FINANCIAL AND COMMERCIAL.

New York Stock Exchange—Sales April 21.

UNITED STATES AND STATE STOCKS (BY TELEGRAPH).

6 Ala. Class A	102½	10 Va. 6s, cf., T. R. &	75
5 Ala. Class C	103½		

CLOSING PRICES OF UNITED STATES BONDS.

	Bid.	Asked.		Bid.	Asked.
U. S. 4s, reg.	109¾		U. S. 6s, 1897	112¾	
U. S. 4s, coup.	109¾		U. S. 6s, 1898	115	
U. S. 4½s, reg.	109¾		U. S. 6s, 1899	118	
U. S. 4½s, coup.	109¾		U. S. 6s, 1900	122	
U. S. 6s, 1895	112¼		U. S. 6s, 1901	123	
U. S. 6s, 1896	115¼		*Ex interest.		

RAILROAD AND OTHER BONDS (PER CENT OF PAR).

	Bid.	Asked.		Bid.	Asked.
T. P. Cons. 1st	101¾		N. Y., O. & W. cons.	65¾	
T. P. 2d	101¾		Ohio & Miss. con.	107	
T. P. 4½s	101¾		Ohio & Miss. 2d	115½	
T. P. land grant	101¾		Ore. R. & N. Un. con.	79¾	
T. P. 6s	121¾		Or. S. L. Un. con.	78¾	
T. P. 6s	120¾				

RAILROAD AND OTHER STOCKS (PER CENT OF PAR).

	Bid.	Asked.		Bid.	Asked.
11 Atchison	7¾		8 N. Y., O. & W. con.	6¾	
50	7¾		5	6¾	
10	7¾		11 Ohio & Miss. con.	111	
15 Atchison Pf.	27¾		5 Ohio & Miss. 2d	115½	
10	27¾		10 Ore. R. & N. Un. con.	79¾	
15	28¾		5	79	
20	28¾		15 Oregon R. & Nav.	79¾	
5 Atl. & Pac.	12½		2 Oregon Imp. Co.	66¾	
2	12½		5	66¾	
1 Am. Dis. & Imp. Co.	110½		43	66¾	
3 C., C., C. & I. C.	85		1	66¾	
1 Bell., N. & R.	90		1	66¾	
2 Can. Sou. 1st	108¾		56	66	
4 Chi. & Erie 1st	80½		2 Oregon Imp. 1st	100¾	
1 C., B. & Q. cov. 5s	104		1	100¾	
1 C., R. I. & Pac. 5s	97		1	100¾	
1 Chi. & N. Pac. 1st	70½		1	100¾	
1	70½		1 Oro. & R. 1st	100	
1 Ch. & E. Ill. 1st	104¾		1 Pac. of Mo. 2d	102¾	
1 Ch. & Mich. L. S.	107		4 Pen., D. & R. 2d	74¾	
1 Chi. Mil. 4s	65¾		8 Penna. 4½s	75¾	
1 Ch. G., L. & C. 1st	88¾		5 Phila. & R. 1st	79¾	
5 Ch., M. & St. P.	91		5 Rh. & W. P. T. 5s	80¾	
5 Ill. & S. L. 1st	90¾		7 Rh. & W. P. T. 5s	70	
1 Erie 3d	106¾		29	69¾	
10 Erie con. 2d	106¾		2 Rich. & A. Ch. 5s, 1st	65	
10 R. Tunn. 5s	101¾		5 Rock Isl. ex. 5s	97¾	
1	101¾		10	97	
1 Flint & P. M. 1st 5s	118		20 Rh. & Dav. 5s	106½	
1 Ft. W. & Den. C. 6s	105¾		10 Rh. & Dav. db.	109½	
1 Rock. Val. 5s	70¾		4 Reading gen. 4s	79¾	
5 Rock. Val. 6s	82¾		10	79¾	
10 Iron Mt. 5s	90¾		10	79¾	
1 Jac. R. Ch. 1st	118½		10 Read. 1st pf. inc.	38¾	
1 Iowa Cent. 1st	84¾		5	53¾	
1	85		5	53¾	
1 Kan. Pac. con.	71		10	53¾	
1 Kan. & T. 4s	77¾		10 Read. 2d pf. inc.	30¾	
10	77¾		5 Read. 3d pf. inc.	27¾	
5	77¾		5	28	
10	77¾		10	28¾	
1 Kan. & T. pf.	41¾		25 Rio G. W. 1st	77	
4	41¾		25 Scioto V. & N. E. 4s	75¾	
2	41¾		10 St. P., C. P. & M. 1st	103¾	
60 Kent. Cent. 1st	82		5 St. P. 1st, C. & M.	120	
2 Lacledes Gas 1st	70¾		R. 5s	97¾	
5 L. & W. R. con. 6s	110		10	97¾	
10 Long Isl. 1st, Div. 5s	115		1	97¾	
1 Lou. & Nash. con.	112		1	97¾	
1 L. & N. P. & A. 1st	102¾		8 St. P. 1st C. & P. W.	110½	
1 Long Isl. 1st	117½		10 St. P., M. & M. 4s	105	
1 L. N. A. & C. ex. 4s	91¾		10 St. P. 1st, S. W. D.	112¾	
1	91¾		10 St. P. 1st, W. & M. 5s	102	
1 Ga., R. & Tex. 1st	86		6 St. L., A. & T. 1st	87¾	
3 Lo., St. L. & Tex. 1st	81		5 St. L., A. & T. 5s	70	
1	81		6	77¾	
1	81		1 S. C. R. R. 1st	106¾	
1	81		1 S. C. R. R. im.	103¾	
1 La. Riv. & Sh. L. 5s	80		20	81	
1 Mex. Cent. 1st	87		2 St. L., V. & T. H.	111¾	
10 Mor. & Ess. 2d	102		13 Seattle L. S. & E. 1st	101	
1	102		3 Tex. Pac. 1st 5s	75¾	
1 Met. El. 1st	102¾		1	75¾	
1 Mobile & O. gold	89		1	75¾	
1	89		6 Tex. Pac. 2d inc.	38¾	
1	89		41	38¾	
1 Mil. & Nor. 1st 1913	113½		1	38¾	
10 Mil. & L. S. ex. 5s	83¾		1	38¾	
11 Nor. Pac. 2d c.	111¾		1	38¾	
1	111¾		1	38¾	
2 Nor. Pac. con.	82¾		1	38¾	
1	82¾		1	38¾	
1	82¾		1	38¾	
1	82¾		1	38¾	
1	82¾		1	38¾	
1 New P. & Nor. 1st	102¾		1	38¾	
1 N. Y. & N. Jt.	93¾		1	38¾	
1 N. Y. & Sus. 1st 5s	100		1	38¾	
1 N. J. Cent. gen. 5s	111¾		1	38¾	
1	110¾		4 Wabash 1st	101¾	
1	110¾		1	101¾	
1 N. Y. Cent. ex. 5s	103¾		7 Wabash 2d	76	
1 N. Y. Chic. & St. L.	77		16 West. Union col. 5s	104¾	
10 N. Y. & Nor. 5s	33¾		1 West Shore 4s	102¾	
1 N. Y. & P. C. & L.	91¾		1	102¾	
1	91¾		40	102	
1	91¾		20 West Shore 4s reg.	101¾	
1 N. Y. Ch. & St. L. 4s	92¾		10 W. N. Y. & Pa. 2d	32	
1 N. W. con.	136		3 Wis. Cent. in	36	
1 N. W. deb. 5s, 20 yr.	105		1	39	

Total sales of railway bonds (par values), $1,680,000.

RAILROAD AND OTHER SHARES.

	Open-ing.	High-est.	Low-est.	Clos-ing. Bid.	Asked.
10 Alton & T. H.	32¾	32¾	32	35	
10 Amer. Tobacco pf.	109	109	109	101	
20 Amer. Express	118	118	117	130	
36187 Atch. T. & S. Fe	33	33¾	32¾	32¾	32¾
600 Atlantic & Pacific	5	5¾	5	5¾	5¾
1000 Buff., Roch. & Pit.	87¾	87¾	87¾	87¾	
1000 Burl., Cedar R. & N. pf.	78¾	78¾	78¾	78¾	
9440 Can. Southern	52	52¾	51½	52	52¾
300 Canadian Pacific	89	89	79¾	79	
200 Cedar Falls & M.	75	75	75	75	
30 Central Pac.	26¾	26¾	26¾	26¾	30¾
325 Ches. & Ohio	18¾	18¾	18¾	18¾	
400 C. & O. 1st pf.	54	53¾	53	53¾	
210 C. & O. 2d pf.	33	33	33	33¾	
350 Chi. & N. W.	81	81	81	82	
200 Chi. & S. Hil. pf.	94¾	94¾	94	94¾	
2000 Chicago Gas	69¾	69¾	69¾	50¾	50¾
100 Chic. & Alton pf.	160	160	160	160	
8420 C., B. & Q. & S. L.	63¾	64¼	63¾	63¾	63¾
100 C., C., C. & St. L. pf.	92	92	92	92¾	93
1861 C. & N. W.	109¾	110	109¾	110	109¾
500 Ch. & N. W. pf.	135	135	134½	134½	135
2400 C., R. I. & P.	89¾	89¾	88¾	89¾	89¾
8240 C., B. & Q.	61¾	61¾	61¾	61¾	61¾
112 C. M. & St. P. pf.	113¾	113¾	113	113¾	113¾
1508 C. S. L. & Pac.	77¾	77¾	76¾	77	77¾
500 Colorado Coal	36¾	36¾	36	35	38¾
100 Col. H. V. & T.	25¾	25¾	25¾	25¾	
1 Consol. Gas Co.	98¾	98¾	98¾	98¾	
4 Del. & Hudson	133½	134½	133½	133½	134½
120 D., L. & W.	137½	138¾	137½	138¾	138¾
1 Den. & R. G.	17½	18	17½	18	17½
470 Den. & R. G. pf.	59½	59½	59	59	59¾
4 Distilling & C. F.	47¾	48¼	47¾	47	47¾
900 E. T., V. & G.	6¾	6¾	6¾	6¾	7
11 E. T., V. & G. 1st pf.	58	58	58	60	
635 Edison G. E.	99	99¾	98	98	98¾
100 Evans. & T. H.	123	123	123¾	123¾	
400 Flint & P. M.	24¾	24¾	23¾	24	24¾
163 Ft. Northern pf.	90¾	90¾	90¾	90	91
64 Iowa Central	9	9¾	8¾	8¾	9¾
100 Keokuk & N. W.	15	15	15	14¾	15¾
100 Lake E. & W.	14¾	14¾	14¾	14¾	14¾
1120 Lake E. & W. pf.	59	59¾	59	58	59¾
470 Lake Shore	112¾	113¾	112¾	112¾	112¾
7 Lacledes Gas	18¾	18¾	18¾	18	19
670 Leb. & Nash.	78¾	78¾	78	78¾	78¾
110 Long I. R. A. & C.	25	25	24	24¾	25
850 Manhattan Con.	107¾	107¾	107	107	107¾
100 Manhattan Bch.	5	5	5	5	10
540 Marvland Coal	16¾	16¾	16¾	16	17¾
100 Mex. National	5	5	5	—	—
20 Minn. Iron	73¾	73¾	73¾	—	—
100 Minn. & St. L.	10¾	10¾	10¾	10¾	11
2300 Missouri Pacific	71	71¾	70¾	70¾	71
300 Mo., Kan. & Tex.	13½	13½	13½	13½	13¾
335 Mo., K. & T. pf.	22¾	22¾	22¾	22¾	22¾
100 Mobile & Ohio	42	42	42	41¾	42
110 N. L. Oil	40¾	40¾	40¾	40½	40¾
840 New Central Coal	10	10	10	10	11
600 N. J. Central	118¾	118¾	117¾	118	118¾
781 N. Y. Central	103¾	103¾	103¾	103¾	104
1 N. Y., Chic. & St. L.	20	20	19	21¾	
3040 Natl. Cordage	89¾	90¾	88¾	88¾	89¾
100 Natl. Cordage pf.	104¾	104¾	104¾	104¾	104¾
3400 North Amer.	17¾	17¾	16¾	17¾	17¾
1400 N. Y. & New Eng.	30¾	30¾	30	30	30¾
3 N. Y., L. E. & W.	230	230	230	228	235
3270 N. Y., L. E. & W. pf.	20¾	20¾	20¾	20¾	20¾
1400 N. Y., L. E. & W. pf.	53¾	53¾	53	53¾	53¾
250 N. Y., L. & W.	8¾	8¾	8	8	8¾
300 Nor. & W. pf.	54¾	54¾	53¾	53¾	54¾
2910 Northern Pacific	27¾	27¾	26¾	27	27¾
3600 Northern Pac. pf.	71¾	71¾	70¾	70¾	70¾
1000 Ontario & West	17¾	17¾	17¾	17¾	17¾
780 Oregon Imp.	28¾	28¾	28¾	28	28¾
1400 Oregon R. & N.	24¾	24¾	24¾	25¾	26
80 Pacific Mail	41¾	41¾	41¾	41¾	41¾
810 Pac. Dec. & Ev.	21¾	21¾	21¾	21¾	22¾
3100 Phila. & Reading	53¾	53¾	53¾	53¾	53¾
50 Phila. & W. pf.	38¾	38¾	38¾	38	38
125 Pull. Pal. Car Co.	193	193	193	193	194
100 P., C., C. & St. L.	15¾	15¾	15¾	15¾	15¾
200 P., C., C. & St. L. pf.	54¾	54	54	54¾	54¾
100 Rio Grande W.	35	35	35	35	35¾
171 Rio G. W. pf.	71¾	71¾	71¾	71¾	72¾
420 Rich. & W. P. pt.	18¾	18¾	18	17¾	18
100 R., W. & O.	73¾	74¾	73¾	74¾	75
200 St. P., M. & M.	107	107	107	105¾	107
600 Southern Pac.	31¾	31¾	31¾	31¾	32
1000 Texas & Pac.	16¾	16¾	15¾	15	15¾
1800 Texas Pacific	14¾	14¾	14¾	14¾	14¾
200 Union Pacific	49¾	50	49¾	49¾	49¾
100 Union Pac., D. & G.	22¾	22¾	22¾	22¾	23¾
140 U. S. Cordage	67	67	67	67	70
100 W., St. L. & P.	10	10	10	10¾	10¾
1400 W., St. L. & P. pf.	19¾	19¾	19¾	20¾	20¾
1000 Wells, Fargo Ex.	142	142	142	142	145
3230 Western Un. Tel.	82	82¾	81¾	81¾	81¾
3200 Wheeling & L. E.	34¾	35¾	34¾	35	35
3700 Wheel. & L. E. pf.	75	76¾	75	75¾	76¾

Total sales of stocks were 524,233 shares.

UNLISTED DEPARTMENT TRANSACTIONS.

Sales.		Open'g.	High'st.	Low'st.	Clos'g.
1270	Amer. Cot. Oil	26	26	25¾	26
136	Amer. Cot. Oil pf.	68¾	68¾	68¾	68¾
250	American Cot. Oil cifs.	26	26	25¾	25¾
2400	Amer. S. Ref. Co. 1st cifs.	91	91¾	90¾	91¾
150	Amer. S. R. Co. 2d cifs.	92	92	92	92
4261	National Lead Trust	19¾	19¾	19¾	19¾
100	St. L., Ark. & T. a. s. p.	10¾	10¾	10¾	10¾
200	Burn Silver	3.50	3.50	3.50	3.50
1600	Phoenix of Arizona	55	55	55	55
2000	Georgia Pacific 1st	109	109	109	109
2000	Georgia Pacific 2ds	69	69	69	69
1000	St. L., Ark. & Tex.	71¾	71¾	71¾	71¾
2000	St. L., Ark. & Tex. 2ds	35¾	35	35¾	35

PHILADELPHIA CLOSING QUOTATIONS.

	Bid.	Asked.		Bid.	Asked.
Phila. & Read.	79¾	79¾			
Phila. & L. 1st pf.	53	58¾	Lehigh Valley	46	46¾
Phila. & R. 2d pf.	35¾	35¾	L. C. & N. Co.	47¾	47¾
Phila. & R. 3d pf.	27	28	Pennsylvania	52	52¾

LATEST LONDON QUOTATIONS.

Atchison	34	Lou. & Nashville	80¾
Atlantic & Gt. W. 1st	33¾	N. Y. Central	103¾
Atlantic & Gt. W. 2d	31	Norfolk & West. pf.	55¾
Canadian Pacific	81¾	Northern Pacific	72¾
Erie Common	21¾	Ontario & West	18¾
Erie 2ds	103¾	St. Paul	84¾
Illinois Central	101¾	Union Pacific	50¾
Lake Shore	115	Wabash pf.	20¾

TUESDAY, April 21.

As recent fluctuations in the market have not extended over a longer period than two or three days, the street looked for a reaction from the opening to-day, basing its expectations upon that precedent. The professional element sold stocks with a good deal of confidence during the forenoon, and, as its sales were accompanied by moderate realizing of profits on the long side, the movement gained considerable force. Engagements of $1,500,000 gold for export to-morrow intensified the bearish sentiment. Early in the afternoon the market rallied under the lead of Union Pacific, Missouri Pacific, C., B. and Quincy, and New England. Those stocks and several of the specialties, notably C., C., C. and St. Louis, Wabash preferred, and the Wheeling and Lake Erie stocks were exceptionally strong throughout. The market for certain stocks with which Mr. Gould is identified, that is Union Pacific and Missouri Pacific, was undoubtedly affected favorably by that gentleman's positive denial of the authenticity of a ridiculous interview alleged to have been had with him at Denver on Sunday, and printed in this city yesterday with all the importance which journalistic device could give to it. The statements attributed to Mr. Gould were so absurd and the general tenor of the alleged interview so clearly at variance with his well-known manner of expressing himself that it is surprising that any one should have imagined for a moment that it was genuine. Yet the publication appeared to have some influence upon the stock market, while the President of the Rock Island Company improved the opportunity to say some sharp things about Mr. Gould. By this time the public probably understands that it has been imposed upon in the matter.

The only news to-day, aside from the engagement of specie and Mr. Gould's denial, was the increase in the dividend on Wheeling and Lake Erie preferred from 4 ⅞ cent. to 5 ⅞ cent. per annum. The earnings of the company show that the increase is entirely warranted, and that it can in all probability be maintained. The fact that the company has just authorized an additional issue of $900,000 of preferred stock cannot be used as an argument against an increase in the dividend at this time, since the proceeds of that stock are to be used exclusively for acquiring new equipment demanded by the increase in its business. There is no reason why the net profits upon the present investment in that or any other property should be diverted upon a large scale to pay for additions to plant and extraordinary improvements, and the company which is able to capitalize such expenditures in stock rather than by increasing its bonded debt is to be congratulated. In this country the Pennsylvania Railroad is most conspicuous in enjoying that advantage, and it is an encouraging sign that smaller corporations are developing the courage and foresight to adopt the same policy.

A clearer market condition in St. Paul common gave that stock the distinction of much greater activity than any other. The dealings in it were, in fact, unusually large even for a stock which has always been a great favorite with the speculative community. The only noteworthy net declines were sustained by it and Lackawanna. Union Pacific, which ranked next to St. Paul in respect to activity, was the only active stock that closed higher than yesterday. The total volume of trading, though much smaller than yesterday, was very satisfactorily distributed, with the interest in the specialties well maintained. Of that class, other than those that have been mentioned, Union Pacific, Denver and Gulf, Canada Southern, National Cordage common, Distilling Company, and Sugar Refineries common appeared to hold speculative interest most strongly. The closing was very steady.

Final sales compare with those of yesterday as follows:

	April 20.	April 21.		April 20.	April 21.
Atch. T. & S. F.	32¾	32¾	North Am. Co.	17¾	17¾
Bost. & Me. pf.	87¾	87¾	Nor. & W. pf.	54¾	53¾
C., C., C. & I.	76¾	76¾	Northwest com.	106¾	106¾
C., C. & St. L.	65¾	65¾	Nor. Pac. com.	27	26¾
C., B. & Q.	80	80¾	Nor. Pac. pf.	71	70¾
C. & Alton	160	160	N. Y. Central	103¾	103¾
C. & Alton pf.	174	174	N. Y. Chic.	77¾	77¾
Consol. Gas	99¾	98¾	N. J. Cent.	119	118
Ches. & Ohio	18¾	18¾	Ontario & West.	17¾	17¾
Chi. & Erie	80¾	80¾	Oregon imp.	28	28¾
C., B. & Q. pf.	93	93	Pacific Mail	39	39¾
Chicago Gas	51¾	50¾	Rock Island	77¾	77
Del., L. & W.	137¾	138¾	Rich. & W. P.	18¾	18
Den. & R. G.	18¾	18¾	Rich. & W. P. pf.	75¾	74¾
Den. & R. G. pf.	59¾	59¾	Reading	53¾	53¾
Erie	21¾	20¾	St. Paul com.	62¾	61¾
E. Northern pf.	109	109	St. Paul pf.	114	113¾
Kansas & Tex.	13¾	13¾	Texas Pacific	14¾	14¾
Lou. & Nash.	78¾	78	Tenn. C., I. & R.	36	35¾
Lake Shore	112¾	112¾	Union Pacific	49	49¾
L. & N.	78¾	78¾	Wab. & P. com.	10¾	10¾
L. E. & W. pf.	53¾	53¾	Wab. & P. pf.	19¾	19¾
Manhattan con.	107¾	107¾	Wheel. & L. E.	34¾	35
Missouri Pac.	70¾	70¾	Wheel. & L. E. pf.	75¾	76¾
Nat. Cordage	88¾	89¾			

Government bonds steady at unchanged quotations. Railway bonds firm. The features were West Shore 4s, St. Louis, Arkansas and Texas 2ds, Kansas Pacific consols, Oregon Improvement 5s, N. Y. and Perry Coal and Iron 6s, Northern Pacific consol 5s, Louisville, St. Louis and Texas 1sts, Iowa Central 1sts, Atchison, Kansas and Texas, Reading, and Texas Pacific issues. The more important net advances were in Iowa Central 1sts, ¾ cent., to 85; Louisville, St. Louis & Texas 1sts, ⅛, to 84; Kansas and Texas 2ds, ⅝, to 69¾; N. Y. and Perry Coal and Iron 6s, ⅝, to 82¾; N. Y. and Perry Coal and Iron 5s, ⅝, to 91¾; Oregon Improvement 5s, ⅛, to 69; Reading 2d preference incomes, ⅝, to 36¾, and 3d preference incomes, ¾ ⅞ cent., to 28¾. The noteworthy declines were in Atchison incomes, ¾ ⅞ cent., to 48¾; Kansas and Texas 2ds, ¾, to 41¾; Kansas and Texas 4s, ⅝, to 41; Reading 1st preference incomes, ¾, to 53¾; St. Louis, Arkansas and Texas 2ds, ⅛, to 17¾, and West Shore 4s, ¾ ⅞ cent., to 102.

In bank stocks 25 shares of American Exchange sold at 155¾ and 100 shares of Mechanics' at 205.

Silver bullion certificates for 40,000 ounces sold at 96⅝@97. Bar silver in London, 44¾d. ⅞ ounce.

Money on call 3@3½ ⅞ cent. Time money 5 ⅞ cent. for short periods on good mixed collateral. The market for commercial paper is dull. Prime endorsed bills receivable are quoted at 5@5¾ ⅞ cent., and first-class single-name paper at 5@6¾ ⅞ cent.

Sterling exchange steady for short bills, owing to a moderate demand. Posted asking rates, $4.86@$4.86¼ for long bills and $4.89½ for demand. Actual rates are: Long bills, $4.85@$4.85¼; sight drafts, $4.88¼@$4.88¾, and cable transfers, $4.88¾@$4.89.

The amount of 4½ ⅞ cent. bonds redeemed to-day was $40,700, making the total to date $15,898,800.

The Wheeling and Lake Erie Railway Company has declared a quarterly dividend of 1¼ ⅞ cent. on its preferred stock, payable May 15. This is an increase of ⅛ ⅞ cent. for the quarter.

The Union Pacific Railroad reports gross earnings for February of $2,779,023, an increase of $49,502 as compared with the same month of last year, and net $703,569, an increase of $49,652. For the two months ending Feb. 28 the gross earnings were $5,894,400, an increase of $595,591 as compared with the corresponding period of last year, and net $1,687,017, an increase of $657,148. Auxiliary lines in the system report as follows: The Oregon Short Line gross earnings for February, $544,640, an increase of $143,653 as compared with the same month of last year, and net $189,699, an increase of $117,235. For the two months ending Feb. 28 the gross earnings were $1,177,303, an increase of $443,251 as compared with the corresponding period of last year, and net $433,025, an increase of $409,669. The Union Pacific land grant and telegraph gross earnings for February, $371,057, an increase of $1,780 as compared with the same month of last year, and net $85,557, a decrease of $69,863. For the two months ending Feb. 28 the gross earnings were $760,117, a decrease of $22,426 as compared with the corresponding period of last year, and net $183,394, a decrease of $105,700. The Union Pacific sinking fund gross earnings for February, $347,299, an increase of $124,636 as compared with the same month of last year, and net $78,759, an increase of $90,236. For the two months ending Feb. 28 the gross earnings were $852,155, an increase of $472,254 as compared with the corresponding period of last year, and net $229,950, an increase of $347,084.

The Cleveland and Canton Railroad reports gross earnings for February of $37,656, an increase of $5,119 as compared with the same month of last year, and net $10,598, an increase of $2,037. For the eight months ending Feb. 28 the gross earnings were $412,543, an increase of $92,308 as compared with the corresponding period of last year, and net $145,011, an increase of $44,902.

Richard V. Harnett & Co. sold by auction at the Real Estate Exchange to-day the following securities among others:

10 shares National City Bank 479
50 shares National Shoe and Leather Bank 185¾
75 shares Ninth National Bank 142
20 shares Twenty-Third Ward Bank 250
50 shares Corn Exchange Bank 250
100 shares Anniston City Land Co. 37
20 shares Leather Manufacturers' National Bank 250¼
150 shares National Citizens' Bank 159¾
25 shares Metropolitan Trust Co. 280
5 shares United States Trust Co. 810
7 shares Fire Association 250
70 shares Long Island Bank of Brooklyn 145¾
60 shares State Trust Co. 201½

Treasury balances compare with those of yesterday as follows:

	April 20.	April 21.
Gold	$144,074,187	$143,954,803
Silver	5,126,261	4,701,947
Legal tenders	781,013	892,341
Totals	$149,981,449	$149,329,177

Deposits in national banks, $28,030,033, against $28,325,151 yesterday. In addition to the foregoing the Treasury reports silver bullion purchased under the act of July 14, 1890, $3,115,562, and Treasury notes outstanding against the same, $3,074,024.

Money in London, 2¾ ⅞ cent. Discount in the open market for both short and three months' bills, 3⅛@3⅜ ⅞ cent. Amount of bullion gone into the Bank of England on balance to-day, £15,000. Paris advices quote 3 ⅞ cents at 94 francs 55 centimes, and exchange on London at 25 francs 20 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.
5000	Astoria	4	4	4	4
50	Belmont	44	44	44	44
100	Iron & Belcher	6 75	6 75	6 75	6 75
400	Caledonia E.	85	85	85	85
100	Chrysolite	25	25	25	25
100	Crown Val. & Va.	13	13	13	13
100	El Cristo	40	40	40	40
150	Holyoke	3	3	3	3
500	Leadville	11	11	11	11
1500	Mollie Star	3	3	3	3
100	Ophir	7 50	7 50	7 50	7 50
700	Phoenix of Ariz.	55	55	55	55
100	Yellow Jacket	2 75	2 75	2 75	2 75

The total transactions were 8,000 shares.

New York Markets.

TUESDAY, April 21.—FLOUR AND MEAL—The market was quiet, and the late advances in prices were barely maintained. Quoted: Flour, ⅜ bbl—Fine, $3.30@$3.60; superfine, $3.70@$4.20. No. 2 extra, $4.10@$4.50; No. 1 extra, $4.50@$4.75; winter wheat, low grades, $3.75@$4.25; patents, spring, $5.00@$5.45; winter, $5.00@$6; city mills shipping extras, $5.00@$5.85. Rye flour, $3.80@$3.90—Superfine, $4.75@$5.25. Corn meal, ⅜ bbl—$3.80@$3.90 for Western and $4 for brandywine.

COTTON—Futures were very unsettled all day, with more than the usual activity. There was an early decline, then a sharp rally, then a smart advance and then some decline, the market closing steady at 5 to 7 points advance from yesterday's final prices. The early decline was due to a break in Liverpool, the quick recovery was caused by the partial recovery and the steadier closing of that market; the further advance was the result of a sharp demand to cover contracts and free buying of "long" cotton by parties who believe values are on a safe basis although late in the forties and early in the fifties prices were one or two cents a pound below current figures. Spot cotton in two markets advised their customers to buy. The price did not cease until August had risen 18 points from [illegible]. The position for the lowest figure August ever sold at since the present dealings in future began. After the last call the market receded 8@9 points under sales to realize, prompted to some extent by the direction in movement. The weather at the south was generally favorable to crop prospects, though the continuance of heavy rains was reported from Texas. Spot cotton was quiet; middling uplands, 9¾c. do. Gulf, 9 5-16c. The following are the details of the transactions in futures:

Months.	Opening.	Highest.	Lowest.	Closing.	Sales.
April	8.52@8.54	8.64	8.56	8.63	300
May	8.56@8.58	8.74	8.62	8.72	19,100
June	8.62@8.63	8.78	8.61	8.77	17,000
July	8.72@8.74	8.87	8.71	8.86	21,300
August	8.80@8.81	8.94	8.79	8.93	28,500
September	8.82@8.83	8.95	8.77	8.90	8,900
October	8.82@8.84	8.94	8.78	8.91	4,100
November	8.83@8.85	8.96	8.79	8.93	4,600
December	8.86@8.88	8.97	8.77	8.89	4,800
January	8.86@8.91	8.97	8.83	10,000	
February	8.90@8.92	8.98	8.91	1,500	

Total sales, 144,500 bales. Transferable notices, 8,556.

	1890-91.	1889-90.
	Bales.	Bales.
Receipts at the ports this day	11,283	16,600
Previously since Sept. 1	6,461,881	5,627,444
Stocks in American ports	837,637	987,910
Exports since Sept. 1	4,103,813	4,580,000

FREIGHTS—Hard freight were decidedly lower. The market sympathized with the depression in corn; the dullness of regular trade assisted the decline; sales 2,500