FINANCIAL AND COMMERCIAL.

New York Stock Exchange—Sales Jan. 6.

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

8 U. S. 4s, r	121½	1 Tennessee Set. 3s	60¼
5 Louis. cn. 4s	91⅞		

LEADING PRICES OF UNITED STATES BONDS.

	Bid.	Asked.		Bid.	Asked.
U. S. 4½s, r	108½	—	U. S. 6s, 1895	109	—
U. S. 4½s, c	109½	—	U. S. 6s, 1896	112	—
U. S. 4s, r	120¾	122	U. S. 6s, 1897	115	—
U. S. 4s, c	122¾	123	U. S. 6s, 1898	117	—
U. S. 4s, c	119¾	120	U. S. 6s, 1899	120	—
U. S. 6s, c	110¾	120	*Ex Interest.		

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

17 Atchison 4s	79¾	3 Nor. Pac. 1st c	113¾		
10	79¾	2	113¾		
83	79¾	97 Nor. Pac. cn. 5s	83¾		
37 Atchison inc	43¾	29	83¾		
67	43¾	29	83¾		
5	43¾	1 Nor. Pac. 3d c	108¾		
4	43¾	2 N. Y. & Nun. 1st r. 5s	95		
205	43¾	4 N. Y. & Lack. 1st	118		
10	43¾	5 N. J. Jct. gu. 5s, r	106¾		
85	43¾	5 N. J. Cent. gn. 5s	108¾		
25	43¾	8	108¾		
57	43¾	18	108		
1 Beech Creek 1st	84	26	107¾		
6 Bur., C. R. & N. 1st	97¾	1 N. Y. Cent. 1st c	127		
2 Ch. & O. cn. 6s	90	2 N. Y. Cent. deb. 5s	108		
1	90	1 Nash. & Chat. cn. 6s	100¾		
3 C., S. F. & O. deb. 6s	112¾	3 Nash. & Chat. 1st	125		
1 C. R. I. & G. 1st s.f.	68	3 N. Y. El. 1st	112		
2 C. R. I. & P. 5s	121¾	18 N. Y. Ch. & St. L. 4s	92¾		
6 C., V. & Mon. 7s	75	1 N. W. s. f. 5s	108		
6 Cl. & P. s. Ash. 7s	107	2	107		
4 Can. So. 1st	105¾	2 N. W. ex 5s	99		
1	105¾	5 N. W. deb. 5s	107¾		
1 Can. So. 2d	96¾	20 N. W. deb. 5s, 25 yrs.	105		
2 Chi., P. & St. L. 5s	80¾	1 N. Y., O. & W. 1st	111¾		
1 Ch. & Canton 1st	96	9 N. Y., O. & W. cn. 5s	93		
Ch. & E. Ill. gnl. 5s	95	1 Oregon R. & Nav. 5s	106		
		15 Ore. S. L. Un. cn	77¾		
1 Col. Coal 6s	104	1	70¾		
1 Con. Coal Md. cn	90	1 Oregon Imp. 1st	91¾		
1 Del. & H. c. cn	97	2	91¾		
1 Del., L. & W. 1st	95	5 Omaha & St. L. 1st	55		
1 Edison E. Ill. 1st	97	3 Peo. & E. 1st	70¾		
1 Elk. & R. S. 1st	92	5	70¾		
3 Ft. Worth 1st	103	5 Peo. & E. inc	20		
5 G. H. & S. A. 1st	103¾	10	20¾		
w. d	95¾	9 Pac. of Mo. 2d	105¾		
5 Housatonic 5s	104¾	5 Peo. D. & E. 1st & d.	95		
8 Hock. Val. 5s	112	1 Peo., D. & N. 2d	60		
1 Hock. Val. 4s	94	15 Pa. 4½s, c	105¾		
25 H. & Tex. Cent. Gld.	78	5 Pitts. & W. 1st	76¾		
		2 Rh. & W. P. T. 1st	98		
1 Iron Mt. Ark. R.	103¾	4	97¾		
1 Iron Mt. C. & P.	90¾	10 Rh. & W. P. T. 5s	70¾		
1	90	60	70¾		
1 Iron Mt. G. & T.	68	1	70¾		
1 Iron Mt. 2d	105	5	71¾		
5 Ill. Cent. Sys. r	91	5	71¾		
12 Int. & Gt. N. 1st	112	17	94		
10	112	10	94		
8 Int. & Gt. F. 4s	73	1	94¾		
1 Iowa Cent. 1st	90¾	25 Reading gen. 4s	79		
1	90¾	1	79¾		
1 Kan. Pac. cons	109¾	25	79¾		
10	109¾	26 Read. 1st pf. inc	57		
5	109	5	58¾		
15	109	15	58¾		
10	109	10	57¾		
13	109	10	57¾		
1	109	10	57¾		
1 Kan. & T. 4s	75	10 Read. 2d pf. inc	37¾		
1	75	1 Read. 3d pf. inc	14¾		
1 Kan. & T. 2d	38¾	10 Rio G. W. 1st	74¾		
1	38¾	1	74¾		
1	38¾	27 Scioto V. & N. E. 4s	72¾		
1	38¾	20	72¾		
1	38¾	5 St. P. & Min'ps cn.	117		
1 Kent. Cent. 1st	102	6 So. P. of Ariz. 1st	102		
1	102	12 St. P. & Ma. M. ex. 4s	80		
1	102	1 St. L. & S. F. gen. 6s	108		
1 Kan. City & O. 1st	70	7 St. P. 7 S. 1st	118		
12 Lacled Gas 1st	78¾	3 St. P. 1st C. & P. W.	105¾		
1	78¾	5	105		
10 Lake Sh. 1st r	121¾	1 St. P. 1st S. W. d	111		
1 L. & N., N. O. & M. div	114	2 St. P. 1st S. W. M.	110¾		
8 Lon. & N. 5s, C. T.	102¾	6 St. L. Alt. & T. 1st	79¾		
1	102¾	2 St. L. & S. F. 1st	115¾		
10 Long Isl. 5s	111	1 Tex. Pac. 1st 5s	88¾		
20 Long Isl. 4s	90¾	7	88¾		
5 L. N. A. & Ch. 1st	108	1 Tex. Pac. 2d inc	32¾		
1	107	5	33¾		
1 L. N. A. & Ch. ex.	95¾	5	33¾		
1	95	5	33¾		
1 Lo., E. & St. L. 5s	89	1 Tol., A. A. & N. M. 1st	95		
10 Lo., N. O. & Tex. 1st	95¾	3	95		
1 Lo., St. L. & Tex. 1st	78	15 Tol., A. A. & Cad 1st	85		
1	78¾	2 Tenn. C. I. & R. cn.	93¾		
1	80¾	Bid. div			
1	80¾	4 Tol., St. L. & K. C. 1st	94		
3 Mahoning Coal 7s	107½	13 Un. Pac. 1st 6s	111¾		
5 M. & St. L. 1st s. w.	77	1 Union Pas. S. F.	115¾		
ex	77	10 Union Mil. 1st	106¾		
8 Met. El. 1st	112¾	15 U. P. D. & G. 1st	79		
5 Met. El. 2d	112¾	82 Va. Midland gnl. s	83		
5 Met. El. 3d	112¾	1 Wabash 1st	99		
5 Met. A. O. 1st new	113¾	8 Wabash 2d	75¾		
	113¾	6	75¾		
15 Mobile & O. gnl.	65¾	10	75¾		
	65¾	30 Wab. D. & B.	63		
8 Mil. & Nor. 1st 1018	108	1 West. Union col. 5s	93		
1 Mil. & Nor. 1st con.	106	5 West. Shore 6s	100¾		
10 M. & L. 1st	119	5	101		
10 M. & L. ex. 4s	98¾	1 West. Shore 4s, r	100¾		
1	98¾	1	100¾		
1	98¾	5	101		
1 Norwich & W. 2d	120	20 W. N. Y. & Pa. 2d	28		
1 Nag. Pat. 1st r	118	10 Wis. Cent. inc	36¾		

Total sales of railway bonds (par value), $3,208,000.

RAILROAD AND OTHER SHARES.

Sales.	Name.	Opening.	Highest.	Lowest.	Closing. Bid.	Asked.
20	Adams Express	146	146	145	146	147
125	Am. Exp.	120	120	119	—	—
1,600	Am. Tob.	89¾	90¾	89¾	89¾	—
100	Am. Tob. pf.	80	80	80	80	—
1,100	Atch. T. & S. F.	29¾	29¾	28¾	29¾	—
1,000	Can. Pac.	75	75	74	75	—
1,000	Can. So.	54¾	55	54¾	55	—
900	Canadian Pac.	73¾	73¾	73¾	73¾	—
100	Central Iowa	15	15	15	15	—
1,000	Ches. & Ohio	18¾	18¾	18¾	18¾	—
910	C., C., C. & I.	47¾	47¾	47	47¾	48
200	C. & E. Ill.	91	91	91	91	95
100	C. C. C. & I.	85	85	85	85	90
1,200	Chicago Gas	36¾	38¾	35¾	36¾	36
1,100	C., B. & Quincy	127	127	127	127	128
1,850	C., R. I. & P.	91¾	92	91¾	91¾	91¾
151	C., C., C. & St. L.	96	96¾	96	96¾	97
1,415	Del., L. & W.	106¾	108	106¾	108	108¾
655	D., L. & W.	93	93	91	93	93¾
3,100	D., S. S. & A.	6¾	6¾	5¾	6¾	6¾
243	D., R. G. & W.	16¾	16¾	16¾	16¾	16¾
25,810	E., R. & P.	69	69	67¾	68¾	69
100	Colorado Coal	34	34	34	34¾	35¾
300	Col., H. V. & T.	27	27	27	27	27¾
210	Consol. Gas Co.	97	97	97	96¾	97
351	Del. & Hudson	132¾	132¾	132¾	132¾	133
8,160	Del., L. & W.	134¾	136	134¾	135¾	136
910	Distilling & C. F.	44¾	45¾	44¾	45	45¾
1,140	E. T., V. & G.	7¾	7¾	7	7	7¾
100	E. T., V. & G. 1st pf.	62¾	62¾	62	62	65
150	E. T., V. & G. 2d pf.	16¾	16¾	16¾	16¾	17¾
6,158	Edison G. E.	89¾	92¾	89¾	89	90
20	Flint & F. M.	21¾	21¾	21¾	20¾	21
275	Ft. Worth & D. C.	72¾	73¾	72¾	73	74
25	Gen. Electric	69¾	69¾	69¾	69	70
200	Iowa Cent. pf.	21¾	21¾	21¾	21¾	22
105	Lake E. & West	14¾	14¾	14¾	14¾	15¾
1,018	Lake S. & M. S.	95¾	96¾	95¾	95¾	96
2,150	Lake Shore	107¾	107¾	107	107¾	108
100	Laclede Gas	16	16	16	15¾	16
30,360	Louis. & Nash.	74	75¾	73¾	74¾	74¾
180	Louis. N. A. & C.	20	20	20	19¾	20¾
1,610	L., E. & St. L. pf.	55	60	55	55	—
750	Manhattan Con.	101¾	101¾	101¾	101¾	102
116	Michigan Cent.	91¾	91¾	91¾	91	91¾
4,280	Missouri Pacific	82	82¾	81¾	82¾	82¾
100	N., C. & T. 2d ex.	12¾	12¾	12¾	12	12½
105	Nat. Lead S. T. pf.	2	20¾	20¾	20¾	20¾
100	Mobile & Ohio	28	28	27¾	27¾	28¾
105	Nash., C. & St. L.	95	95	95	94	100
400	N. Y. Central	110¾	110¾	110¾	110¾	111¾
561	N. Y. Central	102¾	102¾	102¾	102¾	103
200	N. Y., Chi. & St. L.	14¾	14¾	14¾	14	16
17,328	North Amer.	15¾	15¾	14¾	15	15¾
925	N. Y. & New Eng.	34¾	36¾	34¾	35¾	35¾
100	N. Y. C. & St. L.	12¾	12¾	12¾	12¾	12¾
100	N. Y. C. & St. L. 1st pf.	60	60	60	59	60¾
200	N. Y., C. & St. L. 2d pf.	24¾	24¾	24¾	24¾	25¾
30	N. Y., L. E. & W.	10¾	10¾			
1,120	N. Y., L. E. & W. pf.	19¾	19¾	19¾	19¾	19¾
10	N. Y., L. E. & W. sd.	51	51	51	49¾	—
765	N. Y. & N. E.	8	8	7¾	8	8¼
100	N. Y., S. & W. pf.	28¾	28¾	28¾	28¾	29¾
850	Norfolk & W.	14¾	14¾	14¾	14¾	14¾
4,800	Northern Pacific	22¾	23¾	22¾	22¾	22¾
16,460	Northern Pac. pf.	67	69¾	66¾	67	67¾
300	Ohio Southern	14¾	14¾	14	14	15
100	Ohio & Miss.	18¾	18¾	18¾	18¾	19
1,150	Ontario & West	15¾	15¾	15¾	15¾	15¾
110	Pacific Mail	36	36	35¾	35¾	36
1,200	Pacific Express	34¾	34¾	33¾	34¾	34¾
10	Peo., Dec. & Evv.	15	15	15	15	15
940	Phila. & Reading	23¾	24¾	23¾	24¾	24¾
800	Pull. Pal. Car Co.	184	184	184¾	180	—
217	P., C., C. & St. L. pf.	48	48	48	50	—
100	Quicksilver	5¾	5¾	5¾	5¾	6
2,050	Rich. & W.	10¾	10¾	10¾	10¾	11
120	Rich. & W. pf.	69¾	69¾	69¾	69¾	69¾
44	R. W. & O.	99¾	99¾	99¾	97	101
800	St. P., M. & M.	101	101	101	101	103
600	Southern Pac.	24¾	24¾	24¾	24¾	24¾
1,755	Tenn. Coal & Iron	33¾	34	33¾	33¾	34¾
100	Tenn. Cal. & I. pf.	80	80	80	80	—
200	Texas Pac. Land	15	15	15	—	—
850	Texas Pacific	14¾	14¾	14¾	14¾	14¾
400	Tol. A. A. & N. M.	17¾	17¾	17¾	17¾	17¾
275	Union Pacific	43¾	44¾	43¾	44¾	44¾
850	W., St. L. & P.	9¾	9¾	9¾	9¾	9¾
2,060	W., St. L. & P. pf.	17	17¾	17	17¾	17
1,780	Western Un. Tel.	77¾	77¾	77¾	77¾	77¾
1,610	Wheeling & L. E.	33¾	33	32¾	32¾	33¾
200	Wheel. & L. E. pf.	71¾	71¾	71¾	71¾	71¾
660	Wis. Central	19	19	18¾	18¾	19

The total sales of stocks were 222,240 shares.

UNLISTED DEPARTMENT TRANSACTIONS.

Sales.	Name.	Open'g.	High'st.	Low'st.	Clos'g.
100	Amer. Cot. Oil pf.	36	36	36	—
400	Amer. Tob. Oil ctfs.	17¾	17¾	17	17
1,200	Sugar Refineries, Y. N.	56¾	58¾	57¾	58¾
876	National Lead Trust	17¾	17¾	17¾	17¾
100	Stl. Peoria & W.	14¾	14¾	14¾	14¾
100	Horn Silver	3.15	3.15	3.15	3.15
200	Chromolin	25	25	25	25
100	Phoenix of Arizona	50	50	50	50
$1,000	Georgia Pacific 2d	70	70	70	70
$4,000	L. E. & Memphis 5s	65	65	65	65
$1,000	L. A. & Tex. 4s W. I.	68	68	68	68
500	Pine Line ctfs.	78	78	78	78
1,000	Buckeye Pipe Line	18¾	18¾	18¾	18¾

BOSTON CLOSING QUOTATIONS.

	Bid.	Asked.		Bid.	Asked.
Ios. & Albany	108	—	New Eng. Tel.	50	—
Bos. & Maine	168	170	West End Land	22	25¾
Ch., Bur. & Q.	18	18	Am. A. Mont.	41¾	42
Fitchburg	85	85¾	Butte & Bos.	14¾	15
F. & P. M. pf.	112	112	Calumet & Hec.	355	360
Mex. Cen. 6s	71¾	72	Santa Fe M. Co.	37¾	40
Old Colony	156	158	Allouez M. & P.	7¾	7¾
Ch. Rail Pref.	210	210¾	A. T. & S. F. lin.	46¾	46¾
Lyn Tel.	48	—			

PHILADELPHIA CLOSING QUOTATIONS.

	Bid.	Asked.		Bid.	Asked.
Ph. & Reading	24	24¼	Lehigh Valley	49¾	50
Phil. & Erie	19	20	L. C. & N. Co.	48	—
Phil. & R. 2d pf.	37¾	38	Pennsylvania	50¾	50¾

LATEST BOSTON QUOTATIONS.

	Bid.	Asked.		Bid.	Asked.
Atchison	30¾	30¾	Long Island	76¾	—
Atlantic & Gt. W. 1st	32¾	35	N. Y. Central	103¾	—
Atlantic & Gt. W. 2d	4	5	Norfolk & West. pf.	54¾	—
Canadian Pacific	74¾	75	Northern Pacific pf.	68¾	—
Erie Common	19¾	19¾	Ontario & West.	15¾	—
Erie 2d consols	100¾	—	St. Paul	73¾	—
Illinois Central	101	—	Union Pacific	43¾	—
Lake Shore	114¾	115	Wabash pf.	17¾	—

TUESDAY, Jan. 6.

There was a falling off in the dealings in stocks to-day, and the course of prices was irregular. London arbitrage houses and the trading element sold stocks in a moderate way all the morning. The last named argued that, with the Election bill out of the way, the consideration of the Senate Finance measure, and possibly radical action by that body relative to the coinage of silver, fresh uneasiness would develop that might result in a more active money market and in heavier sales of stocks by foreign holders. The condition of Western railway affairs was regarded as unsatisfactory, partially because of the Union Pacific-Rock Island fight, but more especially because of the atrocious conduct of the Atchison Company, which bids fair to perpetuate demoralization of rates throughout the West and Southwest, unless, as stated in this column to-day, the competitive business of that company is placed in the hands of others than its own agents.

Officials of the Atchison Company were quoted as making light of the very serious statements reflecting upon its traffic department printed in THE SUN to-day. No amount of subterfuge or denial can, however, alter the facts, and the offences of the company have become so flagrant that they can no longer be concealed. The alliance of the Atchison Company with the Jacksonville Southeastern in order to establish a line between Chicago and St. Louis fairly illustrates the methods of the management. Owing to its necessities the Jacksonville Southeastern, which is one of the small, irresponsible enterprises that infest the territory west of Chicago, appears to have only needed the backing of the Atchison Company to bring itself into unenviable prominence. The joint line formed by parts of the two systems has within a week after its opening demoralized passenger rates between Chicago and St. Louis.

The greatest activity and strength was shown by North American. Rock Island ranked next to it in the first respect, but was exceptionally heavy, and scored the only noteworthy net decline. The only other material net fluctuation was in New York and New England, which closed 1¼ ⅌ cent. higher than yesterday. In the afternoon the market rallied on reports, as yet unconfirmed, of a settlement of the Omaha Bridge controversy. The only news relative to that matter was the published expression from President Cable of the Rock Island to the effect that the Bridge fight would have to be settled upon its merits and would be subordinated to the formation of the proposed Advisory Committee of Western roads. The market as a whole was uninteresting, and the average net result was slightly lower prices. The closing was barely steady.

Final sales compare with those of yesterday as follows:

	Jan. 5.	Jan. 6.		Jan. 5.	Jan. 6.
Atch., T. & S. F.	29¾	29¾	Northwest com.	106½	
Canadian Pac.	73¾	73¾	Nor. P. com.	22¾	23
Can. Southern	49¾	49	Nor. Pac. pf.	67½	67¾
C., C., C. & I.	82	81¾	N. Y. Cent.	102¾	103¾
C., R. I. & P.	91	90¾	N. Y. & New Eng.	34¾	35¾
C. & E. Ill. pf.	85¾	85	N. J. Central	109¾	110¾
Consol. Gas	97¾	97	Ontario & West.	15¾	15¾
Ches. & Ohio	18¾	18¾	Oregon Imp.	16¾	16
C. & O. 1st pf.	48	47¾	Pacific Mail	34	34¼
C. & O. 2d pf.	31¾	31¾	Full. Pal. Car	184	184
Chicago Gas	36¾	36	Rock Island	96¾	98¾
Del. & Lack.	133¾	134¾	Rich. & W. P.	10¾	10¾
Del. & Hudson	133¾	132¾	Rich. & W. P. pf.	69¾	69¾
Erie	19¾	19¾	Reading	23¾	23
East Tenn. pf.	16¾	16¾	St. Paul com.	72¾	72¾
Hocking Val.	22	22¾	St. Paul pf.	116¾	116¾
Lou. & Nash.	74¾	74¾	Tex. Pac.	14¾	14¾
Lake Shore	107¾	107¾	Tenn., C., I. & R.	33¾	34
L. E. & West.	14¾	14¾	Union Pacific	44¾	44¾
L. E. & West. pf.	57	56	Wab. & P. com.	9¾	9¾
Laclede Gas	16	16	Wab. & Pac. pf.	17¾	17¾
Manhattan con.	101¾	101¾	West. Un. Tel.	77¾	77¾
Missouri Pac.	82¾	82¾	Wheel. & L. E.	33¾	33¾
Norfolk & W.	14¾	14¾	Wheel. & L. E. pf.	71¾	71

Government bonds steady at unchanged quotations. Railway bonds active and firm. The features were Scioto Valley and New England 4s, Rio Grande Western 1sts, Rock Island 5s, New Jersey Central general 5s, Canada Southern 1sts, Wisconsin Central incomes, Mobile and Ohio generals, Louisville, St. Louis and Texas 1sts, Louisville and Nashville C. C. C. 5s, Kentucky Central 1sts, Kansas and Pacific consols, Houston and Texas Central generals, Chicago and Eastern Illinois generals, Atchison, Kansas and Texas, Northern Pacific, Peoria and Eastern, Richmond and Terminal, Reading, Texas Pacific, and Wabash issues. The more important net advances were in Chicago and Eastern Illinois general 5s, 1 ⅌ cent., to 96; Houston and Texas Central generals, 2, to 79; Kansas and Pacific consols, ¾, to 109; Kansas and Texas 4s, ¾, to 77; and 2ds, ¾, to 38¾; Kentucky Central 1sts, ¾, to 80; Louisville and Nashville 5s, C. T., 2, to 103; Louisville, St. Louis and Texas 1sts, 1¾, to 80½; Mobile and Ohio generals, ¾, to 65½; Peoria and Eastern incomes, 1, to 20¾; Richmond and Terminal 5s, ¾, to 71¾; Reading general 4s, ¾, to 79¾, and preference incomes, ¾, to 57¾, and Wisconsin Central incomes, ¾ ⅌ cent., to 36¾. The noteworthy net declines were in Atchison incomes, ¾ ⅌ cent., to 48¾; Canada Southern 1sts, ¾, to 105; Denver and Rio Grande consol 4s, ¾, to 79¾; Louisville, New Albany and Chicago consols, 1, to 89; New Jersey Central general 5s, ¾, 107¾; Rock Island 5s, 1, to 98; Rio Grande Western 1sts, ¾, to 74¾; Scioto Valley and New England 4s, ¾, to 72; Texas Pacific 1sts, ¾, to 88¾, and 2ds, ¾ ⅌ cent., to 33¾.

In bank stocks 30 shares of Western National sold at 99¾@100, 7 shares of Continental at 135¾, 20 shares of Fourth at 171, 10 shares of Hanover at 350¾, and 100 shares of Manhattan at 177.

Silver bullion certificates for 285,000 ounces sold at 104¾@105¾. Bar silver in London 47¾d. ⅌ ounce.

Money on call 4@5 ⅌ cent. Time money offered at 6 ⅌ cent. for six months on dividend paying stocks, and 6 ⅌ cent. bid for four months on mixed collateral. Commercial paper quiet. Prime endorsed bills receivable are quoted at 6@7 ⅌ cent., and first-class single-name paper at 7@8 ⅌ cent.

Sterling exchange strong and higher. Posted asking rates were advanced to $4.83 for long bills and $4.86¼ for demand. Actual rates are: Long bills, $4.82@4.82¼; sight drafts, $4.85¾@4.85¾, and cable transfers, $4.86@$4.86¼.

The amount of 4½ ⅌ cent. bonds redeemed to-day under the circular of Oct. 9 was $49,500, making the total to date $8,168,800.

The Central Railroad Company of New Jersey has declared a quarterly dividend of 1¾ ⅌ cent., payable Feb. 2.

Clearing House loan certificates cancelled to-day $1,030,000, leaving $10,855,000 outstanding.

A half yearly dividend upon the capital stock of the Canadian Pacific Railway Company, at the rate of 5 ⅌ cent. per annum, will be paid on Feb. 17. Of this dividend 1¼ ⅌ cent. is from the annuity provided by the Canadian Government, and 1 ⅌ cent. is from the surplus earnings of the company.

The best information obtainable is that the Louisville and Nashville dividend, which will be declared to-morrow, will be paid in cash, and will probably be 2½ ⅌ cent.

Railway gross earnings for December compare with those of the month of the previous year as follows:

Northern Pac. and Wis. Cent.	$2,063,117	Inc.	$309,352
Northern Pacific	2,280,021	Inc.	679,246
Chesapeake and Ohio	628,830	Inc.	73,323
N. Y., Ontario and W.	260,283	Inc.	47,184
Wabash	1,124,000	Inc.	4,750
Texas Pacific	776,051	Dec.	69,417
Richmond and Danville	1,152,149	Inc.	28,788
Great Northern	1,942,348	Inc.	257,733

The Great Northern Railway reports gross earnings for the six months ending Dec. 31 of $7,882,035, an increase as compared with the corresponding period of last year of $898,224.

The Chicago and West Michigan Railroad reports gross earnings for November of $142,985, an increase of $31,293 as compared with the same month of last year, and net $46,396, an increase of $5,295.

The Detroit, Lansing and Northern Railroad reports gross earnings for November of $104,[illegible], an increase of $5,334 as compared with the same month of last year, and net $24,676, a decrease of $19,169.

Treasury balances compare with those of yesterday as follows:

	Jan. 5.	Jan. 6.
Gold	$148,031,549	$148,323,172
Silver	2,903,294	3,072,226
Legal tenders	3,410,211	3,567,050
Totals	$154,017,158	$154,962,448

Deposits in national banks, $[illegible], against $[illegible] yesterday. In addition to the foregoing the Treasury reports silver bullion purchased under the act of July 14, 1890, $[illegible], and notes outstanding against the same, $[illegible].

Money in London, 2 ⅌ cent. Discount in the open market for both short and three months' bills, 3½ ⅌ cent. The amount of bullion gone into the Bank of England on balance to-day was £508,000. Paris advises quote 3 ⅌ cents at 95 francs 42½ centimes, and exchange on London at 25 francs 19¾ centimes.

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.
2,000	Astoria	4	4	3	3
1,000	Bodie	1 00	1 00	1 00	1 00
100	Breece	40	40	40	40
500	Best & Belcher	2 15	2 15	2 15	2 15
100	Chollar	2 10	2 10	2 10	2 10
100	Crown Point	1 75	1 75	1 75	1 75
500	Comst'k Tun. Un.	14	14	14	14
100	Con. Cal. & Va.	3 05	3 05	3 05	3 05
100	Exchequer	65	65	65	65
100	Gould & Curry	55	55	55	55
2,700	Freeland	28	30	28	30
100	Gould & Curry	1 40	1 40	1 40	1 40
600	Horn Silver	3 15	3 20	3 15	3 20
100	Julia	30	30	30	30
100	Mexican	2 35	2 35	2 35	2 35
400	Middle Bar	4	4	4	4
200	Navajo	20	20	20	20
200	North Belle Isle	75	75	75	75
100	Ophir	3 00	3 00	3 00	3 00
600	Phoenix of Ariz.	60	62	60	61
1,000	Savage	1 60	1 60	1 60	1 60
100	Silver Creek	1 10	1 10	1 10	1 10
300	Scorpion	25	25	25	25
200	Union con.	55	55	55	55
300	Yellow Jacket	1 85	1 85	1 85	1 85

The total transactions were 17,000 shares.

New York Markets.

TUESDAY, Jan. 6.—FLOUR and MEAL—The market was dull and out-side prices for wheat flour could not be realized, the close was quite unsettled. Quoted: Flour, ⅌ bbl.—Fine, $2.[illegible]@$3.40; superfine, $3.40@$3.60; No. 2 extra, $3.10@$3.[illegible]; No. 1 extra, $[illegible]@$[illegible]; clear, $[illegible]@$[illegible]; straights, $4.[illegible]@$4.85; patents, $[illegible]@$[illegible]; winter, $[illegible]@$[illegible] (the same qualities in sacks sell below the price in barrels); city mills, extra, $[illegible]@$[illegible]; Rye flour, ⅌ bbl.—Superfine, $[illegible]@$[illegible]. Corn meal, ⅌ bbl.—$2.[illegible]@$2.[illegible] for western and $[illegible] for Brandywine. Grain—Wheat flour, at 100 lbs., $2.[illegible]@$2.[illegible].

Wheat futures opened lower, further declined, partially recovered, closing dull but steady at 3 to 5 points decline from yesterday's closing prices. It was not much of a market to-day. Liverpool reported a small decline, and we continued the process of liquidating the long interest which began yesterday morning. But it did not prove to be very large, and the downward course of values was arrested about noon. The bears then began to take their profits, and buying for this purpose, a slight recovery of values took place. But the bulls showed no spirit, and it could not be discovered that there was any buying for the rise. Receipts at the ports were pretty full and exceeded early estimates. The interior movement was fair, but the receipts at Cincinnati were much below those for the corresponding date last year, showing possibly a falling off in the overland movement. Stocks at the ports show an important increase. Spot cotton was dull; middling uplands, 9-16c., do. Gulfs, 10c. The following are the details of the transactions in futures:

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