FINANCIAL AND COMMERCIAL.

New York Stock Exchange—Sales Feb. 19.

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

102 U. S. 4s. r	128⅝	10 Alabama, class A	105¼
4 U. S. 4s. c	128⅝	5 Tenn. new, 3s	72⅝

CLOSING PRICES OF UNITED STATES BONDS.

	Bid.	Asked.		Bid.	Asked.
U. S. 6s, c.	107⅝	108⅝	U. S. 6s, 1881	120	—
U. S. 4s, c.	110	110½	U. S. 6s, 1896	122⅝	—
U. S. 4s, r.	127⅝	128⅝	U. S. 6s, 1897	126⅝	—
U. S. 4s, c.	128⅝	129⅝	U. S. 6s, 1898	131⅝	—

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

28 Atl. & Pac. 1st	82⅝	10 N. Y., Ch. & St. L. 4s	85
10	82⅝	5	85⅝
5	82⅝	2	85⅝
15 Alb. & Sus. cn. 6s	125⅝	1 N. J. C. genl. 5s	108⅝
1 Atch. & C. 1st	101⅝	5	108⅝
2 N.Y.Pa.&N. 1st	110⅝	5	108⅝
1 Bur., C. R. & N. 1st	98⅝	3	108⅝
1	98⅝	3 N. W. s. f. 5s	110⅝
1	98⅝	5	108⅝
3 Buf., N. Y. & P. 1st	124⅝	4 N. W. ex. 4s	109⅝
10 Ch., Pac. & St. L. 5s	95⅝	5 N. W. gold p	131⅝
8	95⅝	5 N. W. s. f. 6s	140
5	95⅝	1 Ohio Sou. 1st	107
6 Ch. & O. C. 4s	80	6 Or. S. 1st 6s	112
2	80⅝	5	111⅝
18 Ch. & O. S. W. m	109⅝	1 Or. & T. C. 1st	110⅝
2	109⅝	27	105⅝
41 Ch. & O. cn. 5s	94⅝	5 Or. imp. 1st	109⅝
1 Ch. & W. I. sdg	98	2	109⅝
25 C., B. & Q. 4s, N. ex.	94⅝	1	105⅝
1 Can. So. 1st	107⅝	1 Omaha & St. L. 1st	74⅝
2 Cen. R. R. & B. Co. of Ga. 8s	101	6 Ohio, Ind. & W. 1st	72
2 Cen. Pac. 1899	107⅝	33 Pac. of Mo. 1st 6s	101⅝
7	107⅝	5 Pa. 4448 c	108
5 Ch. & E. Ill. gnl. 5s	107⅝	10 Rh. & W. P. T. 6s	98⅝
2	108	5	98⅝
2	107⅝	15	98⅝
4 Col. Coal 6s	105⅝	5	98⅝
86 C., C., L. & C. Co. 1st	109⅝	5 Ro., W. & O. ex. 5s	110⅝
18	80⅝	1 Rock Isl. 6s	133
10	80⅝	10 Rock L. ex 5s	105⅝
1 Den. & R. G. con.	76⅝	29	105⅝
1	76⅝	10 Rh. & Dav. 5s	88
47 Den. & R. G. imp. 5s	87⅝	3 Rh. & D. deb. ex 6	97
25	81⅝	4 Rh. & Ala. 1st	97⅝
15	81⅝	9 Rh. & A. y. 2d, 6 m. r.	80⅝
1 Dul. & I. R. 1st	103	9	80
1	103⅝	61 Reading gen. 4s	78⅝
1	103	1	82⅝
8 Den. & S. F. 1st	83	4 Reading 2d pf. inc.	72⅝
30 Den. & R. G. W. 1st	35⅝	5	72⅝
54 D. & R. G. W. 1st as.	85	25	72⅝
6	85⅝	51 St. P. & Minn. 1st cn.	121⅝
15	85⅝	1	121⅝
9	85⅝	2 So. Pac. N. Mex. 1st	107⅝
8	84⅝	2 St. P. & S. C. 1st	126
2 Dul. & M., 1st D. div.	103⅝	2 St. P. & Na. 1st	125
1 Erie cn. 1st	114⅝	22 St. P. & Na. 1st c. T. 5s	97⅝
10 Ft. Worth 1st	94⅝	1	97⅝
8	94⅝	1 St. P. & Nat. m. ex. 4s	99
13	94⅝	8	89⅝
20	94⅝	1 St. L. & S. F. 2d C. B.	117⅝
2 Ga., R. & S. A. 1st, W. d	95	1 St. L. & S. F. gen. 6s	117
1	95⅝	1 St. L. & Iron Mt. 1st	98
5	95⅝	2 St. P. Term.	101⅝
1 Gulf & St. Pe. 1st	110	1 S. Pint. C. & P. W. D.	105
11 Gulf, C. & S. F. 6s	82	1 St. P. Min. & M. D.	112
10	81⅝	5 St. L., Ark. & Tex. 1st	97⅝
7	81⅝	3	97⅝
5 Houstonic 4s	107	2 St. L., Ark. & Tex. 2d	70
14 H. Val. 5s	87⅝	3	69⅝
5	87⅝	5	69⅝
1	87⅝	10	37⅝
5 H. Val. cn.	87	7 San A. & A. P. 1st cn.	80
1 H. & Tex. Cent. 1st	80	5 S. C. R. R. 2d	58
M. L. 7s	123	2	56⅝
7 H. & T. C. 1st, w. d.	107	2 St. Jo. & G. I. 1st	107
T. E.	123	3	107⅝
3 H. & Tex. Cent. T. R.	76⅝	4 St. Jo. & G. I. 2d in	40
30	76⅝	7 Tex. Pac. 1st 5s	90
24 Int. & Gt. N. 5s	64⅝	10	90⅝
10	64⅝	12	90⅝
10	64⅝	25 Tex. rac. 2d inc.	37⅝
10	64⅝	52	38
3	64	10	38⅝
10 Iowa Cen. 1st	83	5	38⅝
12 Kan. P. 1st	114	3 Tol., P. & W. 1st	68
1 Kan. & Tex. cn.	94⅝	15 Terre H. div.	42
10 Kan. & T. ex. 5s	56	1 Tex. & G. Cent. 1st	102⅝
1 Kan. & T. m. 5s	73⅝	15 Tenn. Liq. & R. 6s, div.	90⅝
1 Ind. & S. 1st	103⅝	7 Tenn., C., L. & R. cn. Tenn. div.	96⅝
2 Knox. & O. 1st	106⅝	1	96⅝
10	106⅝	1 Tol., St. L. & K. C. 1st	103⅝
15 Ken. Cen. 1st	73⅝	2	103⅝
13	73⅝	1	80
2 Long Dock 6s	80	8	105⅝
5 Lake Shore 1st, c.	129	18	99⅝
26 Lou. & N. 7s	104⅝	10	100
6 Lou. & N. cn.	114	1 Un. Pac. 1st	117
2 Lou. & N. 5s	105⅝	1 Un. Pac. 97s	115
5 Long Isl. 4s	101	1 Un. Pac. 98s	115
1 Long Isl. 5s	115⅝	2 Union Pac. S. F.	120⅝
3 Lou. Pad. & Ch. 1st	110⅝	3 Un. Pac. 1st, c.	120
20 Union P. & C. 1st	98⅝	1 Wabash 1st	106⅝
4 Union El. 1st	106⅝	1	106⅝
1	106⅝	5 Va. Mid. gen.	80
1 La. & Mo. Riv. 1st	121⅝	1	80
3 Mex. Cen. new as.	70	1 Wis. Cen. 1st	87⅝
10 Mor. & Ess. 1st, gt.	144	2	87⅝
1 Mo. Pac. cn.	114	1	87⅝
6 Mil. & Nor. 1st	107	2	87⅝
5 Nor. P. Term. 1st	107	1	87⅝
1	107	1	87⅝
5	107⅝	5 W. R. R. of O.	107
4 Nor. P. 1st c.	117⅝	10 Wab. & P., Det. d.	116
1	117⅝	2 Wab. & P. Ch. d	90⅝
1	117⅝	1	90⅝
1 Nor. Pac. 2d c.	113⅝	1	90⅝
1	113⅝	8 West. Union 5s	107⅝
2 Nor. P. 3d c.	102⅝	1	107⅝
21 Nor. P. & Mon. 1st	109⅝	2 West. Sh. 4s	106⅝
3 N. J. Midland	118⅝	1	106⅝
7 N. Y. & Hus. 1st, r. 5s	108	1	106⅝
10	97⅝	8 West. sh. 4s	106⅝
5	97⅝	1 W., N. Y. & Pa. 1st	99⅝
6 N. J. Cen. 1st	110⅝	10	99⅝
5 N. Y. Cen. 1st, r.	108⅝	10 W., N. Y. & Pa. 2d	42⅝
2 N. Y. sub. 5s, 25 yrs.	109⅝		

Total sales of railway bonds (par value), $2,406,000.

RAILROAD AND OTHER SHARES.

Sales.		Open. Bid.	High. Bid.	Low. Bid.	Closing. Bid.	Asked.
18	American Ex.	114⅝	114⅝	113	113	115
20195	Atch., T. & S. Fe	55	55	53⅝	53⅝	53⅝
200	Atlantic & Pac.	6	6	6	7⅝	7⅝
40	Boston & Alb.	105	105	105	105	—
30	Buff., Roch. & P.	30	30	30	—	35
10	Cameron Coal	33	33⅝	33	33⅝	36
1058	Canada Southern	55⅝	56	55⅝	55⅝	55⅝
50	Canadian Pacific	53	53	53	52⅝	53
100	Cent. Iowa pf.	22	22	22	22	24
400	Central Pacific	25⅝	25⅝	25⅝	25	26
1400	Ches. & Ohio	21⅝	21⅝	21	20⅝	21
150	Ches. & O. v. t. ctfs.	19⅝	19⅝	19⅝	19⅝	19⅝
10	C. & O. 2d pf.	19⅝	19⅝	19⅝	19⅝	20⅝
300	Chic. & E. Ill.	44⅝	44⅝	44⅝	44⅝	48
40	Chic. & E. Ill. pf.	98	98	97⅝	97⅝	97⅝
110	Chic. & Alton	138	138	138	138	140
1065	Chicago Gas	71⅝	71⅝	71⅝	71⅝	71⅝
5173	Chic. & N. W.	107⅝	107⅝	107	106⅝	107⅝
6810	C., B. & Q.	106⅝	106⅝	105⅝	105⅝	105⅝
10170	C., M. & St. P.	65⅝	65⅝	65⅝	65⅝	65⅝
1200	C., M. & St. P. pf.	100	100⅝	99⅝	99⅝	99⅝
2005	C., R. I. & Pac.	97⅝	97⅝	97	97	97⅝
200	Col. Hock. Val. & T.	18	18	18	18⅝	19
200	Col. Chic. & I. C.	40	40	40	40⅝	40⅝
750	Chic., L. S. & E.	108⅝	108	108	108	108⅝
400	Col. Coal & I.	72⅝	72	72	72	72
210	Colorado Coal	35⅝	35	35	35	35⅝
200	Col., H. V. & Tol.	27	27	27	26⅝	27⅝
10	Clev. Cin. & Augusta	48	48	48	48	—
1750	Consol. Gas	80⅝	80⅝	80⅝	80⅝	80⅝
100	Del. & Hudson	137⅝	137⅝	137	137	137⅝
1020	Del., Lack. & W.	142⅝	142⅝	141⅝	141⅝	141⅝
300	Den. & R. G. & W.	19⅝	19⅝	19⅝	19⅝	19⅝
110	Denver & R. G.	17	17	17	16⅝	17⅝
110	Det., Lex. & A.	23⅝	23⅝	23⅝	23⅝	23⅝
10	E. T., V. & Ga. 1st pf.	70	70	70	69⅝	70⅝
100	E. T., V. & Ga. 2d pf.	22⅝	22⅝	22⅝	22	23
100	Homestake	13⅝	13⅝	13⅝	13	13⅝
300	Illinois Cent.	12	12	12	12	13
455	Illinois Central	108⅝	109⅝	108⅝	108⅝	109⅝
13	Illinois C. leased	94	94	94	94	94
600	L. E. & Western	18⅝	18⅝	18⅝	18⅝	18⅝
1000	L. E. & Western pf.	57⅝	57⅝	57⅝	57⅝	57⅝
1948	Lake Shore	104⅝	104⅝	104⅝	104⅝	104⅝
170	Lac. & Susq.	94⅝	94⅝	94⅝	94⅝	96
850	Louis. & Nash.	69⅝	69⅝	69⅝	69⅝	69⅝
20	Louis. S. A. & C.	48⅝	48	48	48	49
4158	Manhattan Con.	99⅝	100	98⅝	98⅝	99⅝
420	Michigan Central	91	91	91	90	91
300	Mil., L. S. & W. pf.	102	102	102	101⅝	102
2375	Missouri Pacific	73⅝	73⅝	72⅝	72⅝	73⅝
2504	Mob., Bath. & T.	13⅝	13⅝	13⅝	13⅝	13⅝
400	Mobile & Ohio	11⅝	11⅝	11⅝	11⅝	12
1300	Nashv., Ch. & St. L.	91⅝	91⅝	90	91	91
280	N. Y. Central	97⅝	97⅝	97	97	97⅝
200	N. Y. & Perry Coal	21	21⅝	21	20⅝	21
800	N. Y. & New Eng.	40⅝	40⅝	40	40	40⅝
10	N. Y. & N. H.	249	249	249	248	250
150	N. Y., C. & St. L.	19	19	19	19	19⅝
740	N. Y., Chi. & St. L. pf.	74⅝	74⅝	74⅝	74	75
10030	N. Y., L. E. & W.	30⅝	30⅝	29⅝	29⅝	29⅝
600	N. Y., L. E. & W. pf.	69⅝	69⅝	69	69	69⅝
100	N. Y., N. H. & H.	9	9	9	9	9⅝
200	Norfolk & West.	17⅝	17⅝	17⅝	17⅝	17⅝
200	Norfolk & West. pf.	52⅝	52⅝	51⅝	52	52⅝
400	Northern Pac.	27⅝	27⅝	26⅝	26⅝	26⅝
5400	Northern Pac. pf.	62⅝	62⅝	61⅝	61⅝	62⅝
2500	Oregon Imp.	64⅝	64⅝	64	64	64⅝
1325	Oregon R. & N.	65⅝	65⅝	64	65	65⅝
2600	Oregon S. L.	47⅝	48	47⅝	48	48⅝
9890	Oregon & Trans.	33⅝	33⅝	32⅝	32⅝	32⅝
740	Pacific Mail	38⅝	38⅝	38⅝	38⅝	38⅝
950	Pac. Union Tel.	87⅝	87⅝	87⅝	87⅝	87⅝
27720	Phila. & Reading	49	49⅝	48⅝	48⅝	49⅝
601	Phil. Pal. Car Co.	201⅝	201⅝	201	200⅝	201
400	Rich. & W. P. Ter.	27	27⅝	26⅝	26⅝	27⅝
910	Rich. & W. P. pf.	81	81	80	80	81
100	R., W. & O.	102	102	102	101⅝	102
500	St. L. & S. F.	61⅝	61⅝	61⅝	61⅝	64⅝
20	St. L. & Iron Mt.	92⅝	92⅝	92⅝	92	93
50	St. P. & Omaha	33⅝	33⅝	33⅝	32	32⅝
658	St. P. & Omaha pf.	92	92⅝	92	92	92⅝
500	At. Tn. R. & M.	103⅝	103⅝	103	103⅝	104⅝
100	St. L., Ark. & Tex.	9	9	9	9	9⅝
5740	Tenn. Coal & Iron	36⅝	37⅝	36⅝	36⅝	36⅝
500	Tenn. Coal Iron pf.	105	105	105	104	105⅝
1110	Texas Pacific	21⅝	21⅝	21⅝	21⅝	21⅝
400	Tol., A. A. & N. M.	26⅝	27	26⅝	26	26⅝
1670	Union Pacific	69⅝	69⅝	68⅝	68⅝	69⅝
582	U. S. Express	82⅝	83⅝	82⅝	83	85
100	Virginia Mid.	35⅝	35⅝	35⅝	35	37
100	W., St. L. & P. pf.	27⅝	27⅝	27⅝	27	27⅝
15	Wells, Fargo Ex.	141⅝	141⅝	141	141	144
2490	West. Union Tel.	86⅝	86⅝	85⅝	85⅝	86
960	W. & L. Erie	66	66⅝	65⅝	65⅝	65⅝

The total sales of stocks were 218,602 shares.

BOSTON CLOSING QUOTATIONS.

	Bid.	Asked.		Bid.	Asked.
At., T. & S. Fe	53⅝	53⅝	Am. Bell Tel.	226⅝	227⅝
Bos. & Albany	206	208	Erie Telephone	32⅝	33
Bos. & Maine	168	169	New Eng. Tel.	45⅝	46
Ch., Bur. & Nor.	54	55	Bos. W. Power	7⅝	8
Col. Southern	23⅝	23⅝	West End Land	27⅝	28
Eastern	83	84	Bos. & Montana	44⅝	45
Mex. Cent. 4s	68⅝	70	Butte & Boston	24	26
Mex. Cent. ad.	1⅝	1⅝	Calumet & Hec.	265	266
Wis. Cen. com.	15⅝	16⅝	Santa Fe	1⅝	2

PHILADELPHIA CLOSING QUOTATIONS.

	Bid.	Asked.		Bid.	Asked.
Read. g. m. 4s	92⅝	92⅝	Lehigh Valley	54⅝	55
Phil. & R. 1st 6s	52⅝	55⅝	Lehigh C. & N. Co	52	52⅝
Phil. & R. 2d 6s	72⅝	73⅝	Pennsylvania	55⅝	55⅝
Phil. & R. 3d pf.	36⅝	50			

LATEST BOSTON QUOTATIONS.

Atlantic & G. W. 1st	55	Louisville & Nashville	61⅝
Atlantic & G. W. adj.	40⅝	Mex. Central	19⅝
Canadian Pacific	54⅝	Northern Pacific pf.	65⅝
Central Pacific	37	Norfolk & West. pf.	52⅝
Erie common	30⅝	Pennsylvania	54⅝
Erie 2d consols	103⅝	Reading	16⅝
Illinois Central	111⅝	St. Paul common	65
Kansas & Texas	14⅝	Union Pacific	67⅝
Lake Shore	107	Wabash pf.	29

TUESDAY, Feb. 19.

The efforts that were renewed at Chicago today to complete the Inter-State Commerce Railway Association acted as a check upon speculation in the Stock Exchange. The street seems to have an erroneous idea of the situation at Chicago and of its possibilities. In the opinion of the average dealer in stocks, the failure to secure the assent of every road in the territory covered by the proposed agreement means the collapse of the entire movement to improve the condition of traffic. The fact is overlooked that all of the roads have been maintaining rates since Jan. 1 under no greater obligations to each other to do so than are contained in the preliminary agreement of the Presidents of the more important roads. The fact is also overlooked that the roads that have become partners to the new association can invoke the Inter-State Commerce law at any moment to compel their non-assenting competitors to maintain rates. About all that they have pledged themselves to do in signing the contract of the new Association is to obey the Inter-State law and keep faith with each other.

The only road that can seriously disturb rates is the C., B. and Northern, and if it does so the conclusion is inevitable that the management of the C., B. and Quincy did not act in good faith when it signed the agreement last week. We have reason to believe that that company did act in good faith, not voluntarily, however, but under effective compulsion. It makes no difference what the officers of the company may say or what its reports may show, the C., B. and Quincy Company is a borrower of money, and of large amounts, and will probably have to borrow more against its unavailable surplus in order to pay the dividend declared last week. Of course, the credit of the concern is good enough to borrow a good deal, but loans can be made in such a way as to reflect upon the credit of the borrower. In other words, it is much better for a corporation like the C., B. and Quincy to borrow what money it needs in a round amount from a first-class institution or banking house than to be compelled by their refusal to loan the money to hawk their notes or collaterals in small amounts among money lenders of the second or third class, who might use the information for speculative purposes against the company. Some of the stockholders of the company will doubtless be pleased to learn that THE SUN has trustworthy information of the determination of a number of large holders of the stock at an important interior point in this State to cooperate with their fellow shareholders against the present iniquitous management.

The list of companies that are still outside of the Inter-State traffic agreement is not large, but contains names that should not be there. Of course every one expects the blackmailing C., B. and Northern to hold out to the last minute, but it is difficult to understand why the Missouri, Kansas and Texas and the Wisconsin Central have not come into the fold. Both concerns need all the vitality that profitable rates can impart to bankrupt or to water-logged corporations. It is possible to imagine that the time may come when the owners of the Wisconsin Central would like to see a bona fide quotation for some of their securities, especially as they have failed to unload their property upon the Northern Pacific Company. The only way to secure such quotations is by a recognition of the community of interests that should govern the relations of corporations to each other. The attitude of the Illinois Central is beginning to receive the attention of the real owners of the property, so that favorable and sensible action from that quarter need not be despaired of.

The heaviest trading to-day was in Atchison, and the course of the stock indicated that the detailed report of the company for the year ending Nov. 30, 1888, was regarded as sufficiently good news to warrant sales in accordance with the axiom of the street. The rest of the list presented very little of interest. Oregon Improvement made a bad break, because some holders are just beginning to find out that the company's net earnings for December were insignificant owing to temporary causes. Oregon Railway and Navigation sold off, possibly in sympathy with its neighbor, but more likely because of the constant backing and filling and inaction of the Union and the Northern Pacific Companies regarding the disposition of the property. London distinguished itself by picking up quite a little Kansas and Texas, but in the main the foreign market was quiet. The adjournment until to-morrow of the Convention of railroad men at Chicago was the occasion of a pretty free and moderately effective selling movement at the close. But outside of the Granger and Oregon stocks no important declines were recorded.

Final sales compare with those of yesterday as follows:

	Feb. 18.	Feb. 19.		Feb. 18.	Feb. 19.
Atch., T. & S. F.	54⅝	53⅝	Northwest com.	107⅝	107
Atl. & Pacific	8	8	Nor. Pac. com.	27	27⅝
Can. Southern	56⅝	55⅝	Nor. Pac. pf.	62⅝	61⅝
C., C., C. & Ind.	73	72	N. Y. & N. E.	48⅝	48
C., B. & Q.	106⅝	105⅝	N. J. Central	98	97
C. & East Ill.	84⅝	84⅝	Omaha pf.	92⅝	92⅝
Ch. & E. Ill. pf.	98	97⅝	Oregon & T. C.	33⅝	32⅝
Consol. Gas	82⅝	82⅝	Oregon Imp.	65	64⅝
Del., L. & W.	142⅝	141⅝	Pacific Mail	38⅝	38⅝
Del. & Hudson	137⅝	137⅝	Rock Island	97⅝	97
Erie	30⅝	29⅝	Rich. & W. P.	27⅝	26⅝
Illinois Cen.	109⅝	109⅝	Reading	49⅝	49⅝
Kansas & Tex.	15⅝	15⅝	St. L. & S. F. pf.	64⅝	64⅝
Lou. & Nash.	69⅝	69⅝	St. Paul com.	82⅝	81⅝
Lake Shore	104⅝	104⅝	St. Paul & Man.	104⅝	104
L. E. & West.	18⅝	18⅝	Tex. Pac.	21⅝	21⅝
Manhat. Con.	99⅝	98⅝	Union Pac.	68⅝	64⅝
Mich. Central	91	91	Wab. & P. pf.	27⅝	27⅝
Missouri Pac.	73⅝	72⅝	West. Un. Tel.	87⅝	85⅝
Nash. & Chat.	91⅝	91⅝	Wheel. & L. E.	66	65⅝
Norfolk & W. pf.	52⅝	52⅝			

Government bonds strong. The 4s closed ¼ ₹ cent. higher bid. Railway bonds active and irregular. The more important net changes in prices were: *Advanced*—Chesapeake and Ohio S. W. mtge., ½ ₹ cent., to 109½; Chicago Gas Light and Coke Co. 1sts, ¼, to 90; Denver and Rio Grande Western 1sts, 4's, to 95¼; Fort Worth and Denver City 1sts, ¾, to 94½; Hocking Valley 5s, ¾, to 87¼; Richmond Terminal 6s, ¼, to 99; St. Louis, Arkansas and Texas 2ds, 1, to 37¼; Tennessee Coal, Iron and Railroad 6s, lbr. div., ¼, to 96½, and Tenn. div., ¼, to 97; Virginia Midland generals, 1, to 87; West Shore 4s, ¼, to 109¼, and Western N. Y. and Penn. 2ds, ¼ ₹ cent., to 42½. *Declined*: Atlantic and Pacific 1sts, ½ ₹ cent., to 82¼; Denver and Rio Grande Western 1sts, 6s, ¼, to 84½; International and Great Northern 6s, ¼, to 64; Louisville, New Albany and Chicago consols 1s, to 99¼; Northern Pacific Terminal 1sts, 1, to 106½; Oregon and Transcontinental 1sts, ¾, to 105¾; Oregon Improvement 1sts, 1, to 105¼, and Western New York and Penn. 1sts, ½ ₹ cent., to 99½.

In bank stocks 100 shares of Phenix sold at 134, 50 shares of St. Nicholas Bank at 130, and 19 shares of Western National at 95½.

In the Unlisted Department the sales of American Cotton Oil Trust were 13,125 shares at 50@59¾, closing at 59½. Other transactions were in Brunswick Company, 800 shares at 22¼@22½, closing at 22½; Sugar Refineries stock, 1,800 shares at 84½@85, closing at 84½; National Transit certificates, crude petroleum, 321,000 barrels at 90½@91½ cents ₹ barrel, closing at 90½; Georgia Pacific 2d consol 5s, $17,000 at 78@78½; Mt. Desert, 200 shares at $2,250@$2,375; Georgia Pacific, 6 shares at $1,125; Kingston and Pembroke, 200 shares at $1.25, and St. L., N. O. and O. C. and Transportation 6s, $2,000 at 85½.

Money on call, 2 ₹ cent. Time money, 3 ₹ cent. for four months, 4 ₹ cent. for eight months, and 4½ ₹ cent. for twelve months. Commercial paper in good demand. Prime double-name paper is quoted at 4 ₹ cent., and single name at 4½ ₹ cent.

Sterling exchange is quiet and not quite as firm as yesterday. Nominal asking rates, $4.87 for long bills and $4.89½ for demand. Actual rates at $4.86@$4.86½ for 60-day bills, $4.88½@$4.89 for sight drafts, and $4.89½@$4.89¾ for cable transfers. Engagement of gold for export, $300,000. The shipment is not warranted by the exchange markets.

To-day's offers to sell United States bonds to the Government aggregated $585,600, as follows: Registered 4s, $500 at 129½; registered 4½s, $555,100 at 109½, and $30,000 at 109¾. The acceptances were $555,100 at 109½.

The market for Sugar Refineries stock since it was transferred from the street to the United Department of the Stock Exchange seems to be influenced by the course of the speculation in railroad and other shares, and the dealings in it have fallen off somewhat, which is only natural after the material advance in the price.

At the annual election for directors of the Delaware, Lackawanna and Western Railroad Company to-day the directors who served last year were reelected, with the exception of Mr. Jay Gould, who was succeeded by Mr. Henry A. C. Taylor, representing the estate of the late Moses Taylor. Mr. Gould declined reelection on the ground of ill health. It would not be surprising if Mr. Sam Sloan should decline a reelection as a director of the Missouri Pacific Railroad Company, and if so it will not be on the ground of ill health, but doubtless because he has not been and will not be subservient to Mr. George J. Gould.

Treasury balances compare as follows:

	Feb. 18.	Feb. 19.		Feb. 18.	Feb. 19.
Gold	$103,086,851	$102,250,749	Am. Bell Tel.	226⅝	227⅝
Legal tenders	29,479,128	28,444,490	Erie Telephone	32⅝	33
			New Eng. Tel.	45⅝	46
Totals	$132,565,979	$131,704,239	Bos. W. Power	7⅝	8
			West End Land	27⅝	28
			Bos. & Montana	44⅝	45
			Butte & Boston	24	26
			Calumet & Hec.	265	266
			Santa Fe	1⅝	2

Silver balance, $21,137,281, against $21,143,602 yesterday. Deposits in national banks, $44,352,984, against $45,070,691 yesterday.

Money in London, 2½ to 2¾ ₹ cent. Discount in the open market, 2⅞ to 2¾. The amount of bullion withdrawn from the Bank of England on balance to-day is £24,000. Paris advices quote 3 ₹ cents at 83.90, and checks on London, 25.32.

The Chicago and Alton Railroad reports for the year 1888: Gross earnings, $7,511,000, a decrease as compared with 1887 of $1,129,000; net earnings, $2,843,000, a decrease of $527,000, and surplus after paying 8 ₹ cent. dividend, $218,000.

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

Sales.	Name.	Opening.	Highest.	Lowest.	Closing.
200	Amador	1 80	1 80	1 80	1 80
1400	Ancona	20	20	20	20
100	Best & Belcher	5 12	5 12	5 12	5 12
100	Bodie	1 65	1 60	1 60	1 60
1400	Brunswick	13	14	13	13
300	Celtic	2 20	2 20	2 20	2 20
310	Con. Cal. & Va.	8 50	8 50	8 50	8 50
200	Caribou	5	5	5	5
1300	Chrysolite	26	27	26	27
500	Columbia & Beav.	4	4	4	4
1200	El Cristo	1 40	1 50	1 40	1 50
100	Excelsior	56	56	56	56
1000	Hollyoke	6	6	6	6
400	Horn Silver	1 90	1 90	1 90	1 90
150	Iron Hill	8	8	8	8
500	Little Chief	31	31	31	31
100	Leadville	13	13	13	13
1000	Mammoth	32	32	32	32
400	Mohican & S. co.	1 45	1 45	1 45	1 45
100	Monitor	4	4	4	4
1000	Ontario	5 75	5 75	5 75	5 75
400	Phoenix	1 00	1 00	1 00	1 00
200	Plymouth	9 37	9 37	9 37	9 37
1000	Sacramento	10	10	10	10
300	Robinson	50	50	50	50
100	S. King	1 10	1 10	1 10	1 10
3200	Sullivan con.	1 15	1 20	1 15	1 20
1000	Utah Tunnel	10	10	10	10
200	United Cop