FINANCIAL AND COMMERCIAL.

New York Stock Exchange—Sales April 17.

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

15 Tenn. Set. 6s.	104¾	104¾	
5 Tenn. Set 3s.	75¾	75¾	
10 N. Car. 6s.	119	119	
10 Va. 6s. def. T. R.			7¾

CLOSING PRICES OF UNITED STATES BONDS.

	Bid.	Asked.		Bid.	Asked.
U. S. 4½s, r	109½	104	U. S. 6s, 1895	116	—
U. S. 4½s, c	109½	104	U. S. 6s, 1896	116¾	—
U. S. 4s, r	122	122¾	U. S. 6s, 1897	121	—
U. S. 4s, c	122	122¾	U. S. 6s, 1898	124	—
			U. S. 6s, 1899	26¼	—

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

7 Atchison 4s	85¼		1 North No. 1st	116	
62	85¾		3 N. Y. El. 1st	115	
40 Atchison inc	60¾		20 N. W. s. f. 5s c	106¾	
8	60¾		3 N. W. con. 7s	140¾	
112	60¾		83 Ohio & Miss. cn	115¾	
10 Atl. & Pac. in	15¾		30 Or. R. & N. 1st	106¾	
5	15¾		1 Ohio Sou. in	45	
57	15¾		7 Onio. Ind. & W. 1st	83	
5 Atl. & Pac. 1st	77¾		21 Oregon & T. C. 1st	107¾	
8	78		7 Oregon Imp. cn. 5s	92¾	
7	78¾		1 Ill. & W. P. 1st	99¾	
13	78¾		8 Ill. & W. P. 7 5s	79¾	
2	78¾		3 Ka. W. & O. ex. 6s	108¾	
20	79		1 Ill. & Dav. db	102	
19 Chs. & O. cn. 5s	101¾		12 Read. gen. 4s	84¾	
15	102¾		4	84¾	
83	102		3	84¾	
15 Ch. & O., R. & A. 2d	70		14 Read. 1st pf. in	67¾	
16	70¾		2	67¾	
50 C. B. & Q. 7s	127		10 Reading 2d pf. inc	48	
5 C. C. C. & I. gnl.	120		45	48¾	
5 C. F. & Minn 1st	70		40	48¾	
23 Ch. & Canton 1st	92		20	48¾	
1	92¾		5 Reading 3d pf. inc	30¾	
1	92¾		15	30¾	
1 Cent. Pac. gold 7s	114¾		45	30¾	
8 Cen. Pac. 2d	110¾		40	30¾	
10 Cent. Pac. L. G.	100¾		10 Rio G. W. 1st	72¾	
1 Col. Coal 6s	104¾		26	74¾	
15 Ch. Gas L. & C. Co. 1st	88¾		10	73¾	
5 Del. & H. 9l. ex	108¾		5	73¾	
10 Den. & R. G. cn	80		45	73¾	
1 Dul. S. S. & Atl. 5s	95¾		5 St. P. & Man. con 6s	118	
5 Ilin. & B. R. 1st	96¾		4 St. P. & Man. ex 4s	90	
1	90		2	90¾	
45 Erie con. 2d	101		1 St. P. & Or. 1st 6s	118	
3 E. Tenn. 1st	107¾		3 St. Paul gnl. 4s	96¾	
61 Ft. Worth 1st	107¾		2	96¾	
2	107¾		15 St. P. 1st, S. W. d.	114¾	
7	107¾		9 St. L., A. & T. 1st, T. R.	107¾	
10	108		5	89¾	
5 G. H. & S. A. 2d	108		15	89¾	
5 H. & T. Cen. 1st, M. L.	112		5 St. L., A. & T. 1st, con.	89	
7 Ill. Cent. 4s, 1952	100¾		7 S. C. R. R. in	28	
2 Ind. & Ill. N. 1st	110¾		25 St. Jo. & G. I. 2d in	43	
20 K. & T. gnl. 6s	74¾		3 Sav. & West. 1st	94	
5 K. & T. gnl. 5s	69¾		10 Tex. Pac. 1st 5s	92¾	
10	69¾		10	92¾	
1 K. C. & N. R. R.	108¾		10 Tex. Pac. 2d in	37¾	
3 Knox. & O. 1st	107¾		28	37¾	
1 Kan. Cent. 1st	84¾		202	38¾	
1 Kan. City & O. 1st	85		15	38¾	
5 Lake Sh. 2d c	123¾		15	38¾	
1 Lou. & Nash. gold	106¾		50 Tex. P. & W. 1st	90	
18 L. N. R. R. & N. 1st	114¾		1 Tol. A. A. & N. M. 1st	106¾	
1 L. N. A. & Ch. cn	96¾		2 Tol. A. A. & Cad 1st	104	
81	96¾		54 Tenn. 1st, L. & N.	106	
2	96¾		1 Union Pac. 1st, dbf	111¾	
26 Laclede Gas Co. 1st	92¾		2 Union Pac. 1st 6s	115¾	
4	92¾		14 Un. P., L. & Col. 1st	109	
2 Mor. & Ess. 7s of '71	127¾		1 Union Pac. 1st ext	109¾	
2 Morris & Essex 1st	140¾		1 Va. Midland gnl	80¾	
1 Met. El. 1st	116¾		25 Wabash 1st	104¾	
6 Met. El. 2d	110¾		51 Wabash 2d	104¾	
8 Mobile & Ohio gnl	59		10	81¾	
5 Mil. & Nor. 1st, 1910	110¾		10	81¾	
2 Mil. & L. S. 1st	122¾		2 Wab. Tash. ext. B.	90¾	
3 Mil. & L. S. cny	101¾		10 West Shore 4s r	105¾	
1 M. & L. S. M. div.	117		2	105¾	
5 Mil. & L. S. ex. 5s	101¾		10 West Shore 4s r	105¾	
1	101¾		20	105¾	
10 Nor. Pac. 2d c	111¾		10 W. N. Y. & Pa. 2d	37¾	
10 Nor. Pac. 3d c	111¾		20	37¾	
12 Nor. P. & Mon. 1st	109¾		12	37¾	
1 N. Y. & Bus. 2d	173		10 West Shore 4s r	105¾	
10 N. J. Cent. ex	106¾		10 W. N. Y. & Pa. 2d	37¾	
1 N. J. Cent. gnl. 5s	R. 110		20	37¾	
1 N. Y. & Sus. 2d	173		12	37¾	
3 N. Y. C. 1st	108¾		1	37¾	
1 N. Y. & Nor. 2d	57		10 Wis. Cent. 1st	100¾	
5	57¾		5 Wis. Cent. inc	60¾	
25	57¾				

Total sales of railway bonds (par value), $2,547,000.

RAILROAD AND OTHER SHARES.

Sales.		Open-ing.	High-est.	Low-est.	Closing. Bid.	Asked.
100	Alton & T. H. pf	115	115	115	110	120
50	American Ex.	116	116	116	116	—
2800	Atch., T. & S. F.	38¾	37¾	38¾	38¾	38¾
500	Atlantic & Pacific	6¾	6¾	6¾	6¾	6¾
7	Boston & L. pf	103¾	103¾	103¾	103	—
200	Can. Southern	55	55	54¾	55	55
1000	Canadian Pacific	74¾	74¾	74¾	74¾	74¾
1565	Ches. & Ohio	23	23¾	23	23¾	23
1845	C. & O. 1st pf	69¾	69	69¾	61¾	61¾
500	C. & O. 2d pf	41¾	41	41	40	41
200	C. & E. Ill.	36¾	36¾	36¾	36	37
205	Chi. & E. Ill. pf	85	85¾	85	84	85¾
8450	Chicago Gas	69¾	69¾	67¾	67¾	68
1535	C., C., C. & St. L.	72¾	72¾	72¾	72¾	72¾
240	Ch. & N. W.	111	111¾	111	111	111¾
20	Ch. & N. W. pf	142¾	142	142¾	142	143
2720	C., B. & Q.	103	103	102¾	103	103¾
7560	C. M. & St. P.	68	69	68¾	68¾	69¾
9315	C., R. I. & Pac.	90¾	91¾	90¾	91¾	91¾
5670	Colorado Coal	52	51¾	52	51¾	52¾
400	Col. & Hock. Coal	22	22¾	22	22¾	23
275	Consol. Gas Co.	97¾	97¾	97¾	97¾	97¾
100	Del. & Hudson	152¾	152¾	152¾	152¾	152¾
30940	Del., L. & W.	138¾	139¾	137¾	139	139
400	Den. & R. G.	16¾	16¾	16¾	16	16¾
200	Den. & R. G. pf	48¾	48¾	48¾	48¾	48¾
600	Den., Tex. & F. W.	3¾	3¾	3¾	3¾	3¾
100	E. T. V. & G.	8¾	8¾	8¾	8¾	8¾
167	Ill. Central	115¾	115¾	115¾	115	116
200	Lake E. & West	17¾	17¾	17¾	17¾	17¾
910	L. S. & West. pf	63¾	63¾	63¾	63¾	63¾
100	Lake Shore	107¾	107¾	107	107	107¾
135	Long Island	88¾	88¾	88	87¾	88
810	Louis. & Nash.	85¾	85¾	85¾	85¾	85¾
325	Manhattan Con.	109	110¾	108	110¾	110¾
15	Minn. Iron Co	83	83	83	83	83
8335	Missouri Pacific	71¾	71¾	71¾	71¾	71¾
110	Mob. & T.	70	70	70	70	70
428	N. J. Central	120	120	120	120¾	121
150	N. Y. Central	107	107	107¾	108	—
200	N. Y. City & N. of	25¾	25	25	25	25¾
1850	N. Y. & New Eng.	45¾	46¾	45¾	46¾	46¾
3625	N. Y., L. E. & W.	24¾	24¾	24¾	24¾	24¾
325	N. Y. S. & W.	7¾	7¾	7¾	7¾	7¾
10	Northern Pacific	31¾	31¾	30¾	31¾	31¾
940	Northern Pac. pf.	73¾	74¾	73¾	74¾	74¾
810	Ontario & West	18¾	18¾	18¾	18¾	18¾
100	Oregon Imp.	45¾	45¾	45¾	45¾	45¾
670	Oregon R. & N.	102	102	101¾	102	102
200	Oregon S. L.	47	47	46¾	47	47
4130	Oregon & Trans.	37¾	37¾	37¾	37¾	37¾
5575	Pacific Mail	41¾	41	41¾	41¾	41¾
300	Peo., Dec. & Evv.	21	21	20¾	21	21
890	Phila. & Reading	40¾	41¾	40¾	41¾	41¾
100	Phila. Gas	61¾	61¾	61¾	61¾	—
100	P., Ft. W. & C.	152	152	152	152	153
10	Pull. Pal. Car Co.	189¾	189¾	189¾	191	188¾
200	Rio Grande W.	74¾	74¾	74¾	74¾	74¾
760	Rio Grande W. pf.	44¾	44¾	44¾	44¾	44¾
5783	Rich. & W. P.	21¾	21	21	21¾	21¾
20	St. L. & S. F.	17	17	17	16¾	18
110	St. L. & S. F. pf.	87	87	87	88	88
10	St. L. & S. F. 1st pf.	88¾	88¾	88¾	88¾	89¾
200	St. P. & Duluth	33¾	33¾	33	35	—
50	St. P. & Om. pf.	95	95	95	93¾	95
70	Southern Pac.	35¾	35¾	35¾	35	35¾
200	St. L. Ark. & T.	3¾	3	3	4	—
1900	Tenn. Coal & Iron	48	49	50	51	54
10	Tenn. Gt. & L. pf.	100¾	100¾	100	100	103
210	Tol. & O. C. pf.	78¾	78	78	79	79
100	Texas Pac. Land	19	19	19	18¾	20
700	Texas Pacific	19¾	19¾	19¾	19¾	20¾
500	Tol. A. & N. M.	37¾	37¾	37¾	37¾	38
5710	Union Pacific	63¾	64	63¾	63¾	63¾
240	U. S. Express	72¾	72¾	72¾	70	72
500	W., St. L. & P.	13¾	13¾	12¾	12¾	12¾
3700	W., St. L. & P. pf.	26¾	26¾	26	26¾	26¾
1140	Western Un. Tel.	82	82¾	82	82¾	82¾
700	Wheeling & L. E.	35¾	35¾	35¾	35¾	35¾
250	Wheel. & L. E. pf.	73¾	73¾	73¾	73¾	73¾
400	Wis. Central	29¾	29¾	29¾	29¾	29¾

The total sales of stocks were 148,031 shares.

UNLISTED DEPARTMENT TRANSACTIONS.

Sales.		Open'g.	High't.	Low't.	Clos'g.
150	Amer. Cot. Oil Co	19¾	19¾	19¾	19¾
325	Amer. Cotton Oil ctfs	26¾	26¾	26¾	26¾
3810	Sugar Refineries	65	65	65	65
3350	National Lead Trust	17¾	18	17¾	18
300	Tol., Peoria & W.	16¾	16¾	16¾	16¾
200	K. & T. pf., W. I.	27¾	27¾	22¾	22¾
370	Gt. Northern 8% pf.	74	74	74	74¾
800	Ch. & Atl. Benedictory	8	8¾	8	8¾
117	Dul., S. S. & Atl.	5¾	5¾	5¾	5¾
150	Dul., S. S. & Atl. pf.	20	20	20	20
500	Brunswick Co.	28	30	28	30
100	Plymouth Con.	400	400	400	400
200	Phoenix of Ariz.	87	87	87	87
1000	Freeland.	105	105	105	105
1000	Comstock T. Co.	22	22	22	22
3000	Georgia Pac. 2ds	79¾	79¾	79¾	79¾
$24000	Kan. & Tex. 4s, W. I.	75¾	76	75¾	75¾
$50.0	Pipe Line ctfs	83¾	84¾	82¾	84¾

BOSTON CLOSING QUOTATIONS.

	Bid.	Asked.		Bid.	Asked.
Bos. & Albany	217¾	—	Erie Tel	—	41
Bos. & Maine	338	—	New Eng. Tel	50	—
C. B. & N.	40	—	Boston W. P.	8¾	—
Central Mass.	17	—	West End Land	24¾	25
Eastern	169¾	170	Bos. & Mont.	—	51¾
Fitchburg pf	91	91¾	Butte & Bos.	14¾	15¾
L. S. & M. S.	114¾	—	Calumet & Hec.	—	275
Nez. Cent. 4s	71¾	71¾	Santa Fe M. Co.	6¾	6¾
Nez. Cent. st'k	19¾	19¾	A., T. & S. F. 4s	84¾	84¾
Old Colony	177	177¾	A., T. & S. F. in	60¾	60¾
Am. Bell Tel	215	215¾			

PHILADELPHIA CLOSING QUOTATIONS.

	Bid.	Asked.		Bid.	Asked.
Ph. & R. gen. m. 6s	84¾	85	Phil. & R. 3d pf.	39¾	40
Phil. & R. 1st pf.	67¾	68	Lehigh Valley	52	52¾
Phil. & R. 2d pf.	48¾	48¾	Pennsylvania	53¾	53¾

LATEST LONDON QUOTATIONS.

Atlantic & Gt. W. 1st	35¾	Lou. & Nashville	87¾
Atlantic & Gt. W. 2d	4¾	N. Y. Central	110¾
Canadian Pacific	76¾	Northern Pacific pf.	76
Central Pacific	32	Norfolk & West pf.	61¾
Erie common	26¾	Pennsylvania	56¾
Erie 2d consols	103¾	Reading	21¾
Illinois Central	118¾	St. Paul common	70¾
Kansas & Texas, T. R.	5¾	Union Pacific	63¾
Lake Shore	110¾	Wabash pf	31¾

THURSDAY, April 17.

A certain element in Wall street is becoming discouraged at what it considers the perverseness of the stock market in view of the unsettled relations between the Granger and Southwestern trunk lines. That element cannot understand why the stocks of the companies referred to do not come upon the market and carry it down. That faction overlooks the probabilities of good results from the present situation, and fails to appreciate that the friction which has recently developed is likely to precipitate its own remedy. The great majority of people who deal in stocks are unquestionably unsuspicious of the combinations that are likely to grow out of the Western railroad situation. It is possible that those upon whom the duty of negotiating those combinations will devolve are themselves ignorant of the exact results of their prospective labors, but it is perfectly safe to assume that those who are most influential in the management of the railroads west of Chicago and St. Louis have traced upon the maps the combinations that they propose to make. Circumstances may modify details of their plans and may delay the execution of them, but nothing is likely to turn them from their purpose. This view is supported by the action of the stock market. The larger holders of stocks do not sell them because they believe in an ultimate federation, into a comparatively small number of groups, of all the transportation systems in the territory between the Mississippi valley and the Rocky Mountains.

It is evident to them that the relations between the Chicago and Alton and its neighbors will have to be readjusted. Its unsatisfactory position is due largely to the mistaken policy of the Atchison Company in building a line from Kansas city to Chicago. That enterprise deprived the Alton of a good deal of Southwestern business, and at the same time increased the competition that it had to contend with. In the circumstances, an alliance between the Alton and the Atchison companies would be natural, of mutual advantage, and, we believe, would be congenial to the large owners in both properties. Such an alliance would be strengthened if it included a third property which geographically supplements both of those systems, namely, the St. Louis and San Francisco Railroad. If those three systems could be welded together after the manner of the Union Pacific and the Northwestern systems, the present situation would be very much simplified.

The Rock Island and the Chicago, Burlington and Quincy, which have extended their lines to Colorado, and to an extent into the Southwest, will in some way or other have to be accommodated, along with the Missouri Pacific, with an outlet to the Pacific coast. The roads that can accommodate them in that respect are already built and are not overburdened with traffic, hence there is no reason why they should not be utilized for that purpose. Chicago continues to afflict Wall street with alarming despatches regarding the progress the roads under consideration are making toward lower rates for their services, but there is a sentiment in these matters that does not extend down to subordinate officers until their superiors are ready to formulate it into orders. On the surface the outlook for a rattling fight is all that the most rabid bear could desire, but underneath the current is setting the other way. The fact should be constantly borne in mind that the executive officers of these railroads, those who control the purse strings and the public, are responsible for their management, are not spoiling for a fight. Their subordinates may be, because a fight costs them nothing and enables them to display their personal ability in retaliating upon each other. But the grounds taken by Mr. Gould, by the management of the Alton, and by others, that there should be no temporary fixing up of rates, but a comprehensive and effective adjustment of differences first, seems to be entirely sound. Every one at all familiar with the history of the trunk lines will remember the frequent fortuitous resolutions resulting in maintaining rates. There is no reason why that opera bouffe style of railroading should be enacted upon the Western stage. The Northwestern and Union Pacific companies have indicated the solution of many of the difficulties that beset Western railroad management. Their competitors will have to follow suit, and the sooner the better.

The only important trading to-day was in Lackawanna, in which yesterday's activity and advance were duplicated. It is now fully six weeks since attention was especially directed in this column to the determination of all of the larger anthracite interests to hold together until the market for their product should revive. Since then the anthracite coal stocks have held their own in the market, with the exception of a temporary break in Reading due to a specific cause. To-day it was announced that the Reading Company had advanced its prices for anthracite in this market 15 to 25 cents a ton for the various grades. This gave the friends of Lackawanna fresh material for the bull campaign that they are conducting in that stock. The rest of the list was quiet, yet very firm throughout. Of the specialties Manhattan Elevated was a feature. The results of the operations of the company for the half year ending March 31, together with the price at which the new 4 ₩ cent. bonds are offered to the public, under auspices that practically insure the success of the loan, accounted easily enough for the movement in the stock. It may be pertinent to add that the bonds now offered are part of a block bought from the company some little time ago, the proceeds of which it has already in hand.

In the Unlisted Department the new regulation of the Exchange requiring brokers to charge for the full rate of commission went into effect to-day. It did not deter trading in Sugar Refineries stock, in which a very lively speculation was stimulated by the recommendations as to the duties on sugars in the tariff bill reported yesterday. It would appear from the transactions in Sugar stock that Wall street regarded the tariff bill with a certain degree of seriousness. The other important dealings in the Unlisted Department were in Trust receipts representing the new general mortgage 4 ₩ cent. bonds of the Missouri, Kansas and Texas Railway. The buying is understood to have been principally for foreign account, and is said to be based upon conclusions that the bonds are too low as compared with other leading 4 per cent. issues. The closing was strong, with prices as a rule a little higher than yesterday. The exceptional net gains were in the Lackawanna, Colorado Coal, Tennessee Coal and Iron, and Manhattan Railway.

Final sales compare with those of yesterday as follows:

	April 16, 4 P. M.	April 17, 4 P. M.		April 16, 4 P. M.	April 17, 4 P. M.
Atch. T. & S. F.	38¾	38¾	Nor. Pac. pf	74¾	74¾
Canadian Pac.	74¾	74¾	N. Y. & N. Eng.	46¾	46¾
Can. Southern	54¾	55	Ontario & West	18¾	18¾
Ch. Bur. & Q.	103¾	103¾	Oregon R. & N.	101¾	102
C., B. & Ft. H. pf.	85¾	85¾	Oregon & T. C.	37¾	37¾
Consol. Gas	97¾	97¾	Pacific Mail	40¾	41¾
Ches. & Ohio	23¾	23¾	Rock Island	91¾	91¾
Chicago Gas	67¾	67¾	Rich. & W. P.	21¾	21¾
Del., L. & W.	138¾	139	Reading	41	41¾
Del. & Hudson	152¾	152¾	St. Paul com	68¾	68¾
Den. & R. G.	16¾	16¾	Tex. Pac	19¾	19¾
Den. & R. G. pf.	48¾	48¾	T., C., I. & B.	48¾	51
Den., T. & F. W.	3¾	3¾	Union Pacific	63¾	63¾
Erie	24¾	24¾	Wab. & P. com	12¾	12
Lou. & Nash.	85¾	85¾	Wab. & P. pf	26¾	26¾
Lake Shore	107¾	107¾	West Un. Tel.	82	82¾
L. E. & West	17¾	17¾	W. & L. E.	35¾	35¾
Missouri Pac.	71¾	71¾	W. & L. E. pf.	73¾	73¾
Northwestern	111¾	111¾			

Government bonds firm at unchanged quotations. Railway bonds strong and very active, with a good demand for investment and speculative issues. The features were Cleveland and Canton 1sts, Fort Worth and Denver City 1sts, Rio Grande 1sts, Western 1sts, Atlantis and Pacific, Chesapeake and Ohio, Reading, Texas Pacific, and Wabash issues. The more important net advances were in Atchison incomes, ¾ ₩ cent., to 60¾; Atlantic and Pacific incomes, ¾, to 15¾, and 1sts, 1, to 79; Chesapeake and Ohio consol 5s, ¼, to 102; Chesapeake and Ohio R. and A. 2d consols, 1, to 70½; Cleveland and Canton 1sts, ¾, to 92½; Denver and Rio Grande consols, ¼, to 80; Fort Worth and Denver City 1sts, ¾, to 107¾; Reading 1st preference incomes, ¼, to 68; 2d preference incomes, 1½, to 48¾; 3d preference incomes, ½, to 30; Rio Grande and Western 1sts, ¼, to 72¾; Texas Pacific 2ds, ¼, to 38¾; Wabash 1sts, ¼, to 104¾, and 2ds, ¾, to 81¾; Western New York and Pennsylvania 2ds, ¾, to 37¾, and Wisconsin Central 1sts, ¼ ₩ cent., to 100¾.

In Bank stocks, 1,610 shares of Western National sold at 105@107, 7 shares of Bank of Republic at 191, 90 shares of Merchants at 159½, 10 shares of Fourth at 167½, 13 shares of Phenix at 138, and 100 shares of Bank of Commerce at 212.

Silver bullion certificates for 10,000 ounces sold at 102.

Money on call, 4@4½ ₩ cent. Time money, 5 ₩ cent. for two and four months on approved Stock Exchange collateral. Commercial paper quiet. The best double-name paper is quoted at 5½@6 ₩ cent., and prime single name at 6@7 ₩ cent.

Sterling exchange firmer. Posted asking rates, $4.86 for long bills and $4.88 for demand. Actual rates are $4.85¾ for 60-day bills, $4.87¾ for sight drafts, and $4.88¼ for cable transfers.

To-day's offers to sell United States bonds to the Government aggregated $143,500, of which $15,000 were 4s at 122 and $128,500 4½s at 103½. All were accepted.

The production of anthracite coal for the week ending April 12 was 604,647 tons, an increase of 86,307 tons as compared with the corresponding week of last year, 317,341, making the output for the year to date 7,277,236 tons, a decrease of 503,289 tons as compared with the corresponding period of last year.

The Ninth Avenue Railroad Company reports:

	Quarters ended March 31, 1890.	Dec. 31, 1889.	March 31, 1889.
Gross earnings	$53,287	$56,991	$41,197
Operating expenses	54,825	53,926	40,269
Net earnings	*1,537	$3,064	$929
Other income	1,405	1,552	1,495
Total income	*142	$4,716	$2,425
Fixed charges	6,950	5,700	8,100
Loss from operation	$6,892	$984	$5,674
Operating cost per cent. of earnings, including taxes	188.04	100.93	105.26
Cash on hand	$8,853	$5,129	$6,559
Profit and loss (deficiency)	443,750	436,758	455,185

*Deficit.

The Eighth Avenue Railroad Company reports:

	Quarters ended Mar. 31, '90.	Dec. 31, '89.	Mar. 31, '89.
Gross earnings	$155,254	$166,855	$135,735
Operating expenses	111,732	118,885	105,175
Net earnings	$43,502	$48,970	$30,559
Other income	6,066	4,874	2,937
Gross income	$49,568	$54,784	$33,396
Fixed charges	24,700	24,700	24,700
Net income	$24,868	$30,084	$8,696
Operating cost per cent of earnings, including taxes	78.22	76.22	84.68
Cash on hand	$39,781	$37,245	$22,069
Profit and loss, deficiency	148,140	59,137	95,450

Treasury balances compare with those of yesterday as follows:

	April 16.	April 17.
Gold	$188,072,302	$185,213,576
Legal tenders	6,198,044	8,800,160
Totals	$191,270,346	$192,013,736

Silver balance, $15,780,172, against $15,638,738 yesterday. Deposits in national banks, $24,538,215, against $25,015,881 yesterday.

Money in London, 1@1½ ₩ cent. Rate of discount in open market for both short and three months' bills is 1⅛@1¼ ₩ cent. The Bank of England has lowered its minimum rate of discount ¼ ₩ cent. to 3 ₩ cent. The amount of bullion withdrawn from the Bank on balance to-day was £140,000. The bullion in the Bank has increased £242,000 during the past week, and the proportion of its reserve to liability, which last week was 43.90 ₩ cent., is now 45.30 ₩ cent. Paris advices quote 3 ₩ cents at 89f. 15c.

Weekly statement of the Bank of France shows an increase of 5,475,000f. gold and 675,000f. silver.

The earnings of the Canadian Pacific Railway for the week ended April 14 were $282,000, against $263,000 for the same period last year, an increase of $19,000.

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

Sales.	Name.	Opening.	Highest.	Lowest.	Closing.
5000	Astoria	5	5	5	5
200	Alta	1 40	1 40	1 40	1 40
100	Argenta	13	13	13	13
100	Bullion	1 60	1 60	1 60	1 60
100	Best & Belcher	2 65	2 65	2 65	2 65
100	Bodie	65	65	65	65
2400	Brunswick Con	75	75	75	75
1000	Comst'k Tun. Co.	22	23	22	23
20	Con. Cal. & Va.	5 12	5 12	5 12	5 12
200	El Dorado	1 45	1 50	1 45	1 50
600	Horn Silver	2 45	2 50	2 45	2 50
100	Julia	40	40	40	40
4100	Leadville	14	15	14	14
100	Monitor	3	3	3	3
50	Ontario	44 50	44 50	44 50	44 50
200	Plymouth	3 50	3 85	3 85	3 85
2400	Phoenix of Ariz.	86	90	86	90
700	Sutter Creek	1 60	1 60	1 60	1 60
1100	Silver King	55	55	55	55
100	Sierra Nevada	2 65	2 65	2 65	2 65
100	Silver Queen	6	6	6	6
200	Standard	50	50	50	50
300	Union Con	3 00	3 00	3 00	3 00

The total transactions were 19,270 shares.

New York Markets.

THURSDAY, April 17.—FLOUR AND MEAL.—The market was more active, the demand being more freely met. The business was partly in good medium grades to arrive for export.

CORN.—Futures declined 3@4 points for this crop, and 1@2 for the next, at the first call, under some depression in the Liverpool market. Billions figures were made public, showing pretty full supplies for the remainder of the current crop year, and many bulls were inclined to realize. But at the afternoon call the demand became quite brisk, especially for the summer months and values became steadier. A marked falling off in exports from American ports, as compared with last year, contributed the chief reduction that has been going on in stocks, was also an element of weakness, and the close was dull. Cotton on the spot was more active and nearly 1/16c. higher, with good demand for uplands, liquidating, quote 12c. The following are the closing prices bid for futures, with sales aggregating 17,400 bales:

May	11.70c.	August	11.67c.
June	11.70c.	September	11.69c.
July	11.71c.	October	10.65c.
November	10.44c.	December	10.48c.
January	10.45c.		

PROVISIONS.—Lard futures were again decidedly higher, with the speculation moderately active in response to Western advices; sales 3,000 tcs. at 6.77@6.87c. for May, 7.03c. for July, and 7.10@7.22c. for October. After Change the close was steady at 6.82c. for May, 7.05c. for July, 7.12c. for September, and 7.16c. for October. Spot lard firmer; sales 200 tcs. city at 6.25c., and 500 tcs. prime Western at 6.85@6.92½c., closing at the top figure; refined for the continent quoted at 6.60@7.10c. Pork was less active; mess quoted at $14@14.25, but somewhat nominal; held higher in some cases. Cut meats firm, but no important sales were reported; buyers do not readily meet the views of sellers. Dressed hogs easier at 7½@7¾c.; pigs, 7½@8c., but closing steady. Tallow more active; sales 100,000 lbs. at 4 7-16c. Butter and cheese without decided change. Eggs in good demand.

GRAIN.—Wheat futures were more active, but at prices fluctuating and unsettled. The opening was from unfavorable crop accounts and a large export, but the bears sold the market down in the later dealings; sales 15,000,000 bush. at 99@99¾c. for May, 92⅝@93⅝c. for June, 90¾@91⅝c. for July, 89@89¾c. for August, 89@90c. for September, and 91⅛@93c. for December. Spot wheat was more active, mainly for export; sales since our last 194,000 bush., including No. 2 Milwaukee spring at 89c. to arrive and No. 2 red winter at 99@99½c. f. o. b., closed, quoted 94c. in el