FINANCIAL AND COMMERCIAL.

New York Stock Exchange—Sales May 2.

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

3 U. S. 4s, r	109¾	109¾	109¾
14 La. cons. 7s	90¾	90¾	90¾

CLOSING PRICES OF UNITED STATES BONDS.

	Bid.	Asked.		Bid.	Asked.
U. S. 4s, r	*107¾	107¾	U. S. 6s, 1886	..124	—
U. S. 4s, c	109	109¼	U. S. 6s, 1887	..124	—
U. S. 4½, r	109¾	109¾	U. S. 6s, 1888	..126	—
U. S. 4½, c	110¼	110¾	U. S. 6s, 1889	..129¾	—
			U. S. 6s, 1890	..129¾	—

*Ex interest.

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

3 Atl. & Pac. in	17¾	10 Nor. P. & Mon. 1st	104
1	17¾	10 Nor. P. & Cy. div	90¾
5	18	10	91
1	18	12 N. Y. & Sue. 1st r. 5s	109¾
6 Atl. & Pac. 1st	21¾	8	109¾
1 Atch. & T. 1st	91	4 N. J. Cen. cn. ak	121¼
18 Atl. & Danv. 1st	9¾	1 N. J. Cen. cn. ak	121¼
10 Brooklyn El. 1st	115	15	119¾
2 Bur., C. R. & N. 1st	109¾	2 N. Y. Cent. ex. 5s	101¾
51 Can. & O. cn. 5s	97	1 N. Y. El. 1st	115
10	97¼	5 N. Y. & N. Eng. 2d s	50
10	97¾	20	50¼
16 Ch. & N.W. mtg	111¾	5	50¾
1 Ch. & O. ser. A	116¾	8 N. Y., Chic. & St. L. 4s	93¾
2 C., R. & Q. deb. 5s	110¾	3	93¾
2 C., B. & Q. ex. 5s	108	2	93¾
2	108¾	2 N. W. ext. 4½s	107¾
1 Can. So. 1st	108¾	*1 N. W. deb. 5s, 25 yr	109
1	110	2 N. Y., O. & W. 1st	112
28 Can. So. 2d	106¾	4 Or. S. L. 6s	114
3	107	*2 Or. & N. 1st, gu	111¾
3 Cen. Pac. 1st	107	6 Or. Imp. 1st	90¾
1 Cen. Pac. g. 5s	110	4 Phila. Co. 1st	103¾
2 Ca. & E. Ill. gu. 5s	101¾	2 Pitts. & W. 1st, gu	87
10 Col. Coal 1st	97	1 Rib. & W. P. T. 6s	101¼
6 C., C., L. & C. Co. 1st	80¾	5	101¼
3	80¾	5	101¼
8	80¾	7 Rock Isl. cp. 5s	108
1 C. L. St. L. & C. 4s	96¾	18 Rock Isl. ex. 6s	107¾
8 Ch., Peo. & St. L. 5s	70¾	23	107¾
2	70¾	2	107¾
7 Den. & R. G. imp. 5s	87	2 Rh. & Dan. 5s	97¾
10	87¾	2	97¾
20	87¾	2 Rh. & D. Bdge. 1st	90¾
68	87¾	13 Rh. & A. V. Col. div. r	82¾
4	87¾	20 Reading gen. 4s	90¾
4 Den. & R. G. con.	87¾	14	90¾
5	87¾	11 Reading 1st inc.	44¾
5	87¾	5 Reading 2d inc.	36¾
5	87¾	5	36¾
10	87¾	10 Reading 3d pf. inc.	65¾
20	87¾	5 St. Val. 1st	90¾
20 Del., Sus. & Atl. 5s	92¾	10 St. Val. gu.	80¾
10	93¾	25	80¾
10	93¾	4	80¾
35	94	10 St. P. & Minn. 1st	120
10	94¾	5 So. Pac. of Cal. 1st	113¾
30 Erie con. 2d	106¾	5 St. P. & Man. 1st C. T.	87¾
1 E. Tenn. 5s	107	18	88
5 Equitable G. & F. 1st	110¾	11 St. J. & Ga. c. 4½s	103
26 Ft. Worth 1st	90¾	25 St. P. & K. C. C. 1st	111¾
5	90¾	15 St. L. & S. F. T. 6s	97¾
37	90	12	97¾
2	90¾	3 St. P. & Dul. 2d	79¾
3	90¾	2 St. P. & Sio. City 2d	107
7	90¾	3 St. P. Sou. C. 1st g. 6s	107¾
2 Ft. Wayne 2d	140	5	102
4 G. H. & S. A. 1st, W. D.	89¾	5 St. P., M. & M. W. D. 1st	75
5	89¾	5	75¾
12 Gulf & St. Fe 1st	110¾	5 St. P. 1st, S. M. D.	113¾
6 G. C. & S. F. G. 6s	72¾	10 St. P. 1st, H. & D.	113¾
3	78	*2 St. L., Ark. & Tex. 1st	93
3 H. Val. 5s	76¾	10	81¾
10	76¾	25	81¾
10 H. Val. 6s	75	5 St. L., Ark. & Tex. 2d	32¾
10	76¾	10 San. A. & A. P. 1st 6s	88¾
2	76¾	3	88¾
12	76¾	2	88¾
1 H. & T. C. 1st, M. L. T. R.	125	8	88¾
2 Iron Mt. C. & F.	103	1 S. C. R. R. 1st	93
1	102¾	4 S. C. R. R. 1st c off	90
5 Iron Mt. 5s	84	*2 St. Jo. & G. I. 1st	105
2 Int. & Gt. N. 1st	103¾	1 Spokane & Pal. 6s	100
1 Long Isl. 1st, 1888	103¾	3 Tex. Pac. 1st 5s	92¾
100 Kan. Pac. D. & m.	112¾	7	92¾
1 Kan. & T. cn.	90¾	50	92¾
1	91	16	92¾
1	91	10 New York	92¾
1	92	33	93¾
10 Kan. & T. gt. 6s	58	10	93¾
25	58¾	22	93¾
1	58¾	24	93¾
2	58¾	10	93¾
5 Kan. & T. gt. 5s	55	2 Tol., P. & W. 1st s.	79
2	54¼	*5 Tol. & W. 1st	100
11	54¾	5	100¾
6 Ken. Cent. 1st	78¾	2 Tol. & W. c. cv. T. R.	96¾
2	78¾	3 Tol. A. A. & M. M. P. 6s	97¾
75	78¾	14 Tenn. c. c. & Iron	98
5 La. & Mo. Riv. 1st	123	5 Tenn. C. I. & R. R.	76
1 Lake Sh. 2d c	128	1 Ter. Coal 1st	95
1 Lou. & N. cn.	110¾	1	95
*11 Lou. & N. G. T. 5s	104¾	6 Tol., St. L. & K. C. 1st	103¾
1	104	1	104
3 Lou. & N., F. & A. 1st	104¾	5 Un. Pac. 1st 97s	116¾
*9 Lou. & Ches.	103¾	7 Un. Pac. 4s	107¾
5 L. & N. E. H. & N. 1st	111¾	8 Un. Pac. 98s	118¾
2 Lou. & N. O. br.	112¾	*1 Union Pac., S. F.	116¾
1 Long Isl. 5s	105¾	*1 Union El. 1st	105¾
1 Long Isl. 5s	117	17	105¾
2 L., S. A. & Ch. 1st	121	*8 Va. Mid. gen.	93¾
10 L., N. A. & Ch. 1st	111	*10 Wab. & P., Det. d.	12¾
6	112¾	*10 Wab. & P. Chic. d.	20¾
1	112¾	10	20¾
4 L. N. O. & Tex. 1st	89¾	10	20¾
6 L. N. O. & Tex. 2d	70¾	10	20¾
6 Mem. & Chas. 1st 6s	106¾	1 West. Union c. 5s	104¾
5	106¾	1	104¾
2	106¾	2 West. Sh. 4s	107¾
1 Mob. & Birm. 1st	98	1	107¾
3 Nor. Pac. term. 1st	108	3	107¾
5 Nor. Pac. 1st r	120	6	107¾
1 Nor. P. 1st c	110¾	1 West. Sh. 4s r.	107
1 Nor. P. 2d c	104¾	*8 Ex. West. 4s	100¾
10	115	*8 Ex. interest	
20 Nor. Pac. 3d c	108		

Total sales of railway bonds (par value), $2,491,000.

RAILROAD AND OTHER SHARES.

	Open-ing.	High-est.	Low-est.	Clos-ing. Bid.	Asked.
25 Adams Express	151	151	151	152	—
27780 Atch., T. & S. Fe	43	43¾	42¾	43	43¼
2 Atlantic & Pac.	7¾	7¾	7¾	7¾	8
100 Canadian Pac.	84¾	84¾	84¾	84¾	84¾
650 Canada Southern	52¾	53	52¾	52¾	53
1300 Canadian Pacific	57¾	58	57¾	58	—
1100 Ches. & Ohio	17¾	17¾	17¾	17¾	17¾
1406 C. & O. 1st, pf.	50	50¾	50¾	50¾	50¾
700 Chic. & E. Ill.	42¾	43¼	42¾	43	43¼
271 Chic. & E. Ill. pf.	90	91	90	91	93
6060 Chicago Gas	74¾	76¾	69	69¾	69¾
10950 Chic. & N. W.	104¾	105¾	104¾	105¾	105¾
110 Ch. & N. W. pf.	136	136	136	136	136¾
2962 C., B. & Q.	97¾	98¾	96¾	98¾	98¾
3100 C., M. & St. P.	65¾	66	65	65¾	66
408 C., M. & St. P. pf.	106	106¾	106	106¾	106¾
7700 C., R. I. & Pac.	93¾	94¾	93¾	94¾	94¾
117 C., S. L. & P.	17	17	16¾	16¾	17¾
111 C., C., C. & I.	68¾	68¾	68¾	68¾	69
80 Colorado Coal	25¾	25¾	25¾	25¾	25
400 Col. H. V. & Tol.	18¾	18¾	18¾	18¾	19¾
792 Consol Gas Co.	88¾	89¾	88¾	89	89¾
3000 Del. & Hudson	138¾	139¾	138	137¾	137¾
21700 Del., L. & W.	137¾	139¾	137¾	139¾	139¾
416 Denver & R. G.	17¾	17¾	17¾	17¾	18
1738 Den. & R. G. pf.	45	45¾	45	45	45¾
200 Den., Tex. & F. W.	23¾	23¾	23¾	23¾	24
100 E. T., V. & G.	9¾	9¾	9¾	9¾	10¾
16 E. T., V. & G. 2d pf.	21¾	21¾	21¾	21¾	22
200 Illinois Central	114	114	114	114¾	114¾
600 Ind., B. & Western	18¾	19¾	18¾	19¾	19¾
1925 J., L. & Western	55¾	56¾	55¾	56¾	56¾
1800 Lake Shore	103¾	103¾	103	103¾	103¾
12650 Louis. & Nash.	68¾	69¾	68¾	69¾	69¾
3400 Manhattan Con.	97¾	98¾	97¾	98¾	98¾
100 Marq., H. & Ont. pf.	90	90	90	90	92
100 Mil., L. S. & W.	85¾	85¾	85¾	84¾	86
100 Mil., L. S. & W. pf.	115	115	115	115	115
6365 Missouri Pacific	71¾	72¾	71¾	72¾	72¾
150 Mo., Kan. & T.	12¾	12¾	12¾	12¾	13
300 Kan., C. & St. L.	91¾	95	91¾	95	95
225 N. J. Central	99¾	99¾	98¾	98¾	99¾
777 N. Y. Central	107¾	108¾	107¾	107¾	108¾
921 N. Y., C. & N. pf.	21	22	21	22	22¾
2300 N. Y. & New Eng.	43¾	43¾	43¾	43¾	43¾
1700 N. Y., L. E. & W.	29	29	28¾	28¾	29
800 N. Y., L. E. & W. pf.	71	71¾	71	71¾	71¾
300 N. Y., N. H. & H.	32¾	33	32¾	33	33
5250 Norfolk & West. pf.	58¾	59¾	58¾	59¾	59¾
338 Northern Pac.	25¾	25¾	25¾	25¾	25¾
2066 Northern Pac. pf.	63¾	64¾	60¾	61¾	61¾
400 Ohio & Miss.	23	23¾	22¾	22¾	23¾
100 Ontario & West.	17	17	17	17	17¾
200 Oregon Imp.	40¾	50	40¾	50	51
200 Oregon Imp. pf.	80	80	80	80¾	80
110 Oregon R. & N.	89¾	89¾	89¾	89¾	90
8450 Oregon Sh. L. & Trans.	32¾	33¾	32¾	33	33¾
648 Pacific Mail	36¾	37	36¾	36¾	36¾
1000 Peo., Dec. & Evans.	24¾	24¾	24¾	24¾	25
10867 Phila. & Reading	45¾	45¾	44¾	45¾	45¾
50 P., C., S. L. & N. W.	151	151	151	151	—
*810 Pull. Pal. Car Co.	193	194¾	193	193	193¾
110 Pitts. & West. pf.	38	38	38	37¾	39
100 Quicksilver	3¾	3¾	3¾	3¾	3¾
810 Rich. & W. P. T.	26¾	27	26¾	26¾	26¾
200 Rich. & W. P. T. pf.	70¾	70¾	70¾	70¾	70¾
100 R., L. & S. F. pf.	61¾	61¾	61¾	61¾	61¾
150 St. L. & Duluth	31¾	31¾	31¾	31	31
400 St. P. & Omaha	33¾	33¾	33¾	33¾	34
565 St. P. & Omaha pf.	93	94¾	93	94¾	94¾
500 St. P., M. & M.	101	102¾	101	101¾	102¾
400 Southern Pac.	21¾	21¾	21¾	21¾	22
41 St. L., Ark. & Tex.	7¾	7¾	7¾	7¾	7¾
200 Tenn. Coal & Iron	40	40¾	40	40¾	40¾
200 Tenn. Oil & Iron	102	102	102	101	103
965 Texas Pacific	21¾	21¾	21¾	21¾	21¾
400 Tol. A. A. & N. M.	27¾	28	27¾	27¾	28
19600 Union Pacific	69¾	69¾	69	69¾	69¾
*74 U. S. Express	95	95	95	95	95¾
520 W., St. L. & P.	14¾	15	14¾	15¾	15¾
1325 W., St. L. & P. pf.	28¾	28¾	28¾	28¾	28¾
1918 West. Union Tel.	85¾	86¾	85¾	86	86¾
1000 W. & Lake Erie	66	66¾	66	66¾	66¾

*Ex-dividend.

The total sales of stocks were 246,502 shares.

UNLISTED DEPARTMENT TRANSACTIONS.

Sales.		Open'g.	High't.	Low't.	Clos'g.
1310	American Cotton Oil	56¾	55¾	55¾	55¾
1473	Sugar Refineries	91¾	92¾	91¾	92¾
5125	National Lead Trusts	21¾	22¾	21¾	22¾
350	Brunswick Co.	20¾	20¾	20¾	20¾
112	Newport News & M. Val.	12	12	12	12
500	King, & Pembroke	1¾	1¾	1¾	1¾
100	Deadwood	1¾	1¾	1¾	1¾
300	Caledonia G. H.	3	3	3	3
$97000	Georgia Pacific cn. 5s	85¾	85¾	85¾	85
$60000	Georgia Pacific inc.	28¾	28¾	28	28¾
$51000	Pipe Line ctfs.	84¾	86¾	84¾	85¾

BOSTON CLOSING QUOTATIONS.

	Bid.	Asked.		Bid.	Asked.
Bos. & Albany	218	217	Erie Tel.	33¾	34
Bos. & Maine	180	181	New Eng. Tel.	—	45
Ch. Bur. & Nor.	45	47	Bos. W. Power	7	7¾
Cal. Southern	12	13	West End Land	27¾	27¾
Eastern R. R.	81	83	Bos. & Montana	20¾	30
Wis. Cen. com.	17	17¾	Calumet & Hecla	207	208
Am. Bell Tel.	228	230	Santa Fe	65	70

PHILADELPHIA CLOSING QUOTATIONS.

	Bid.	Asked.		Bid.	Asked.
Pend. R. R. 4s	99¾	100¾			
Phil. & N. 1st pf.	85¾	86¾	B. N. Y. A. P. & N.	11¾	12
Phil. & N. 2d pf.	60¾	60	Lehigh Valley	53¾	54
Phil. & R. 2d pf.	55¾	56¾	Lehigh C. & N. Co	52	52¾
Phil. & R. 3d pf.	35¾	35¾	Pennsylvania	53¾	53¾

LATEST LONDON QUOTATIONS.

Atlantic & Gt. W. 1st	32¾	Louisville & Nashville	70¾
Atlantic & Gt. W. 2d	9	N. Y. Central	110¾
Canadian Pacific	54¾	Northern Pacific pf.	73¾
Central Pacific	9¾	Norfolk & West. pf.	54
Erie common	25¾	Pennsylvania	56¾
Erie 2d consols	103¾	Reading	19¾
Illinois Central	118¾	St. Paul common	67¾
Kansas & Texas	13¾	Union Pacific	69
Lake Shore	103¾	Wabash pf.	20¾

THURSDAY, May 2.

The sentiment that has pervaded the town during the last three or four days seemed to find fresh expression with the resumption of business upon the Stock Exchange. The fairly large transactions and general improvement in prices of railroad securities was based, however, on something more tangible than patriotism. The one important development during the holidays was the announcement by the bankers who have been identified with the financiering of the Atchison Company that they hold proxies on a majority of the stock of that concern. It is in every respect desirable that the responsibility for the management of the Atchison property should devolve upon them. In the first place, confidence has entirely departed from the present régime, and should it be able to retain itself in power there is no certainty of its being able to secure to the company the financial assistance that it is certain to need for some months to come. Indeed, the chances largely are against its being able to avert the entire collapse of the enterprise. The change in management that now seems certain to take place will not only insure the employment of ability in operating the company, but, what is equally important, will place the financial burdens of the company upon those whose resources are equal to any emergency and who cannot afford to shirk any of the obligations that may come upon them.

The Chicago, Burlington and Quincy Company furnished the most important news today in the statement of its operations for the month of March. The figures and the influence they exerted upon the market were in marked contrast to those of the last year. Heretofore the monthly statements issued by the company have had a decidedly unpleasant effect upon prices, each successive one marking a further decline in the price of the stock. The one issued to-day, however, resulted in a demand for C., B. and Quincy that placed it first on the list in point of activity, and also made it the leader in the advance. The St. Paul Company also contributed to the more confident feeling by its statement for March. Other influences were reports of an encouraging character regarding the anthracite coal trade and of a better demand for manufactured iron. As the reports describing both of these markets came through a channel that is never over sanguine and rarely misled, a good deal of importance was properly attached to them.

Such stocks as Rock Island, Canadian Pacific, Manitoba, and St. Louis and San Francisco preferred supplied a fair proportion of the dealings. Indeed, the transactions were exceedingly well distributed, indicating a wide-spread revival of interest. Only one important stock failed to move in unison with the rest of the market, namely, Union Pacific. To-day's sellers were probably ignorant of the intentions of the managers of that company. In view of the misapprehension created by President Adams's letter to the Oregon and Transcontinental Company relative to the Oregon Railway and Navigation lease, that official has had to assure some of the members of his Board of Directors that it was never his intention to question the obligations of the Union Pacific Company under the Oregon Railway lease. Besides, Mr. Adams has written to the Northern Pacific Railroad Company that his company is desirous of reopening negotiations for an adjustment of the differences between the two concerns in the extreme Northwest, and suggests that the basis for such adjustment should be an agreement for the purchase and sale of trackage. This letter was received at a special meeting of the Northern Pacific directory to-day, and the executive officers of the company were authorized to resume negotiations with Mr. Adams and his associates upon the lines indicated in the letter. The market closed strong at about the best prices.

Final sales compare with those of Saturday as follows:

	Apr. 27.	May 2.		Apr. 27.	May 2.
Atch., T. & S. F.	42¾	43¾	N. Y. Central	107¾	107¾
Canadian Pac.	52¾	54	N. Y. & N. E.	43¾	43¾
Can. southern	52¾	53	Omaha pf.	82	84¾
C., B. & Q.	94¾	98¾	Oregon R. & N.	88	89¾
Consol. Gas	88¾	89	Or. & T. C.	32	33¾
Del., L. & West.	137¾	139¾	Oregon Imp.	49	50
Den. & R. G. pf.	46¾	48	Rock Island	93	94¾
Erie	25¾	29	Rich. & W. P.	26¾	26¾
Illinois Central	113¾	114	Reading	43¾	45¾
Kansas & Texas	13¾	13¾	St. L. & S. F. pf.	60¾	61¾
Lou. & Nash.	69¾	69¾	St. Paul com.	65¾	68
Lake Shore	103¾	103¾	St. Paul & Man.	100¾	102¾
Mich. Central	91	91	Tex. Pac.	21¾	21¾
Mil., L. S. & W.	85¾	86¾	Union Pac.	69¾	69¾
Missouri Pac.	71¾	72¾	Wab. & P. com.	14¾	15
Nash. & C.	84¾	86	Wab. & P. pf.	28¾	28¾
Norfolk & W. pf.	53	53¾	W. Un. Tel.	85¾	86
Northwest com.	106¾	108	Wheel. & L. E.	69¾	69¾
Nor. Pac. pf.	61	61¾			

Government bonds strong, though the 4½s and the 4s closed ¼ and ⅛ ₩ cent, lower bid. Railway bonds continue active and very strong. The more important net advances were in Atlantic and Danville 1sts, ¾ ₩ cent, to 94¾; Chesapeake and Ohio consol 5s, ¾, to 97, and S. W. mtge., ¾, to 111¾; Canada Southern 2ds, ⅝, to 96¾; Denver and Rio Grande Improvement 6s, ¾, to 83; Denver and Rio Grande 1sts, ⅝, to 106¾; Erie 2ds, ⅝, to 86¾; Duluth, South Shore and Atlantic 5s, 1, to 93¾; Erie consol 2ds, ¾, to 106¾; Fort Worth and Denver City 1sts, 1, to 96¾; Gulf, Colorado and Santa Fé gold 6s, 1, to 73; Hocking Valley 6s, ¾, to 76¾; Kansas and Texas consol 7s, 3, to 92; general 6s, 1¾, to 58¾, and general 5s, 2¾, to 55¾; Oregon Short Line 1sts, ¾, to 80; Louisville, New Albany and Chicago consols, ¾, to 102¾; Memphis and Charleston 1st 6s, ¾, to 106¾; N. J. Central general 5s, ¾, to 112¾; N. Y. City and Northern 2ds, 1¾ to 55; Richmond and Terminal 6s, ¾, to 101¾; Shenandoah Valley generals, 1¾, to 39¾; St. Paul, Chicago and Pacific 6s, ¾, to 107¾; St. Louis, Arkansas and Texas 1sts, 2, to 92; San Antonio and Arkansas Pass 6s, 1, to 89¾; Texas Pacific 2d incomes, ¾, to 39¾; Wabash Pacific, Detroit div. 1sts, 2¾, to 124¾, and Chicago div. 1sts, 1¾ ₩ cent., to 100¾.

In bank stocks 5 shares of Bank of Commerce sold at 153¾, 22 shares Phenix at 134, and 50 shares Western National at 96.

Money on call, 2 ₩ cent. Time money, on good collateral, 3 ₩ cent. for four months and 3½ ₩ cent. for nine months. Commercial paper in good demand, but the offerings are very light. Quotations are 4@4½ ₩ cent. for prime double name and 4½@5 ₩ cent. for best single name.

Sterling exchange strong. Nominal quotations, $4.87½@$4.88 for long bills and $4.89½@$4.90 for sight drafts. Actual rates are $4.87¾@$4.87⅞ for 60-day bills and $4.89 for demand.

To-day's offers to sell United States bonds to the Government aggregated $110,500, of which $60,500 were registered 4½s at 108¾, and $50,000 at 108. The last lot was accepted.

The Treasury Department reports a net increase of $7,768,688 in the circulation since April 1, and a net increase of $4,903,034 in the money and bullion in the Treasury during the same period.

The directors of the Northern Pacific Railroad Company at a special meeting to-day ratified contracts under which the lines of the Wisconsin Central Company's system will, for ninety-nine years from July 1 next, be operated as a part of the Northern Pacific system. The Northern Pacific Company assumes no financial obligations in the contracts and makes no guarantees. It will operate the auxiliary system for a percentage of the gross earnings. The Wisconsin Central Company has secured a modification of its contract with its terminal company at Chicago, the Chicago and Great Western Railroad, and has assigned one-half of its interest in that contract to the Northern Pacific Company. The first contract secures to the Northern Pacific a line of its own to Chicago, and the last contract referred to gives it a hold upon the extensive terminal facilities of the Wisconsin Central at that city. It is understood that the Wisconsin Central is to receive 35 ₩ cent. of the gross receipts from through traffic over its lines.

The condition of the investment market may be inferred from the fact that $1,300,000 of first mortgage bonds of an issue listed on the Stock Exchange, that were privately offered by a leading house to-day, were all sold before the close of business.

The Chicago, Burlington and Quincy Railroad reports gross earnings for March of $2,078,758, an increase of $862,570 as compared with the same month of last year, and net $700,762, an increase of $847,177. For the three months ending March 31 the gross earnings were $5,786,863, an increase of $1,217,862 as compared with the corresponding period of last year, and net $1,579,942, an increase of $859,468. The branch lines of the company report gross earnings for the same month of $584,240, an increase of $277,840 as compared with the same month of last year, and net $167,111, an increase of $208,513. For the three months ending March 31 the gross earnings were $1,748,092, an increase of $539,640 as compared with the corresponding period of last year, and net $525,743, an increase of $290,526. The two divisions earned within $35,000 of their fixed charges for the quarter.

The Chicago, Milwaukee and St. Paul Railroad reports gross earning for March of $2,019,897, an increase of $89,008 as compared with the same month of last year, and net $782,948, an increase of $362,733. For the three months ending March 31 the gross earnings were $5,352,415, an increase of $392,417 as compared with the corresponding period of last year, and net $1,572,189, an increase of $918,879.

The Louisville and Nashville Railroad reports gross earnings for March of $1,476,378, an increase of $215,176 as compared with the same month of last year, and net $595,851, an increase of $92,279. For the nine months ending March 31 the gross earnings were $12,529,009, an increase of $535,296 as compared with the corresponding period of last year, and net $4,887,761, an increase of $157,178.

The New York and New England Railroad reports gross earnings for March of $1,221,091, an increase of $64,158 as compared with the same month of last year, and net $350,689, an increase of $16,438.

The Louisville, New Orleans and Texas Railroad reports gross earnings for March of $220,512, an increase of $18,564 as compared with the same month of last year, and net $62,535, an increase of $27,118.

The Northern Pacific Railroad reports gross earnings for March of $1,029,993, an increase of $419,841 as compared with the same month of last year, and net $747,713, an increase of $341,112. The fixed charges accruing during the month, including sinking funds and taxes, were $677,428, leaving a surplus of $70,284. For nine months of the fiscal year gross earnings have increased $3,370,458; expenses increased $2,293,910, and net earnings have increased $1,136,848.

The Canadian Pacific Railroad reports gross earnings for March of $1,128,623, an increase of $160,166 as compared with the same month of last year, and net $356,72[illegible], an increase of $191,[illegible]. For the nine months ending March 31 the gross earnings were $2,870,397, an increase of $[illegible],085 as compared with the corresponding period of last year, and net $665,178, an increase of $420,978.

The Denver and Rio Grande Railroad reports gross earnings for April of $585,500, an increase of $100 as compared with the same month last year; and the Milwaukee, Lake Shore and Western $249,140, an increase of $60,277.

The complete report of the Lake Shore and Michigan Southern Railroad for the year 1888 contains the following figures:

	1888.	1887.	Changes.	
Gross earnings	$18,026,027	$18,710,803	Dec.	$681,836
Op. expenses	11,810,371	11,029,798	Inc.	280,573
Net earnings	$6,719,256	$7,681,164	Dec.	$961,909
All charges	3,608,390	3,049,045	Dec.	41,255
Balance	$3,110,865	$4,631,519	Dec.	$920,654
Dividends, 5 ₩ c.	2,478,225 (4)	1,978,660	Inc.	494,655
Surplus	$632,640	$2,052,859	Dec.	$1,415,319
Earned on stock	6.29 ₩ c.	8.15 ₩ c.	Dec.	1.86 ₩ c.
Tons carried	9,098,957	9,926,952	Dec.	256,995
Rate per ton	.0326	.0306	Dec.	.346
Passengers	4,051,704	3,772,840	Inc.	268,864
Rate per mile	2.2806	2.2906	Inc.	.0290

During April 4,968,151 shares of stock were dealt in on the Stock Exchange, being 2,687,951 shares less than in April, 1888. The transactions in bonds footed up $37,192,000, par value, an increase of $3,818,000.

At the annual meeting of the stockholders of the Michigan Central Railroad held at Detroit to-day F. S. Winston of Chicago was elected a director in place of John R. Forrest of the same city, and the other directors who served last year were reelected.

The Governing Committee of the Stock Exchange has adopted an amendment to the constitution abolishing the office of Vice-Chairman. If this action meets the approval of the members an assistant Chairman will hereafter be appointed by the Committee on Arrangements whenever the emergency may call for the services of such an official.

Treasury balances compare with last Saturday's as follows:

	April 27.	May 2.
Gold	$189,307,835	$191,562,111
Legal tenders	24,069,592	23,803,136
Totals	$214,391,427	$215,388,247

Silver balance, $21,069,084, against $21,126,205 last Saturday. Deposits in national banks $48,698,815, gross, against $42,742,192, net last Saturday.

The amount of bullion withdrawn from the Bank of England on balance to-day is £100,000; decrease during the week, £150,000. Paris advices quote 3 ₩ cents at 87.72½. The weekly statement of the Bank of France shows an increase of 2,050,000 francs in gold and 2,200,000 francs in silver.

The United States Trust Company utilized the centennial holidays in moving into its new building at 47 Wall street. The room it occupies is of noble proportions, handsomely ornamented, and worthy of the dignity of the institution. The Bank of America has also removed to its new quarters on the corner of Wall street and William street. Its banking room is spacious and beautifully lighted, though smaller and plainer than that of the United States Trust. The floor above it has been rented to Ladenburg, Thalmann & Co., and the basement to the new Security Trust Company. The Phenix Bank has taken possession of the old quarters of the United States Trust Company in the Atlantic Mutual Insurance Company's building, at 49 Wall street.

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.
400	Astoria	20	20	20	20
200	Aspen	11 00	11 00	11 00	11 00
100	Bulwer	2 15	2 15	2 15	2 15
300	Bullion	1 25	1 25	1 25	1 25
200	Caledonia B. Hills	3 10	3 10	3 10	3 10
100	Gen. Cus. La Va.	8 37	8 37	8 37	8 37
200	Exchequer	1 15	1 15	1 15	1 15
100	El Cristo	1 65	1 65	1 65	1 65
500	Little Pittsburgh	5	5	5	5
5000	La Crosse	9	10	9	10
500	Little Chief