NEWS OF THE RAILROADS.

Latest Information of Interest From All Quarters.

At 4 P. M. on May 15, 1851, a railroad train rolled into the depot at Dunkirk, N. Y., gayly decorated with flags and banners, and amid the booming of cannon and the shouts of joyous people. There were nine cars in the train. The cars were plain and insignificant in size. The entire train, locomotive and all, did not represent as large an outlay in construction, perhaps, as any one of the palaces on wheels in the service of any first-class railroad of to-day represents, but the most palatial train that has ever made its way over the rickety road in this country since that day could be numbered among its passengers a more distinguished party than one that alighted from those old-time cars on that occasion. It consisted of Millard Fillmore, President of the United States; Daniel Webster, Secretary of State; W. G. Graham, Secretary of the Navy; N. K. Hall, Postmaster-General; John J. Crittenden, Attorney-General; United States Senators W. H. Seward, Hamilton Fish, and Stephen A. Douglas; Gov. Hunt and his staff; ex-Gov. Marcy, Daniel M. Dickinson, Gen. Joseph Hoxie, and a host of others famous in politics, law, and business. With the party was Dodsworth's celebrated band. The train was the first one that ever crossed the State of New York from tidewater to the lakes. It had been on a four-hundred-mile triumphal march, hailed everywhere with shouts and salvos. The occasion was the celebration of the opening of the New York and Erie Railroad from Piermont to Dunkirk. Only one other really great railroad had been completed at the time it was finished, and, singularly enough, was in Russia the road between St. Petersburg and Moscow. The present stupendous Pennsylvania Railroad was then but a local line owned by the State of Pennsylvania with Holliday's burg its Western terminus, at the eastern base of the Alleghany Mountains. Albany was then connected with Buffalo and Rochester only by a chain of ramshackle local roads of different gauges subsequently combined and made into one uniform system, which is the powerful New York Central of to-day. The Baltimore and Ohio, although the pioneer great railroad line of America, had yet no important Western connection, and was conspicuous only as the protector of Baltimore's trade against the attractions of Southern markets, which were made important by Michigan River navigation. Hence the arrival of that memorable train thirty-nine years ago marked the first epoch in rail transportation of really national importance. It made possible the planting of Western commercial centres with New York city by quick communication, an event that speedily followed the completion of the Michigan Southern Railroad and the lines that naturally and necessarily grew out of its construction. It was the then most important event in the railroad history of this or any other country, and must always occupy a unique place among the chronicles of the commercial progress of the nineteenth century.

The first book to "boom" localities along a railroad in the interest of the summer boarder business was issued in 1857 by the Erie Railway Company. Called "Summer Resort Homes," but it has been within the last ten years that the literature of railroads in that line has grown to enormous proportions. Hundreds of thousands of dollars are now spent annually by railroads for the writing, compiling, and printing of their books advertising the attractions and advantages of their respective territories for the summer sojourner, sportsman, pleasure tourist, and permanent resident. The best of literary and artistic talent is employed. The Delaware, Lackawanna and Western is the only trunk road running out of New York that does not maintain a literary bureau. The advertising and printing bills of this road are a small item in its expenses compared even with those of local lines. The Baltimore and Ohio issued a descriptive book a few years ago. The printing bill alone for which was $11,000. The Western railroads, however, spend a great deal more in first-class advertising of this kind than all the great Eastern roads combined. The rarest and most valuable specimen of railroad literature of this kind known, although it was not put forward as an advertisement, is an illustrated book published by the Harpers in 1851, soon after the opening of the New York and Erie Railroad to Dunkirk. It is a beautifully written descriptive and historical sketch, its illustrations showing stations and points along the line as they were forty years ago. This book is now out of print.

Vice-President S. M. Felton of the New York, Lake Erie and Western Railroad was a witness yesterday before Messrs. Schoonmaker and Bragg of the Inter-State Commerce Commission, who are trying to find out why the price of corn is so low. Mr. Felton testified that the Erie's rates from Chicago to this port included expenses at New York and that no charges were made in Buffalo so far as his road was concerned. Rates were considerably lowered from Buffalo in competition with the canal. Present rates were low, especially the corn rate, and rates for grain would not be raised even if the Inter-State law should be abolished.

Mr. Felton agreed with other witnesses that a reduction in railroad rates would operate for the benefit of ocean steamers, as reductions were generally absorbed by interests intermediate between the producer and the consumer. In his opinion the Government could not by its railroad rates bring in any more money to the producer than he now received. The steamships would meet the reduction by increased dockage and other charges on the other side of the ocean. An international treaty might be of benefit to our farmers. The Erie, Mr. Felton added, had found no profit in carrying corn, and, with other competitors, had let corn go to Philadelphia and Baltimore.

A special from Jacksonville, Fla., states that a bill was filed yesterday in the United States Circuit Court for the Northern district of Florida by the trustees of the first mortgage bonds of the Florida Southern Railway, praying for a foreclosure of the mortgage and the appointment of a receiver. Judge Swayne appointed J. R. Parrot receiver. He is counsel for the Jacksonville, Tampa and Key West Railroad Company. The latter system operates the Florida Southern Railroad and owns a majority of the stock. The bonds aggregate $3,000,000, and the appointment was at the request of 90 per cent. of the holders thereof. Since July, 1888, interest on them has been defaulted. The securities were originally held largely in New England, but their exact ownership cannot be determined at present.

It is reported that the Union Pacific has decided to make a standard gauge road out of the Kansas Central, which runs west from Leavenworth 165 miles, and that the Missouri Pacific, after this change is made, will make arrangements for track privileges between Leavenworth and Kansas City. It is thought that still further arrangements will be made between the two roads whereby the Missouri Pacific may get into the Union Pacific depot at Omaha over Union Pacific lines. Perhaps the Union Pacific will get the privilege of extending the service of the Kansas Central Railroad to Kansas City over the Union Pacific. Vice-President Holcomb, Chief of Construction Cummins, and President Adams of the Union Pacific have held a conference about proposed improvements.

According to a New York railroad man who has a fancy for statistics, the railroad managers of this country have not less than $5,[illegible] of their stockholders' money invested in special cars for their own private use. This investment not only does not draw any interest, but it involves the constant sending of more good money after it. These palaces on wheels are for the side delectation of the general officers, whether they are bent on business or pleasure. Even if these cars lasted forever they would keep a perpetual hole in the national accounts of the companies owning them, but, unfortunately, they have to be frequently repaired and improved, at the cost of thousands and thousands of dollars annually, and the magnificent rolling stock must be renewed every ten years.

The case of Louis Bajus against the Syracuse, Binghamton and New York Railway Company, which has been in the courts for thirteen years, has just been decided by the Court of Appeals for the defendants. In February, 1875, Bajus was yardmaster in Syracuse for the company. While at work an engine ran over one of his legs. He sued for damages, and in 1880 a jury gave a verdict of $8,000. The General Term reversed this judgment. At a new trial in 1883 he got a verdict for $7,000. This judgment was sustained by the General Term, but reversed by the Court of Appeals. The third trial was in 1888, and this time the plaintiff was non-suited. The General Term affirmed that decision, and the Court of Appeals yesterday did the same thing, cutting Bajus off entirely.

J. T. Harahan, formerly general manager of the Louisville and Nashville and the Chesapeake and Ohio, has taken the same position on the Illinois Central Railroad, in place of Col. Thomas Sidney, resigned. It is said here that the Chesapeake and Ohio will buy the Lexington and Big Sandy Railroad. It consists of 124 miles of valuable Kentucky road. The Newport News and Mississippi Valley now leases it.

W. A. Davies has resigned as general freight and passenger agent of the New York and Northern, and the office has been abolished. The duties of the office will be discharged by General Superintendent H. H. Vreeland. L. B. Allen, in addition to his duties as agent at Pier 21, E. R., has been appointed assistant general freight agent, and he will report to the general superintendent. A. Whitlock has been appointed general milk agent.

In Pennsylvania alone the system of the Pennsylvania Railroad Company embraces forty-six different railroads and branches, including the lines operated by the Pennsylvania Company. The Philadelphia and Reading includes forty-two railroads in its ramifications in the same State, and the Baltimore and Ohio controls ten local lines.

FINANCIAL AND COMMERCIAL.

New York Stock Exchange—Sales March 19.

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

$ U. S. 4½s, c	103½	15 Tenn. Set. 3s	73¾

CLOSING PRICES OF UNITED STATES BONDS.

	Bid.	Asked.		Bid.	Asked.
U. S. 4½s, r	103¾	104	U. S. 6s, 1895	116	—
U. S. 4½s, c	103¾	104	U. S. 6s, 1896	118	—
U. S. 4s, r	121¾	122¼	U. S. 6s, 1897	120	—
U. S. 4s, c	122¾	123¼	U. S. 6s, 1898	123	—
			U. S. 6s, 1899	125	—

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

10 Atchison 4s	84¼	1 Nor. Pac. 1st c	115¼	Nor. Pac. pf	72
28	84¼	4	114¾	N. Y. Central	107¾
78	84	1	115	N. Y. & N. Eng.	46¾
27 Atchison inc	38¾	1 Nor. P. & Mon. 1st	118	Ontario & West	17¾
	38¾	7	105¼	Oregon & Cal.	37¾
2 Atl. & Pac. 1st	75	1 N. Y. El. 1st	110¾	Oregon Imp.	37
2 Atch. & C. 1st	95	2 N. W. deb. 5s, 23 yr.	109	South Pacific	37
20 Ala. Cent. 1st	90	2 N. Y., O. & W. 1st	110¾	Rock Island	93¾
5	10	2 N. Y., O. & W. cn	37	Rich. & W. P.	21
1 Ch., Peo. & St. L.	9¾	4 Or. R. & N. 1st	103¾	Reading	6¾
10 Ch. & Alt. 1st	109¾	1 Ohio So. 1st	45	St. Paul common	69¾
1 C., R. & Q. deb. 5s	101¾	18	48	Tex. Pac.	19¾
1 C., B. & Q. 4s Nebr.	93¾	5 Oregon S. L. Un. cn	103¾	Union Pacific	62¾
2 Can. Sou. 2d	98	2 Oregon R. & Nav. 1st	106¾	Wab. P. com	12¾
3 Can. So. 2d	98	3 Oregon Imp. 1st	104¾	Wab. P. pf	26¾
5 C. A. Canton 1st	94	2	104	W. St. L. & P.	19
1 Ches. & O. 4½s	101	1 Peo. D. & E. 1st	94	W. St. L. & P. pf	71
7 Del. & H. 3d	115	1 Peo. D. & E. inc. E.	102	W. & L. E.	35¾
5 Den. & R. G. cn	78¾	8	101	W. & L. E. pf	70¾
1	78	2 Peo. P. A. Un. 2d	107		
1 Det., M. & M. lg	26	1 Ca. Ala. c	75		
5 Erie 2d	86¾	11 Rh. & W. P. T. 5s	70¾		
7 Erie con. 2d	101¾	1	79		
2 E. Tenn. c	84	1 Ro. W. & O. ex. 5s	111¾		
1 Ev. & Ind. 1st con	112	1 Rock Isl. ex. 6s	104¾		
10 Flint & P. M. 1st 6s	106	3 Read. 1st pf. in	19¾		
20 Houst. Val. 5s	101	10	106		
1 H. & T. C. 2d M. L.	112¾	5	93¾		
5 Iron Mt. & T.	105	1	93¾		
1 Ind. & St. L.	20¾	10 Reading 2d pf. inc.	43¾		
2 Ind. & So. 1st	101	20 R. G. & W. 1st	71¾		
1 Iowa Cent. 1st	95¾	58	72		
10 Kan. & Tex. c	18¾	1 Tex. P. L. L. G.	92		
20 Kan. & Tex. c. 1st	33¾	2 Tex. Pac. 2d inc.	38¾		
15 K. A. L. gu. 5s, T. R.	65¾	13 Tol., P. & Wa. 1st	76		
2 Knox. & Ohio. 1st	111¾	1 Tol. & O. C. 1st	104¾		
2 L. Cin. & Lex. c	90	5 Tol. A. A. & N. M. 1st	106¾		
1 Laclede Gas 1st	82¾	5 Tol. St. L. & K. C. 1st	90		
1 Long Dock 7s	110¾	1	90¾		
10 L. & N. A. & L. 1st	90¾	1	90¾		
6 Lou. & N. gu.	115¾	1 Union Pac. 1st 96s	113¾		
1 Lou. & N. S. O. & M. div. 1st	118	2 Union Pac. 1st	107¾		
1 L. & N. L. div. 1st	117¾	1 Union Pac. 1st	107¾		
5 Lou. & N. P. d. 6s	107¾	2 Wabash 1st	90¾		
5 L. N. & A. C. in	99¾	1 Wabash 2d	70¾		
1	100	2	69¾		
6	98¾	2 Wab. Des. Mo. R.	50¾		
1	100¾	2 W. Union Deb. 7s	107¾		
1 Met. El. 1st	114¾	1 West. Union col. 5s	100¾		
4 Met. El. 2d	106¾	1	100		
5 Mobile & O. gu.	38	2 West Shore 4s	104¾		
5 Mich. Cent. 5s	110¾	6	105¾		
2 Mil. & Nor. 1st	110¾	1	105¾		
6 Mil. & L. S. in	104	7 Wis. Cent. 1st	98¾		
1	105¾				
2 Nor. Pac. 3d c	108¾				

Total sales of railway bonds (par values), $968,000.

RAILROAD AND OTHER SHARES.

Sales.	Stocks.	Open.	High.	Low.	Closing.	Bid.	Asked.
		opg.	est.	est.	bid.		
59	Adams Express	150	152	150	150	155	—
155	American Exp.	115	115	113	113	110	—
5505	Atch., T. & S. Fe	36¾	38¾	36¾	38¾	38¾	38¾
1110	Can. Southern	54¾	55	54½	54¾	54¾	54¾
400	Canadian Pacific	73¾	73¾	73¾	73¾	73¾	—
382	Ches. & Ohio	23¾	23¾	23	23	23	23¾
	C. & O. 1st pf.	60	60	60	60	60	65¾
500	Ch. & E. Ill.	69¾	70	69¾	70	69¾	70¾
	Ch. & E. Ill. pf.	70	70	70	70	70	—
2400	Chicago Gas	42¾	42¾	42	42¾	41	—
1930	C., C., C. & St. L.	74¾	74¾	74	74¾	74	—
150	C., C., C. & St. L. pf.	99¾	99¾	99¾	99¾	99¾	—
3517	Ch. & N. W.	110¾	110¾	110	110¾	110	—
3200	C., B. & Q.	99¾	100¾	99¾	100¾	100	—
1867	C., R. I. & P.	90¾	91	90¾	91	90¾	—
180	C., M. & St. P.	116	116	115	115	115	—
3325	C., R. I. & Pac.	93¾	93¾	93	93¾	93	93¾
200	Chi., W. & M. pf.	4¾	4¾	4¾	4¾	4	—
800	Colorado Coal	44	45	44	45	44¾	45¾
10	Consol. Gas	138¾	138¾	138¾	138¾	138¾	—
980	Del. & Hudson	148¾	148¾	148¾	148¾	150	—
20900	Del., L. & W.	139¾	140	139¾	140	139¾	—
1233	Den., Tex. & F. W.	33	33¾	33	33¾	33¾	—
100	E. T., V. & G. 1st pf.	72	72	72	72	72	—
100	Evans. & T. H.	108¾	108¾	108¾	108¾	107¾	108
610	Flint & P. M.	33	33	33	33	33¾	35¾
10	Flint & P. M. pf.	98	98	98	98	98	99¾
100	Green Bay & Win.	7	7	7	7	7	—
100	Ill. Central	114¾	114¾	114¾	114¾	114	117
225	Lake E. & West.	17¾	17¾	17¾	17¾	17¾	—
1000	L. E. & West. pf.	64	64	63¾	64	63¾	64¾
1650	Lake Shore	107	107	106¾	106¾	106¾	107
10	Laclede Gas Co.	14¾	14¾	14¾	14¾	14	17
8520	Louis. & Nash.	83¾	83¾	83	83¾	83¾	83¾
400	Louis. N. A. & C.	45¾	45¾	45¾	45¾	45¾	45¾
600	Manhattan Con.	109¾	109¾	109	109¾	109¾	109¾
300	Michigan Cent.	97¾	97¾	97¾	97¾	97	98
100	Mil., L. S. & W. pf.	111¾	111¾	111¾	111¾	113	—
1000	Minn. & St. L.	6¾	6¾	6¾	6¾	6¾	—
10	M. & St. L. pf.	13¾	13¾	13¾	13¾	14	—
8780	Missouri Pacific	75¾	75¾	75	75	75¾	75¾
100	Mobile & Ohio	15	15	15	15	15	—
84	Morris & Essex	136	136	136	136	140¾	—
10	N. J. Central	110	110	110	110	110	120
100	N. Y. Central	107	107	107	107	106¾	107¾
3420	N. Y. & New Eng.	46¾	46¾	46¾	46¾	45¾	46¾
100	N. Y., C. & St. L. pf.	89¾	89¾	89¾	89¾	89	92
720	N. Y., L. E. & W.	25¾	25¾	25¾	25¾	25¾	25¾
	N. Y., L. E. & W. pf.	98	98	98	98	98	98¾
200	Norfolk & West.	19¾	19¾	19¾	19	19¾	19¾
600	Norfolk & W. pf.	60¾	60¾	60¾	60¾	60¾	60¾
350	Northern Pacific	30¾	30¾	30	30¾	30	30¾
2200	Northern Pac. pf.	71¾	72	71¾	72	71¾	72
100	Ohio & Miss.	29¾	29¾	29¾	29¾	29¾	29¾
150	Ontario & Mining	41	41	41	41	—	—
110	Ontario & West	17¾	17¾	17¾	17¾	17¾	18
5	Oregon Imp.	40¾	40¾	40¾	40¾	40¾	47
1050	Oregon S. L.	42¾	44	42¾	43¾	42¾	44¾
2500	Oregon & Trans.	37	38¾	37	38¾	37	38¾
100	Pacific Mail	37¾	37¾	37¾	37¾	37¾	38
14750	Phila. & Reading	40	40¾	39¾	40¾	40¾	40¾
1475	Rich. & W. P.	20¾	21	20¾	21	20¾	21¾
100	St. L. & S. F.	75¾	75¾	75¾	75¾	75¾	75¾
50	St. L. & S. F. pf.	78¾	78¾	78¾	78¾	78¾	78¾
100	St. P. & Duluth	84	84	84	84	85	—
460	Southern Pac.	35¾	35¾	35¾	35¾	35¾	36¾
9400	Tenn. Coal & Iron.	45	51¾	45	51¾	45	51¾
200	Tenn. C., I. & R. pf.	97	99	97	99	97	99
500	Tol. & O. C. pf.	77	77	77	77	77	78
250	Texas Pacific	16¾	16¾	16¾	16¾	16¾	16¾
600	Tol. A. A. & N. M.	37¾	37¾	37	37¾	37¾	38¾
18860	Union Pacific	62	62¾	61¾	62¾	62¾	62¾
300	W. St. L. & P.	12¾	12¾	12¾	12¾	12¾	13¾
400	W., St. L. & P. pf.	26¾	26¾	25¾	26¾	25¾	27¾
25	Wells, Fargo Ex.	140	140	140	140	144	—
1921	Western Un. Tel.	82¾	83	82¾	82¾	82	83
1700	Wheeling & L. E.	8¾	9¾	8¾	9¾	8¾	9¾
1500	Wheel. & L. E. pf.	69¾	71¾	69¾	70¾	69¾	71
200	Wis. Central	20¾	20¾	20¾	20¾	20¾	20¾

The total sales of stocks were 134,161 shares.

UNLISTED DEPARTMENT TRANSACTIONS.

Sales.	Stocks.	Opening.	High'st.	Low'st.	Closing.
1100	Amer. Cotton Oil	27	28	27	27¾
22635	Sugar Refineries	66¾	68¾	66¾	68¾
2285	National Lead Trust	18¾	18¾	18¾	18¾
1800	Ont. North. Railway pf.	74¾	75¾	74¾	75¾
200	Ill. C. A. Cole Co.	38¾	38¾	38¾	38¾
200	Brunswick Co.	30	30	30	30
100	Tol., Peoria & W.	16¾	16¾	16¾	16¾
900	Phoenix of Ariz.	8¾	8¾	8¾	8¾
500	Robinson	40	40	40	40
900	Horn Silver	245	245	245	245
$29,000	Kan. & Tex. c. W. I.	73¾	73¾	73¾	73¾
105,000	Pipe Line certifs.	87¾	89	87¾	88

BOSTON CLOSING QUOTATIONS.

	Bid.	Asked.		Bid.	Asked.
Bos. & Albany	217	218½	Boston W. P.	—	—
Central Mass.	10¼	—	West End land	25¼	—
Eastern R. R.	101½	102	Bos. & Mont.	47	48¼
Fitchburg	99¾	91	Butte & Bos.	14	15
N. Y. & N. E.	116	—	Calumet & Hec.	205	—
Mex. Cent. con.	18¾	18¾	Quincy	105	105¼
Old Colony	170¼	—	A., T. & S. F.	38¾	39¾
Am. Bell Tel.	219	221	A., T. & S. F. in	38¾	39
Erie Tel.	38¾	39			

LATEST LONDON QUOTATIONS.

Atlantic & Gt. W. 1st	53	Lou. & Nashville	80¾
Atlantic & Gt. W. 2d	28¾	N. Y. Central	112¾
Canadian Pacific	74¾	Northern Pacific pf.	74¾
Central Pacific	33¾	Norfolk & West pf.	61¾
Erie common	26	Pennsylvania	55¾
Erie 2d consols	104	Reading	20¾
Illinois Central	117¾	St. Paul common	70¾
Kansas & Texas, T. R.	10¾	Union Pacific	45¾
Lake Shore	110	Wabash pf	30¾

WEDNESDAY, March 19.

The stock market appears to be waiting for the managers of the Western railroads to demonstrate that the absorption of the C., B. and Northern road by the Burlington and Quincy Company has really removed an obstacle to the maintenance of profitable rates in the territory that has been unfavorably affected by C., B. and Northern competition. Indications are not wanting of an effort on the part of those managers to establish their business upon a better basis than at present. Conferences to that end are said to have been arranged for to take place within the next few days. Officials of the "Soo" route are quoted as expressing amiable intentions regarding the establishment of rates that will be satisfactory to its competitors; and we are pleased to note that the House Committee on Commerce has introduced an amendment to the Inter-State Commerce law applying the provisions of that act to the Canadian railways.

The questions involved in a new and comprehensive alliance of the Western railroads are many and some of them are complex, hence the hesitancy that Wall street reflects pending a determination of them. The feeling against the Union Pacific-Northwestern traffic alliance is very strong on the part of their competitors, and incidentally it may be noted that the decreased earnings of the Union Pacific are said to be due in part to the diversion of traffic from it to other lines by its connections at Omaha. The compact between the Union Pacific and Northwestern is a stubborn fact, however, and one that is not likely to be modified to suit the competitors of those companies. Therefore the sooner they recognize its permanency the better. Another phase of the situation that will doubtless tax the resources of those that will have to deal with it is the claim of the Chicago and Alton Company for a division of eastbound traffic at Missouri River points. That claim and the circumstances bearing upon it are so well understood that it is unnecessary to recount at this time. It is sufficient to remark that an adjustment of the matter can be reached only by general concessions. So far as can be learned the Alton Company will pursue a very conservative course in negotiating for what it believes to be its right.

The feature of to-day's very moderate trading was an abortive bear raid on the coal stocks, fairly effective selling of Union Pacific and St. Paul continued and a sharp recovery in Tennessee Coal and Iron on dealings that were above the average. It is understood that President Platt of the last-named company has interested in that property a number of capitalists who already have large investments in the South, and as they are identified with Mr. John H. Inman in railroad enterprises in that section of the country, it is quite possible that their large purchases of Tennessee Coal and Iron stock foreshadow a union of the heretofore conflicting interests in that company. The only other specialties that were noticeably active were Wheeling and Lake Erie preferred, at advancing prices, and Oregon and Transcontinental, which was lower on Philadelphia advices that it is Mr. Villard's intention not to reorganize the concern, but to liquidate it. The retirement of Prince Bismarck is still regarded by many conservative people as anything but a bull argument, but as yet the foreign financial markets have not reflected that view. The closing was firm but with the average of prices a little lower than yesterday.

Final sales compare with those of yesterday as follows:

	March 18.	March 19.		March 18.	March 19.
Atch., T. & S. F.	38¾	38¾	Nor. Pac. pf.	72	72
Can. Southern	54¾	54¾	N. Y. Central	107¾	107
Ch., Bur. & Q.	100¾	100¾	N. Y. & N. Eng.	46¾	46¾
Chicago Gas	43	43¾	Ontario & West	17¾	17¾
Del., L. & W.	139¾	139¾	Oregon R. & Nav.	37¾	37¾
Del. & Hudson	148¾	148¾	Oregon Imp.	37	37
Den., T. & F. W.	33¾	33¾	Rock Island	93¾	93
Erie	26¾	27¾	Rich. & W. P.	21	21
Illinois Cent.	114¾	114¾	Reading	6¾	6¾
Lou. & Nash.	83¾	83¾	St. Paul com.	69¾	69¾
Lake Shore	107	106¾	Tex. Pac.	19¾	19¾
L. E. & West	17¾	17¾	Union Pacific	62¾	62¾
L. E. & W. pf.	64	63¾	Wab. P. com.	12¾	12¾
Manhattan con.	109¾	109¾	Wab. P. pf.	26¾	26¾
Mich. Cent.	98	97¾	W. St. L. & P.	19	19
Missouri Pac.	75¾	75¾	W. St. L. & P. pf.	71	71
North. West com.	110¾	110¾	W. & L. E.	35¾	35¾
Nor. P. com.	30¾	30	W. & L. E. pf.	70¾	71

Government bonds steady at unchanged quotations. Railway bonds dull and featureless. The more important net declines were in Atchison, 4's, 1 per cent, to 84, and Incomes, ¼ to 38¾; Louisville, New Albany and Chicago consols, ¼, to 99¾; Richmond and Terminal 5s, ¼, to 79; Reading 1st preference incomes, ¼, to 55¾, and 2d preference incomes, ⅝ per cent, to 47¾.

Money on call, 3@4 ⅌ cent. Time money, 5 ⅌ cent, for all periods on mixed collateral. Commercial paper, 5@6 ⅌ cent for best double-name paper is quoted at 5½@6 ⅌ cent., and prime single name at 6@7 ⅌ cent.

Sterling exchange firm and higher. Posted asking rates were advanced ½ a cent ⅌ pound to $4.83 for long bills and $4.86 for demand. Actual rates are $4.82½@4.82¾ for 60-day bills, $4.85¾@4.86 for sight drafts, and $4.84½@4.85 for cable transfers.

To-day's offers to sell United States bonds to the Government aggregated $59,765, of which $30,415 were registered 4s and $29,350 registered 4½s. All were accepted.

The total collections of internal revenue during the first eight months of the fiscal year ending June 30, 1890, were $89,822,011, being an increase of $6,458,500 as compared with the collections during the corresponding period of the previous fiscal year. The receipts for February, 1890, were $1,206,771 greater than those for February, 1889.

The Richmond and Danville system reports gross earnings for February of $1,018,070, an increase of $151,853 as compared with the same month of last year, and net $372,538, an increase of $55,991.

The Governing Committee of the Stock Exchange decided to-day $131,000 consolidated mortgage 6 ⅌ cent. bonds of the Richmond and Danville Railroad Company, making the total amount listed $5,723,000, and $2,800,000 first mortgage 6 ⅌ cent. bonds of the Alabama Midland Railway Company.

Adrian H. Muller & Son sold at the Real Estate Exchange to-day these securities among others:

10 shares Pacific Fire Insurance Co.	107
125 shares Peter Cooper Fire Ins. Co.	105¾@106
62 shares Broadway Fire Insurance Co.	198¾
4 shares Greenwich Bank	158
1 share Wagner Palace Car Co.	140¾
15 shares state Trust Co.	1845
100 shares Farmers Loan and Trust Co.	700
100 shares North Avenue R. R. Co.	144
157 shares Bank of the State of New York	115
144 shares Tradesmen's National Bank	76@78¾
4 shares Chemical Bank	2445@2450
70 shares American Loan and Trust Co.	130
10 shares Kings County Trust Co.	170
$1,500 Atlantic Mutual Insurance Co. scrip of 1886	101¾
5 shares Manufacturers and Leather Bank	182¾
1 share National Bank of the Republic	165¾
10 shares Tontine Trust Co.	221
25 shares Kings County Fire Insurance Co.	185¾
180 shares Kings County Fire Insurance Co.	187¾
50 shares United N. J. R. R. and Canal Co.	251¾
140 shares Chelsea National Bank	137¾
10 shares of Astor Place Opera House	21¾
6 shares Hanover National Bank	350
125 shares American District Telegraph Co.	38¾
5 shares Mechanics' National Bank of Brooklyn	95
20 shares Buffalo Mutual Gaslight Company	109
1 shares Metropolitan Gaslight Co. of Brooklyn	99
1 membership N. Y. Prod. Ex. call dues paid	$850

Treasury balances compare with those of yesterday as follows:

	March 18.	March 19.
Gold	$108,107,202	$108,538,554
Legal tenders	7,603,810	7,603,841
Totals	$115,711,012	$116,142,395

Silver balance, $17,093,287, against $17,080,562 yesterday. Deposits in national banks, $5,604,026, against $5,598,434 yesterday.

Money in London, 3 ⅌ cent. The rate of discount in Lombard Street, 3 ⅌ cent. Consols, 97 5-16 for money and 97 7-16 for account. Bar silver, 45 1-16 ⅌ ounce. Bar gold, 77 9-16 ⅌ ounce. Bullion in the Bank of England, 50 ⅌ cent. Bullion in the Bank of France, 23 ⅌ cent. Bullion in the Bank of Germany, 5 ⅌ cent. Bullion in the Bank of Spain, 3 ⅌ cent. Bullion in the Bank of Austria-Hungary, 4 ⅌ cent. Bullion in the Bank of Portugal, 3 ⅌ cent. Bullion in the Bank of Russia, 3 ⅌ cent. Bullion in the Bank of Holland, 3 ⅌ cent. Bullion in the Bank of Belgium, 3 ⅌ cent. Bullion in the Bank of Sweden, 4 ⅌ cent. Bullion in the Bank of Denmark, 4 ⅌ cent. Bullion in the Bank of Calcutta, 4 ⅌ cent. Bullion in the Bank of Madras, 4 ⅌ cent. Bullion in the Bank of Bombay, 4 ⅌ cent. Bullion in the Bank of Japan, 4 ⅌ cent. Bullion in the Bank of Buenos Ayres, 6 ⅌ cent. Bullion in the Bank of Chili, 6 ⅌ cent. Bullion in the Bank of Mexico, 6 ⅌ cent. Bullion in the Bank of Brazil, 6 ⅌ cent. Bullion in the Bank of Uruguay, 6 ⅌ cent. Bullion in the Bank of Argentine Republic, 6 ⅌ cent. Bullion in the Bank of Chili, 6 ⅌ cent. Bullion in the Bank of Peru, 6 ⅌ cent. Bullion in the Bank of Venezuela, 6 ⅌ cent. Bullion in the Bank of Colombia, 6 ⅌ cent. Bullion in the Bank of Ecuador, 6 ⅌ cent. Bullion in the Bank of Bolivia, 6 ⅌ cent. Bullion in the Bank of Costa Rica, 6 ⅌ cent. Bullion in the Bank of Guatemala, 6 ⅌ cent. Bullion in the Bank of Honduras, 6 ⅌ cent. Bullion in the Bank of Nicaragua, 6 ⅌ cent. Bullion in the Bank of Salvador, 6 ⅌ cent. Bullion in the Bank of Hayti, 6 ⅌ cent. Bullion in the Bank of Jamaica, 6 ⅌ cent. Bullion in the Bank of Trinidad, 6 ⅌ cent. Bullion in the Bank of Cuba, 6 ⅌ cent. Bullion in the Bank of Porto Rico, 6 ⅌ cent. Bullion in the Bank of Santo Domingo, 6 ⅌ cent. Bullion in the Bank of Haiti, 6 ⅌ cent. Bullion in the Bank of Jamaica, 6 ⅌ cent. Bullion in the Bank of Trinidad