaha	39¾	40	39¾	39¾	40
400	Southern Pac.	19¾	19¾	19¾	19¾	20
200	Tenn. C. & I.	15¾	15¾	15¾	15¾	16
100	Texas & Pac.	9¾	9¾	9¾	9¾	9¾
225	Tol., A. A. & N. M.	7¾	7¾	7	7	8
16420	Union Pacific	21	23¾	20¾	23¾	23¾
825	Union Pacific, n.	3	3¾	3	3¾	4
400	Wabash	7¾	8	7¾	7¾	8
800	Wabash pf.	16¾	16¾	16¾	16¾	17
10	W., St. L. & P.	12¾	12¾	12¾	12¾	15
16597	West. Un. Tel.	91¾	92	91¾	92	92¾
200	Wh. & L. E. pfd.	15¾	15¾	15¾	15¾	18¾
400	Wh. & L. E. pf.	52¾	52¾	52¾	52¾	52¾

Total sales of stock, 386,969 shares.

UNLISTED DEPARTMENT TRANSACTIONS.

Sales.		Open ing.	High est.	Low est.	Clos ing.
7183	Amer. Sugar Ref.	82	83	80	81¾
1810	Amer. Sugar Ref. pf.	89	89	83	83¾
762	American Tobacco	82¾	82¾	79¾	79¾
8066	National Lead	23¾	23¾	21¾	22¾
161	National Lead pf.	96¾	96¾	96¾	97
800	Comstock T.	.7	.7	.7	.7

BOSTON CLOSING QUOTATIONS.

	Bid.	Asked.		Bid.	Asked.
Bos. & Albany	205	206	Erie Tel.	42	45
Bos. & Maine	143	143	Westinghouse E.	24¾	25
Cent. Mass.	1¾	2	Bos. & Mont.	43¾	44
Fitchburg	133¾	134	Bonta & Hos.	104	105¾
N. Y. & N. E. p.	—	62	Calumet & H.	300	310
Nat. Cent. 4s	75¾	—	A., T. & S. Fe	20¾	20
Old Colony	176¾	—	A., T. & S. Fe	40¾	—
Amer. Bell Tel.	187				

PHILADELPHIA CLOSING QUOTATIONS.

	Bid.	Asked.		Bid.	Asked.
E. Pa. Co. S.	85	87			
S. J. Con. S. & S.	85	88¾	Penna. R. R.	49¾	50¾
Lehigh Valley	49¾	49¾	Phila. Traction	50	50¾
U. C. & Nav. Co.	52	—	Met. Traction	105	110

LATEST LONDON QUOTATIONS.

Atchison	21¾	Norfolk & Western pf.	22¾
Canadian Pacific	57¾	Northern Pacific pf.	44¾
Erie Common	16¾	Ontario & Western	1¾
Erie 2d consols	80	Pennsylvania	51¾
Illinois Central	97¾	Reading	11¾
Kansas & Texas	12	St. Paul	68¾
Lake Shore	132¾	Union Pacific	21¾
Lou. & Nashville	55	Wabash pf	17¾
N. Y. Central	104¾		

FRIDAY, Dec. 1.

A better market in London for American securities yesterday and again to-day was the predominant influence in the local speculation, particularly as it was reflected here in comparatively large purchases of railway shares by foreign arbitrage houses. These purchases were generally estimated at 15,000 shares, of which about one-third was St. Paul. Atchison and Union Pacific appeared to be the other favorites of foreign operators. This mild showing of confidence was presumed to be due to the fact that the fortnightly settlement on the London Stock Exchange was concluded yesterday without incident, to the payment by the Louisville and Nashville Railroad Company of the loan it negotiated abroad last summer and the promptness with which the reorganization of the Union Pacific Company has been taken in hand by representatives of all the larger interests in the company's securities. The encouragement that Board Room traders derived from what is probably a purely speculative movement on the part of London dealers, unquestionably had a more substantial basis, namely, the resistance that is encountered in nearly every stock, except two or three cliqued industrials, whenever they are attacked, and the ease with which prices respond to moderate buying.

The movement of prices to-day was not entirely uniform, owing to the efforts of some powerful, but not clearly defined, interest to depress the market for Sugar Refining. Those efforts were resisted, at least there appeared to be a contest in the stock. Soon after the opening the price was advanced a point, to 83, but that improvement, and more too, was soon lost. The maximum fluctuation was 2¾ ₩ cent., but owing to the support that was encountered around 80, the stock sustained a net loss of only ⅛ ₩ cent. This net fluctuation was very slight in view of the fact that the transactions footed up 75,000 shares. The course of Distilling and Cattle Feeding was also somewhat erratic. The first dealings in it were so excited that two quotations, 26¾ and 25¾, were printed on the official list as the opening figures.

Until the last hour the market for Distilling was unusually variable, yet within narrow limits. The final movement was a sharp advance that left the price 1¼ ₩ cent. higher than on Wednesday. This was accompanied by advices from Washington that the tax on spirits will be increased 25 cents per gallon. Equally good information from the capital is that the Committee on Ways and Means will not recommend a change in the tax. All of this so-called information is doubtless pure conjecture; still, those who believe that the tax will be increased have in their favor the fact that the revenues of the Government are insufficient to meet its current expenditures, and that the proposed Tariff bill reduces rather than increases that portion of them which is derived from imports.

Still another so-called Industrial stock is entitled to consideration, if activity entitles a stock to precedence in describing the market before the railway share list is reached, namely, Chicago Gas, which, with Sugar Refining and Distilling, supplied more than one-half the day's business. The trading in it, as in the case of Distilling, was affected more than is usually the case by conjecture. Operators who are bent upon advancing the price are endeavoring to create the impression that the next quarterly dividend, which will be declared in a few days, will be paid in cash. The opposite view is that the management will pursue the policy that it foreshadowed when the last dividend was declared and pay in scrip. The net result of trading based on those conflicting views was a fractional advance.

Of the railway share list St. Paul was the feature, so far as activity is concerned, but Atchison and Union Pacific surpassed it in the progress made toward higher prices. The last named was fairly buoyant and scored a net advance of 2¾ ₩ cent. The interest that London took in Louisville and Nashville and Denver and Rio Grande preferred placed those stocks upon a materially higher level, while on very light transactions Missouri Pacific and Missouri, Kansas and Texas preferred also scored noteworthy net gains. The transactions in stocks, other than Sugar Refining, that ran counter to the almost universal tendency of the market were unimportant. The closing was, in the main, strong.

Final sales compare with those of Wednesday as follows:

	Nov. 29. Cts.	Dec. 1. Cts.		Nov. 29. Dec. 1.	
A., T. & S. Fe	20¾	21¾	Nil. Cordaze	19	19¾
Amer. C. O.	31¾	31¾	Nort. & W. pf.	21¾	21¾
Canadian Pac.	58¾	58¾	Northw. cons.	109¾	109¾
Can. C. & St. L.	87	87	North. Pac. pf.	27¾	28
Ches. & O.	20¾	19¾	N. Y. Central	103	103¾
Chic. Gas	68¾	68¾	N. Y. & N. E.	31¾	31¾
Chicago Gas	67¾	68	Omaha com.	30¾	31¾
Del. & Hud.	136¾	135¾	Ontario & W.	17¾	17¾
Den. & R. G. pf.	33¾	34¾	Pull. Pal. Car	174	174
Dist. & C. F. Co.	26¾	27¾	Rock Island	70¾	71¾
Erie	15	15¾	Reading	24¾	24¾
Gen. Electric	57¾	57¾	St. Paul com.	68¾	69¾
Kan. & Texas	14¾	14¾	Texas Pacific	9¾	9¾
Kan. & Tex. pf.	26¾	27	Tenn. C. I. & R.	15¾	15¾
Lake Erie	12¾	12¾	Union Pacific	20¾	23¾
Lake Shore	128¾	128¾	Wabash com.	8	8
L. E. & West.	17¾	17¾	Wabash pf.	16¾	16¾
L. N. & T. pf.	68¾	68¾	West. Un. Tel.	91¾	92
Missouri Pac.	26¾	27¾	Wh. & L. E.	15¾	15¾
			W. & L. E. pf.	52¾	52¾

Government bonds steady at unchanged quotations. Railway bonds strong. The features were Atlantic and Pacific 1sts, Beech Creek 1sts, Chicago and North Pacific 1sts, Colorado Midland 4s, Denver and Rio Grande consol 4s, Erie 2d consols, East Tenn., Va. and Ga. gold 5s, Kansas Pacific consols, Missouri, Kansas and Eastern 1sts, Northern Pacific consol 5s, Oregon Short Line 6s, Reading general 4s, Rio Grande Western 1sts, St. Louis and Southwestern 1sts, Union Pacific, Denver and Gulf 1sts, Wabash 1sts, Atchison, Kansas and Texas, St. Louis and San Francisco, and Texas Pacific issues. The important net advances were in Atchison 4s, 2¾ ₩ cent., to 75¾, and 2ds, 2, to 42½; Atlantic and Pacific 1sts, 2, to 60; Beech Creek 1sts, 1, to 101; Colorado Midland 4s, ½, to 44; Denver and Rio Grande consol 4s, 2, to 82; Erie 2d consols, 1¼, to 77; East Tennessee, Virginia and Georgia gold 5s, ⅛, to 91; Kansas Pacific consols, 4½, to 94; Missouri, Kansas and Eastern 1sts, 1¼, to 82½; Northern Pacific consol 5s, 2, to 34; Oregon Short Line 6s, 2, to 91; Reading general 4s, ⅝, to 72; Rio Grande Western 1sts, 1¼, to 74; St. Louis and San Francisco, class B, 1, to 108¾, and class C, 1¾, to 108½; St. Louis and Southwestern 1sts, ⅝, to 64¾; Union Pacific, Denver and Gulf 1sts, 2, to 66, and Wabash 1sts, ⅛ ₩ cent, to 103¾. Chicago and North Pacific 1sts declined 1¼ ₩ cent., to 47.

Bar silver in London, 31 15-16d. Exports to Europe to-morrow, 450,000 ounces.

Money on call, 1@1½ ₩ cent. Time money, 2½ ₩ cent. for sixty days, 3 ₩ cent. for four and five months, and 3½ ₩ cent. for seven months, on good mixed collateral. The commercial paper market is only moderately active. Prime endorsed bills receivable are quoted at 3¾@4 ₩ cent., choice single names at 4@4¼ ₩ cent., and good at 5@5½ ₩ cent.

Sterling exchange was firmer for long and weaker for short, owing to a decline in the Street rates for discount in London. The purchases of stocks for foreign account also caused an easier market for demand bills. Long bills and short reichsmarks were a little lower, on account of the condition of the foreign money market, but long Paris francs and reichsmarks were firm. The volume of business for to-morrow's mail was smaller than generally expected. Posted asking rates for sterling, $4.84½ for long bills and $4.87½ for demand. Actual rates are: Long bills, $4.83½@$4.83¾; sight drafts, $4.88@$4.88¼, and cable transfers, $4.88¼@$4.88½. Francs are quoted at 5.20@5.19¾ for long and 5.18¾@5.18¾ for sight; reichsmarks, 95@95⅛ for long and 95⅝@95¾ for short; guilders, 40 1-16@40⅛ for long and 40⅝@40 7-16 for short.

Domestic exchange on New York: Boston—Par and 5 cents premium for cash; checks, par for cash. Charleston—Buying, par; selling, ⅛ premium. Savannah—Buying, ¼ discount; selling, par to ⅛ premium. New Orleans—Bank, 100 premium; commercial, par. San Francisco—Sight, 5; telegraphic, 10. St. Louis—50 cents premium. Chicago—75 cents to $1 premium.

The imports of dry goods for the week ending to-day were $1,120,692, against $1,180,072 last week and $1,699,197 for the corresponding week of last year. The amount marketed was $1,270,027, against $1,290,522 last week and $1,973,003 for the corresponding week of last year.

The total amount of anthracite coal sent to market during the week ending Nov. 25 was 844,279 tons, an increase of 47,050 tons as compared with the corresponding week of last year. The total amount of anthracite mined thus far this year is 38,182,393 tons, an increase of 1,223,388 tons as compared with the corresponding period of last year.

Transactions on the New York Stock Exchange last month included 5,449,367 shares of stock, an increase of 416,148 shares as compared with the same month of last year. The dealings in State and railroad bonds foot up 1,646,000 par value, an increase of $2,749,750 as compared with last year. Silver bullion certificates to the amount of 5,000 ounces were dealt in, a decrease over last year of 594,000 ounces.

The debt statement issued this afternoon shows a net increase in the public debt, less cash in the Treasury, during November of $8,716,138. The interest-bearing debt increased $180; the non-interest-bearing debt increased $378,350, and the cash in the Treasury decreased $7,965,674. The balances of the several classes of debt at the close of business on Nov. 30 were: Interest-bearing debt, $585,039,220; debt on which interest has ceased since maturity, $1,030,380; debt bearing no interest, $374,584,718. Total, $961,998,318. The certificates and Treasury notes offset by an equal amount of cash in the Treasury outstanding at end of month were $360,220,302, an increase of $11,610,441. The total cash in the Treasury was $734,820,435.85. The gold reserve fund was $65,000,048. Net cash balance, $12,240,567. In the month there was a decrease in gold coin and bars of $2,152,043, the total at the close being $191,122,128. Of silver bullion there was an increase of $52,122. Of the surplus there was in national bank depositaries $17,220,092, against $20,421,870 at the end of the previous month.

The greatest coinage in recent years for any one month was executed by the United States Mint during the month of November. The number of pieces coined aggregated 7,723,000, of the value of $11,031,140. Of this amount the gold coined aggregated 1,205,400 pieces, of the value of $10,182,800; the silver only 979,202 pieces, of the value of $142,340.35, and the minor coins 5,282,180 pieces, of the value of $703,800. Of the minor coins 4,120,000 pieces were of the denomination of one cent, demanded for the Christmas trade.

The New York, Lake Erie and Western Railroad Company, including all leased and operated lines, reports for October:

	1893.	1892.	Changes.	
Gross earnings	$2,768,592	$2,732,117	Dec.	$36,474
Working expenses	1,745,578	1,705,432	Inc.	40,146
Balance	$1,013,214	$1,026,685	Dec.	$13,471
Rents	254,568	262,730	Inc.	8,162
Net earnings	$758,646	$763,955	Dec.	$5,309

The Atchison, Topeka and Santa Fe Railroad reports gross earnings for October of $3,703,000, a decrease of $238,837 as compared with the same month of last year, and net $1,493,372, an increase of $150,882. Fixed charges were $888,925, leaving a surplus of $604,447, an increase of $31,957. The St. Louis and San Francisco Railroad reports gross earnings for October of $801,270, a decrease of $34,302 as compared with the same month of last year, and net $328,375, a decrease of $51,243. Fixed charges were $285,000, leaving a surplus of $43,375, a decrease of $51,243. The entire Atchison system reports gross earnings for October of $4,512,360, a decrease of $333,639 as compared with the same month of last year, and net $1,768,747, an increase of $96,657. Fixed charges were $1,227,000, leaving a surplus of $501,747, an increase of $31,657.

The Louisville and Nashville Railroad reports gross earnings for October of $1,640,552, a decrease of $398,600 as compared with the same month of last year, and net $598,204, a decrease of $127,678. For the four months ending Oct. 31 the gross earnings were $6,344,1-1895, a decrease of $1,350,467 as compared with the corresponding period of last year, and net $2,420,204, a decrease of $411,630.

The Cleveland, Cincinnati, Chicago and St. Louis Railroad reports gross earnings for October of $1,250,480, a decrease of $94,008 as compared with the same month of last year, and net $326,828, an increase of $1,938. For the four months ending Oct. 31 the gross earnings were $4,905,015, a decrease of $553,-057 as compared with the corresponding period of last year, and net $1,209,219, a decrease of $177,053. Fixed charges were $895,-204, leaving a surplus of $314,115, a decrease of $195,205.

The Southern Pacific Railroad reports gross earnings for October of $4,711,751, a decrease of $140,200 as compared with the same month of last year, and net $2,172,930, an increase of $25,970. For the ten months ending Oct. 31 the gross earnings were $40,137,561, a decrease of $201,105 as compared with the corresponding period last year, and net $14,551,559, a decrease of $71,291.

The Canadian Pacific Railroad reports gross earnings for October of $2,104,821, an increase of $52,038 as compared with the same month of last year, and net $946,426, a decrease of $78,077. For the ten months ending Oct. 31 the gross earnings were $17,290,035, a decrease of $140,731 as compared with the corresponding period of last year, and net $4,243,-209, a decrease of $353,711.

The Norfolk and Western Railroad reports net earnings for October of $350,152, an increase of $22,070 as compared with the same month of last year. For the ten months ending Oct. 31 the net earnings were $2,407,752, a decrease of $50,821 as compared with the corresponding period of last year.

The Louisville, New Albany and Chicago Railway Company announces that the 15,000 shares of new preferred stock recently offered to the stockholders have all been sold.

A cable despatch from London to the *New York Aera Bureau* says: "The loan made here in July by the Louisville and Nashville Railroad Company upon 22,000 shares of stock, with an option on the same at 65, due Feb. 1, was paid by the company to-day, and the stock returned to its owners made to-day at prices. The last named was fairly buoyant and scored a net advance of 2¾ ₩ cent. The interest that London took in Louisville and Nashville and Denver and Rio Grande preferred placed those stocks upon a materially higher level, while on very light transactions Missouri Pacific and Missouri, Kansas and Texas preferred also scored noteworthy net gains. The transactions in stocks, other than Sugar Refining, that ran counter to the almost universal tendency of the market were unimportant. The closing was, in the main, strong.

H. G. Dun & Co. report the number of business failures in the United States during the last seven days at 278, and in Canada 48, a total of 326. For the corresponding week last year the number of failures in the United States was 230 and in Canada 33, a total of 263. Last week the total was 419 and the preceding week 359. Only four of the week's failures were of liabilities exceeding $100,000. The returns of liabilities for the preceding week show a large increase compared with the previous week, and after deducting one large street railway failure at Denver, the increase in all sections is heavy, and the aggregate of liabilities is nearly double that of the preceding week.

Electric Stock Quotations.

Boston, Dec. 1.—The closing quotations of electric stocks to-day were:

	Bid.	Asked.
General Electric	37¾	38
Westinghouse Electric	24¾	25
Westinghouse Electric pf	45	47
Edison Electric Illuminating	—	124
Fort Wayne Electric	—	6
Boston Electric Light	100	104
Lamson Store Service	1¾	—
Fort Wayne Electric Trust (series A)	—	6

New York Markets.

FRIDAY, Dec. 1.—FLOUR—Showed greater steadiness, but there was not much business. Exports, 9,248 bbls.; &c.; receipts, 58,028 bbls., &c. The sales were 12,500 bbls. spring wheat at $2.75@$3.10, including the following: Fine, $1.75@$1.90; superfine, $1.80@$2.15; No. 2 extra, $2@$2.30; No. 1 extra, $2.20@$2.65; clear, $2.80@$3.75; straights, $3.30@$3.70; patents, $3.75@$4.20.

GRAIN—Wheat advanced ⅛c. to 1c. owing to unfavorable weather, and 3¼ cents of a decrease in the visible stocks in this country compared with those of a year ago, small deliveries on December contracts and a decided rise in Paris, as well as some falling off in the receipts at Western points. But there was no export demand. Liverpool was discouraging, and long liquidation in the afternoon caused a reaction in which much of the early improvement was lost. Spot sales 190,000 bush., including 15 loads to the home trade; No. 2 red, 1 car December price in elevator, at 84½c. over December; 40,000 bush. of No. 1 northern New York, at 84½c. over December delivered, and Minneapolis at 84c. over December delivered, and 1,000,000 bush. offered, December price and p. t. delivered. These were the details: Chicago, 62,645 bus.; Milwaukee, 22,100; Minneapolis, 367,700; Duluth, 236,000; St. Louis, 40,000; Toledo, 19,681; Detroit, 22,044; Kansas City, 13,430; New York, 109,916; Baltimore, 24,854; Philadelphia, 10,828; Boston, 19,000; total, 1,000,000 bush.; total Wednesday, 1,042,502; total last year, 2,256,966. Future sales 7,640,000 bush., as follows:

	Opening.	Lowest.	Highest.	Closing.
December	67¾	66¾	68¾