## FINANCIAL AND COMMERCIAL.

**New York Stock Exchange—Sales April 18.**

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

4 Tenn Set. 3s..... 70 | 1 Tenn. Set. 6s ..... 107¼

CLOSING PRICES OF UNITED STATES BONDS.

| | | | |
|---|---|---|---|
| U. S. 2s, r... | 100 | U. S. 6s, 1898...111 | — |
| U. S. 4s, r... | 115⅝ | U. S. 6s, 1897...113 | — |
| U. S. 4s, c... | 115⅝ | U. S. 6s, 1899...116 | — |
| U. S. 6s, 1895..109 | — | U. S. 6s, 1899...119 | — |

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

| | | | |
|---|---|---|---|
| 21 Atchison 4s..... | 88⅞ | 5 Pen. & East. 1st... | 80¾ |
| 1 ..... | 89¾ | 3 Penna. 4½s, r... | 107 |
| 5 Atchison m... | 50¾ | 5 Pitts & Wn. 1st... | 83 |
| 11 ..... | 58⅝ | 17 Rh. & W. P. T. 5s.. | 58 |
| 86 ..... | 58⅝ | 44 ..... | 57⅞ |
| 1 ..... | 58⅝ | 21 ..... | 57 |
| 20 ..... | 59 | 5 ..... | 57⅝ |
| 8 Atl. & Pac. 1st... | 79 | 10 ..... | 57⅝ |
| 4 Am. Dk. & Im. 5s. | 107 | 35 ..... | 58 |
| 8 Bur., C.R. & N. 1st. | 105½ | 1 Rh. & W. P. T. 5s. T. R. ..... | 58 |
| 5 Buf., C. R. & P. 1st. T. 5s ..... | 108 | 12 ..... | 57⅞ |
| 2 Brooklyn El. 1st.. | 115 | 3 ..... | 57 |
| 5 Balt. & O. S.W. 1st. | 100¾ | 5 ..... | 57⅝ |
| 1 Chi. & W. Ind. gnl. | 102 | 5 ..... | 58 |
| 10 ..... | 102¼ | 1 Rock I. ex. 6s.... | 103 |
| 1 Chi. & O. cn. 5s. | 105¼ | 5 ..... | 102¾ |
| 17 Chi. & O. gnl. 4½s. | 81⅛ | 15 Rock I. ex. 6s, r.. | 102¾ |
| 3 Chi. & O. 1st. 5s.. | 116 | 5 Rock I. 1st, deb. 6s.. | 99⅝ |
| 5 Chi. & O. R. & A. 1st cn..... | 78 | 15 Rh. & Dav. 1st... | 107⅞ |
| 5 C., N. & Q. 4s, Neb. ..... | 90¾ | 3 Rh. & Dav. 5s..... | 75 |
| 2 C., N. & Q. 7s... | 128⅝ | 10 Reading gnl. 4s... | 88¼ |
| 1 Can. So. 1st..... | 107¾ | 45 ..... | 88 |
| 8 Chic. & N. P. 1st.. | 77½ | 13 Reading 1st pf. in. | 76⅝ |
| 2 C., P. & St. L. 5s. Gt. ..... | 100 | 20 ..... | 76⅝ |
| 2 C., P. & St. L. 5s. cn. | 98 | 25 ..... | 76⅝ |
| 12 Chi. & E. Ill. 1st. 5s | 102½ | 30 ..... | 76⅝ |
| 5 Chic. & E. Ill. 1st.. | 104½ | 100 Reading 2d pf. in. | 68⅝ |
| 5 C., C., C. & St. L. ..... | 92 | 11 ..... | 68⅝ |
| 1 Del. & H. Pa. d.... | 104 | 5 ..... | 68⅝ |
| 8 Den. & R. G. cn... | 82¼ | 5 ..... | 68⅝ |
| 5 ..... | 82 | 48 ..... | 68⅝ |
| 5 ..... | 80 | 50 ..... | 68⅝ |
| 5 Des. M. & Ft. D. 4s. | 78 | 1 ..... | 68⅝ |
| 88 Erie F. 5s..... | 93½ | 1 ..... | 70 |
| 20 Erie cn. 2d..... | 104 | 55 ..... | 69¾ |
| 8 E. Tenn. 5s..... | 102 | 102 Reading 3d pf. in. | 61¼ |
| 5 Ft. Worth 1st..... | 102 | 95 ..... | 61⅛ |
| 12 G., H. & S. A. 1st, W. div..... | 98¾ | 95 ..... | 61⅛ |
| 10 Grand R. & I. 4½s. | 102 | 40 ..... | 61 |
| 10 Hock. Val. 5s..... | 89¾ | 180 ..... | 61⅛ |
| 7 Hock. Val. 6s..... | 97 | 135 ..... | 61¼ |
| 2 Iron M. 5s..... | 94¾ | 10 ..... | 61⅛ |
| 4 ..... | 84¾ | 10 ..... | 62⅛ |
| 8 ..... | 84¾ | 135 ..... | 62 |
| 6 ..... | 84 | 10 Reading def. in... | 20⅝ |
| 1 Ist. & Gt. N. 1st. c. off..... | 110½ | 10 ..... | 20⅝ |
| 1 Kan. Pac. con..... | 112 | 95 ..... | 20⅝ |
| 44 Kan. & Tex. 4s..... | 81⅛ | 10 ..... | 20⅝ |
| 8 Kan. & Tex. 2ds... | 50¾ | 7 Rio G. W. 1st..... | 79⅝ |
| 4 ..... | 51 | 9 St. P. & Min'ps cn. | 123 |
| 5 ..... | 50¾ | 1 St. P. & Ma. 1st, M. C. 5s ..... | 104 |
| 8 Ken. Cent. 1st..... | 84 | 5 St. P. & Ma. 1st, M. C. 6s ..... | 116⅞ |
| 8 ..... | 84½ | 7 St. P. & Ma. 2d, ex. 4s ..... | 88 |
| 18 Laclede Gas 1st.. | 81 | 4 St L. & S F. gnl. 5s. | 96⅞ |
| 17 ..... | 81⅛ | 1 St P., D. & Pt. no 5s. | 105 |
| 20 ..... | 81⅛ | 1 St. P. Ist, L. C. 4½s. | 93¾ |
| 10 ..... | 81⅛ | 5 St. P. gnl 4s ..... | 89¾ |
| 5 La. & Mo. Riv. 1st. | 110¾ | 20 St. L. & S. W. 1st. | 74½ |
| 2 L. S. & West. 2d... | 107 | 5 ..... | 74¾ |
| 1 Lou. & N. g. 4s.... | 81⅝ | 5 Sav. & W. 1st..... | 74¾ |
| 5 Lou. & N. 5s, L. & T. | 104¾ | 8 ..... | 75 |
| 1 Long Island 4s.... | 93 | 5 Seattle, L. S. & E. | 70 |
| 5 Le. St. L. & Tex. 1st. | 92 | 5 ..... | 91⅛ |
| 5 Le., Ky. & St. L. 5s. | 83¾ | 16 ..... | 91 |
| 2 Mem. & Chas. 1st.. | 104 | 8 Tex. Pac 2d in... | 20¾ |
| 2 Mor. & E. con..... | 138¾ | 3 Staten Island..... | 30 |
| 1 Mor. Ess. 2d..... | 140¾ | 8 Terre H. dird..... | 65 |
| 1 Mich. Cen. 7s..... | 124 | 3 Tol. & Ohio C. 1st. | 105 |
| 32 Mil. & L. S. ex. 5s. | 106⅝ | 1 Tenn. C. I. & R. 6s. ..... | 94¾ |
| 27 ..... | 106⅝ | 8 ..... | 94¾ |
| 11 ..... | 106⅝ | 10 Tol., St. L. & K. C. 1st ..... | 97¾ |
| 1 ..... | 106⅝ | 6 ..... | 97¾ |
| 6 ..... | 106⅝ | 222 U. P. g. 6s, C. T. N. | 96¾ |
| 25 ..... | 107 | 4 Union Pac. S. F. | 110¾ |
| 10 ..... | 107¼ | 1 Union Ist..... | 114¾ |
| 20 Nor. Pac. 1st c... | 110 | 4 U. P. D. & G. 1st.. | 75¾ |
| 1 ..... | 110¾ | 3 Wabash 1st..... | 105¾ |
| 1 Nor. Pac. 3d c..... | 111 | 4 ..... | 108¾ |
| 5 Nor. Pac. cn. 5s.. | 78⅝ | 8 Wabash 2d..... | 81⅞ |
| 6 Nor. Pac. & M. 1st. | 98 | 5 ..... | 81⅞ |
| 2 ..... | 111⅞ | 5 Wab. deb. S. B.... | 91⅞ |
| 1 N. Y. Cent. 1st c... | 107 | 9 West. Un. col. 5s.. | 108¾ |
| 3 N. Y. Ni. 1st..... | 114 | 35 West Shore 4s..... | 103¾ |
| 2 N. Y. & Nor. 2ds... | 45 | 6 West shore 4s, r... | 102¾ |
| 1 ..... | 105 | 2 ..... | 103¾ |
| 1 ..... | 104¾ | 5 ..... | 103¾ |
| 2 Ohio Sou. gnl..... | 75 | 10 Wh. & L. E. imp.. | 94¾ |
| 2 Oregon Imp. 5s... | 65¾ | 1 W., N. Y. & Pa. 1st. | 103 |
| 8 Pac. of No. 2d ex. | 107⅞ | 10 ..... | 102¾ |
| 1 ..... | 102 | 1 ..... | 102¾ |
| 3 W. N. Y. & Pa. 2d.. | 52¾ | 1 Wis. Cent. 1st..... | 92¾ |
| 5 ..... | 93 | 5 ..... | 93 |

Total sales of railway bonds (par value), $3,355,000.

RAILROAD AND OTHER SHARES.

| Sales. | | Open-ing. | High-est. | Low-est. | Clos-ing. |
|---|---|---|---|---|---|
| 177 | Amer. Express. | 118⅝ | 118⅝ | 118⅛ | 118⅛ |
| 2550 | Am. Cot. Oil... | 41⅝ | 41⅝ | 40⅝ | 40⅝ |
| 865 | Am. Cot. Oil pf. | 77⅞ | 77⅞ | 76⅝ | 77⅞ |
| 10900 | Atch. T. & S. F. | 37⅞ | 38⅝ | 37⅛ | 37⅞ |
| 150 | B. & O. S. W. pf. | 58⅛ | 58⅛ | 58⅛ | 58⅛ |
| 700 | Bost., Hoch. & r. | 39⅝ | 40⅝ | 39⅝ | 40⅝ |
| 100 | Brunswick Co... | 9 | 9 | 9 | 9 |
| 1275 | Balt. & Ohio.... | 99⅝ | 99⅝ | 99⅝ | 99⅝ |
| 550 | Can. Southern.. | 62 | 62 | 61⅞ | 62 |
| 1019 | Ches. & Ohio.... | 23⅝ | 23⅝ | 23⅝ | 23⅝ |
| 95 | C., M. O. 1st pf... | 61⅛ | 61 | 60 | 61⅛ |
| 100 | Ch. & R. Isl. pf.. | 98⅝ | 98⅝ | 98 | 98 |
| 3690 | Chicago Gas..... | 78⅝ | 78 | 77⅛ | 78 |
| 6 | Chic. & Alton... | 150 | 150 | 145 | 150 |
| 3870 | C., C., C. & St. L. | 71⅛ | 71⅛ | 71 | 71⅛ |
| 50 | C., C., C. & St. L. p. | 98⅝ | 98⅝ | 98⅝ | 98⅝ |
| 10080 | Chic. & N. W.... | 120⅝ | 121⅛ | 120⅝ | 121⅛ |
| 1710 | Chic. R. I. & P.... | 100⅝ | 101⅛ | 100⅝ | 100⅝ |
| 21850 | C., M. & St. P.... | 79⅝ | 80⅝ | 79⅝ | 80⅝ |
| 1848 | C., M. & St. P. pf. | 123⅞ | 124 | 123⅛ | 124⅛ |
| 6985 | C., R. I. & Pac.. | 87⅞ | 88⅝ | 87⅞ | 88⅛ |
| 7125 | Del. & Hud.... | 135⅛ | 136 | 135 | 135⅛ |
| 3850 | Col., H. V. & Tol. | 32⅝ | 33⅝ | 32⅛ | 32⅝ |
| 134 | Col., H. V. & Tol. pf. | 73⅝ | 73⅝ | 73 | 73 |
| 100 | Consol. Gas.... | 114⅝ | 114⅝ | 114⅝ | 114⅝ |
| 950 | Del., L. & Hudson. | 147 | 148 | 146⅛ | 146⅛ |
| 11700 | Del., Lack. & W. | 162⅛ | 163⅝ | 162 | 162⅛ |
| 1362 | Den. & R. G. pf. | 52⅝ | 53 | 52⅝ | 52⅝ |
| 5080 | Distilling & C. F. | 47⅛ | 48⅝ | 47⅛ | 47⅛ |
| 750 | E. T., V. & G.... | 5⅛ | 5⅛ | 5 | 5⅛ |
| 158 | E. T., V. & G., T. R. | 5⅝ | 5⅝ | 4⅝ | 5 |
| 105 | E. T., V. & G. 2d p. | 14⅝ | 14⅝ | 13⅝ | 14⅝ |
| 100 | E. T., V. & G. 2d pf., T. R. ..... | 13⅝ | 13⅝ | 13⅝ | 14⅝ |
| | Edison G. E.... | 102 | 102 | 102 | 102 |
| 400 | Brooklyn E. R.... | 128 | 129 | 128⅛ | 129 |
| 500 | Green Bay & W. | 8⅝ | 9 | 8⅝ | 8⅝ |
| 200 | Homestake..... | 14 | 14 | 14 | 12 |
| 120 | Iowa Central.... | 11⅝ | 11⅝ | 11⅝ | 12 |
| 100 | Central pf. | 48 | 48 | 48 | 45 |
| 300 | Keo. & Des M. p. | 13⅝ | 13⅝ | 13⅝ | 12 |
| 100 | Lo., St. L. & T.. | 22 | 22 | 21⅝ | 22⅛ |
| 8850 | L. S. & Western. | 26⅛ | 27⅛ | 26⅝ | 26⅝ |
| 1000 | L. E. & W.... | 79⅝ | 79⅝ | 78⅝ | 79⅝ |
| 1420 | Lake Shore..... | 135⅝ | 136 | 134⅝ | 135⅝ |
| 65 | Long Island.... | 100⅝ | 100⅝ | 101 | 103 |
| 600 | Lacleede Gas.... | 20⅝ | 20⅝ | 19⅝ | 20⅝ |
| 4960 | Louis. & Nash.. | 75⅝ | 75 | 75⅝ | 75⅝ |
| 5100 | Louis., N. A. & C. | 26⅝ | 27⅝ | 26⅝ | 26⅝ |
| 25 | Lo., E. & St. L.. | 21⅝ | 21⅝ | 21⅝ | 21 |
| 8150 | L. S. & Michigan S. | 123⅝ | 124⅝ | 123⅝ | 124⅛ |
| 710 | Mich. Central.... | 111⅝ | 111⅝ | 110⅝ | 111⅝ |
| 3850 | Minn. & St. L.... | 11 | 12⅝ | 11 | 12⅛ |
| 1000 | Minn. & St. L. p. | 24 | 26 | 25 | 25⅝ |
| 8535 | Missouri Pacific | 61 | 61 | 61⅛ | 61⅝ |
| 800 | Mo., K. & T. pf.. | 28⅝ | 29 | 28⅝ | 29 |
| 600 | Mobile & Ohio.... | 38⅝ | 38⅝ | 38 | 38 |
| 100 | Nat. L. M. co.... | 41 | 41 | 41 | 42⅝ |
| 100 | N. S. M. Co. 2d p. | 108⅝ | 108⅝ | 108⅝ | 108⅝ |
| 2000 | N. J. Central.... | 141⅝ | 141⅝ | 141 | 140⅝ |
| 1865 | N. Y. Central.... | 115⅝ | 115⅝ | 115⅛ | 115⅝ |
| 9238 | Natl. Cordage.... | 110⅝ | 111⅝ | 109⅝ | 110⅝ |
| 200 | Natl. Cord. pf.. | 104 | 104 | 103⅝ | 103⅝ |
| 3085 | North Amer.... | 14⅝ | 15⅛ | 14⅝ | 15⅛ |
| 16300 | N. P. & New York | 8⅝ | 8⅞ | 8⅝ | 8⅞ |
| 100 | N. Y., C. & St. L. | 15 | 15 | 15 | 15 |
| 100 | N. Y., C. & St. L. p | 40 | 40 | 39 | 40 |
| 7780 | N. Y., L. E. & W. | 32⅝ | 32⅝ | 32⅝ | 32⅝ |
| 800 | N. Y., L. E. & W. p. | 75⅝ | 76 | 75 | 75⅝ |
| 810 | N. Y., S. & W.... | 12⅝ | 13 | 12⅝ | 13 |
| 7400 | N. Y., N. H. & H. | 57⅝ | 57⅝ | 56⅝ | 57⅛ |
| 235 | Norf. & West.... | 14⅝ | 14⅝ | 14 | 14⅝ |
| 5 | Norf. & W. pf.... | 50 | 50 | 50 | 50 |
| 640 | Northern Pac.... | 22⅝ | 23 | 22⅛ | 22⅝ |
| 8823 | North. Pac. pf.. | 62⅝ | 62⅝ | 62⅝ | 62⅝ |
| 600 | Ohio Southern.. | 26 | 26 | 24 | 26 |
| 3474 | Ontario & West. | 20⅝ | 21 | 20⅝ | 20⅝ |
| 10 | Oregon R. & N.... | 86⅝ | 86⅝ | 85 | 86 |
| 4600 | Pacific Mail..... | 37⅝ | 38⅝ | 37 | 37⅛ |
| 160 | Pullman..... | 20 | 20 | 20 | 20 |
| 156265 | Phil. & Read.... | 61⅛ | 62⅝ | 61 | 61⅝ |
| 200 | Pull. Pal. Car.... | 194 | 195⅛ | 193⅛ | 195⅛ |
| 810 | P., C., C. & St. L. p. | 63 | 64⅝ | 63 | 63⅝ |
| 4818 | R. & W. P. T. R. | 10 | 10 | 9⅝ | 9⅞ |
| 4065 | Rich. & W. P.... | 10⅝ | 10⅝ | 9⅝ | 10 |
| 500 | Rich. & W. P. p. | 54 | 55⅛ | 54 | 55⅛ |
| 176 | R. & W. P. p. T. R. | 56 | 56 | 54 | 56 |
| 200 | St. L. & S. W.... | 9 | 9 | 9 | 9⅛ |
| 100 | St. L. & S. W. pf. | 18 | 18 | 18 | 18⅛ |
| 6500 | St. P. & Omaha.. | 46 | 46⅝ | 46 | 46⅝ |
| 853 | St. P. & Om. pf. | 115⅝ | 116⅛ | 115⅝ | 115⅝ |
| 700 | St. P., M. & M.... | 112⅝ | 113⅝ | 112⅝ | 113⅝ |
| 150 | Southern Pacific.. | 37⅝ | 37⅝ | 37⅝ | 38 |
| 2080 | Tenn. C. I. & I.... | 47⅝ | 47⅝ | 46⅝ | 47⅛ |
| 50 | Texas Pacific.... | 10⅝ | 10⅝ | 10⅝ | 10⅝ |
| 300 | St. L. & A. S. M. | 25⅛ | 25⅝ | 25⅛ | 25⅝ |
| 6600 | Union Pacific.... | 46⅝ | 46⅝ | 46⅝ | 46⅝ |
| 365 | Un. P. D. & G.... | 20⅝ | 20⅝ | 20⅝ | 20⅝ |
| 475 | U. S. Express.... | 46 | 46⅝ | 46 | 46 |
| 1250 | Virginia Mid.... | 37 | 37 | 37 | 37 |
| 318 | W. St. L. & P.... | 12⅝ | 12⅝ | 12⅛ | 12⅛ |
| 3400 | W., St. L. & P. p. | 28⅝ | 29 | 28⅝ | 28⅝ |
| 300 | Wells, Fargo Ex. | 145 | 145 | 143 | 148 |
| 28200 | West. Union.... | 92⅝ | 91 | 92⅝ | 92⅝ |
| 2500 | Wh. & L. Erie... | 83⅝ | 84⅝ | 83⅝ | 84⅝ |
| 630 | Wh. & L. E. pf.. | 74⅝ | 77⅛ | 74⅝ | 78 |

Total sales of stocks were 894,238 shares.

UNLISTED DEPARTMENT TRANSACTIONS.

| Sales. | | Open-ing. | High-est. | Low-est. | Clos-ing. |
|---|---|---|---|---|---|
| 5026 | Amer. Sug. Ref. Co... | 95 | 96⅝ | 95⅛ | 95⅛ |
| 586 | Amer. Sug. Ref. Co. p. | 97⅛ | 97⅛ | 97⅛ | 97⅛ |
| 1243 | Natl. Lead Co..... | 34⅝ | 35⅝ | 34⅛ | 34⅝ |
| 266 | Natl. Lead Co. pf... | 98⅝ | 98⅝ | 98 | 98⅝ |
| 100 | Del. R. R. & Alt. pf. | 155⅛ | 155⅛ | 155⅛ | 155⅛ |
| 3805 | Edison G. E. Co. T. R. | 102 | 102⅝ | 101⅝ | 102 |
| 50 | Lehigh & W. Coal.... | 20 | 20 | 20 | 20 |
| 1150 | Pullman Pal. Car.... | 221 | 224 | 220⅛ | 222 |
| 300 | Tol., St. L. & K. C.... | 21⅝ | 21⅝ | 21⅝ | 21⅝ |
| 450 | Tol., St. L. & K. C. pf. | 31⅝ | 31⅝ | 31⅝ | 31⅝ |
| 210000 | Georgia Pac. inc..... | 13 | 13 | 13 | 13 |

BROSON CLOSING QUOTATIONS.

| | Bid. | Asked. | | Bid. | Asked. |
|---|---|---|---|---|---|
| Bos. & Albany. 205 | — | | New Eng. Tel... | 52 | — |
| Bos. & Maine.. 170¾ | — | | Th.-Hous. Elec. | 60 | 60¾ |
| Central Mass .. 10 | 17 | | Westhouse E. | 27⅝ | 28⅝ |
| Fitchburg, pf.. 86⅝ | 89 | | West End Land | 18⅝ | 19 |
| Flint & P. M.... 8 | 12 | | Boston & Mon. | 47⅝ | 48⅝ |
| Mex. Cent. 4s.. 69 | 69⅝ | | Butte & Boston | 15 | 15⅝ |
| Mex. C. Stock. 18⅝ | 19 | | Calumet & H. | 275 | 280 |
| Old Colony.... 174 | — | | Santa Fe M. Co. | 37⅝ | 40 |
| Rutland, pf.. 10⅝ | 20 | | A., T. & S. Fe 4s. | 82⅝ | 82⅝ |
| Erie Telephone 46⅝ | — | | A., T. & S. Fe 5s. | 58⅝ | 59 |

PHILADELPHIA CLOSING QUOTATIONS.

| | Bid. | Asked. | | Bid. | Asked. |
|---|---|---|---|---|---|
| Lehigh Valley. 59⅝ | 60 | | Penna. R. R.... | 56⅝ | 56⅝ |
| L. C. & Nav. Co. 54⅝ | 54⅝ | | Phila. & Erie.. | 40 | — |

MONDAY, April 18.

Considering the entire suspension of business abroad, the stock market made a very creditable showing to-day. The volume of transactions was large, and, excepting the disproportionate dealings in Reading, the trading was fairly well distributed. All of the stocks that received noteworthy attention scored higher prices. The tendency was not universally upward. Stocks that were comparatively neglected, and a few, namely, Lackawanna, Delaware and Hudson, and Lake Shore, which have recently enjoyed substantial advances, closed lower than on Saturday. Great activity and a sharp advance in Reading contrasted strangely with inactivity and lower prices for all of the dividend-paying anthracite shares. No reason for this discrepancy was advanced.

The campaign in Reading is being conducted ostensibly upon the substantial progress that has been made toward bringing all of the individual miners of anthracite into harmonious relations with the principal coal-carrying companies. The same argument should apply with equal force to Lackawanna, Jersey Central and Delaware and Hudson. That it did not do so to-day was probably due to the temporary indifference of insiders to the market for those stocks. It is believed by some that the continuous demand for Reading, which appears to come chiefly from Philadelphia, results from the desire of those who control the company to fortify themselves before the voting trust expires next August.

The Granger stocks received more attention to-day than they have recently, and with the result of placing them upon a higher level. St. Paul and Northwest were the favorites. It was currently reported that Chicago, which has taken very little interest in the stock market of late, was a comparatively large buyer to-day. Western Union was a prominent feature, being extensively traded in and showing the greatest net advance of any of the active stocks. The market for it shows systematic care. New England suffered early in the day, because of the attacks made upon the management by certain Boston stockholders. The allegation that unearned dividends have been paid upon the preferred stock would be regarded seriously by the street were it not convinced that the attack upon the property is made in the interests of an element that was recently retired from an active part in managing the company's affairs.

Richmond Terminal securities were all lower, owing to renewed assertions by opponents of the reorganization committee that its plan is a failure. The fact seems to be overlooked that the committee has until July 1 to reason with the security holders. It has succeeded in convincing a very large and important class of security holders, namely, those of the Richmond Terminal Company, of the desirability of coöperating in an effort to save the system from bankruptcy and disintegration. It has done this within the time that it fixed for taking the first step. It may not be as successful in its efforts to secure the support of other classes of security holders, but Wall street seems inclined to give the committee a fair chance.

The street, and the speculative community generally, has suffered severely on account of its infatuation for Richmond Terminal securities. In consequence it welcomes the introduction of a new element in its affairs. The disaffection of a minority of the committee is generally regarded as unfortunate, but as it is ostensibly based upon a technical point, the street does not take the matter as seriously as it might. The charge, by two of its members, that the committee has not treated the public fairly in the matter of information did not prevent further deposits of securities under the plan to-day, the amount deposited being about 3¾ millions. A meeting of the committee will be held to-morrow, at which the terms upon which further deposits of Terminal securities will be received will be decided upon.

A feature to-day was the revival of activity in a number of specialties. The Lake Erie and Western stocks were favorably affected by the increase in the dividend upon the preferred. Baltimore and Ohio was more extensively traded in than at any time since it was listed. The Wheeling and Lake Erie stocks received more attention than for some time past, and so did Louisville, New Albany and Chicago. Of the industrial stocks National Cordage was the most extensively dealt in. It was depressed early in the day by news of another action brought in the New Jersey courts by the same litigant who sought last week to restrain the payment of dividends by the company. Both actions were disposed of today, being thrown out of court. The officers of the company submitted affidavits that all the dividends that had been paid had been earned, and as regards the dividend just declared the President of the company swore that the net earnings for the current quarter would not fall below $900,000.

During the last hour the market received a fresh impetus from some quarter, so that the final dealings were animated and the tone strong. While the dealings continue to be largely professional, it is also true that a large portion of to-day's business originated outside of the Board room. The demand for bonds shows some improvement, not only in the Stock Exchange, but at the counters of those who make a specialty of supplying the wants of investors. The only issue of bonds recently offered to the public, the Evansville and Richmond 1sts, were absorbed in a comparatively short time, and in a manner that enabled the bankers to advance the price for a portion of the issue, a circumstance which has not occurred in many months.

Final sales compare with those of Saturday as follows:

| | April 16. | April 18. | | April 16. | April 18. |
|---|---|---|---|---|---|
| A., T. & S. Fe... | 37⅝ | 37 | North. Pac. pf. | 62⅝ | 62⅛ |
| Amer. Cot. Oil. | 41⅝ | 40⅝ | Nort. Pac. pf. | 62⅝ | 62⅛ |
| Can. Southern. | 62 | 62 | N. Y. Central... | 115⅝ | 115⅝ |
| C., C., C. & St. L. | 70⅝ | 71 | N. Y. & New E. | 38 | 38 |
| C., B. & Quincy. | 109⅝ | 109⅝ | N. J. Central... | 142 | 141⅛ |
| Consol. Gas.... | 113⅝ | 114⅝ | Omaha com.... | 47⅝ | 48⅝ |
| Chicago Gas.... | 78⅝ | 78⅝ | Ontario & W.... | 20⅝ | 20⅝ |
| Del., Lack. & W. | 162⅝ | 162⅝ | Pacific Mail.... | 38⅝ | 38⅝ |
| Den. & R. G. pf. | 52⅝ | 53 | Pull. P. Car Co. | 194 | 195⅛ |
| Dist. & C. F. Co. | 47⅝ | 47⅝ | Rock Island.... | 87⅛ | 88⅛ |
| Erie..... | 32⅝ | 32⅝ | Rich. & W. P. T. | 11 | 11 |
| Hocking Val.... | 32⅝ | 32⅝ | Rich. & W.P. pf. | 58⅝ | 55⅝ |
| Louis & Nash. | 75⅝ | 75⅝ | Reading..... | 61⅛ | 61⅝ |
| Lake Shore.... | 135⅝ | 134⅝ | St. Paul com.... | 79⅝ | 80⅝ |
| L. E. & West.... | 27 | 26⅝ | St. Paul pf.... | 122⅝ | 124 |
| Lacleede Gas.... | 19⅝ | 19⅝ | St. P. & Man.... | 112⅝ | 113 |
| Manhat. Con.... | 128⅝ | 124⅝ | Tenn. C., I. & R. | 46⅝ | 47⅛ |
| Mich. Central. | 111⅝ | 111 | Union Pacific.... | 46⅝ | 46⅝ |
| Mo. Pacific..... | 60⅝ | 61⅛ | Un. P. D. & G.... | 20⅝ | 20⅝ |
| Natl. Cordage.. | 109⅝ | 109⅝ | Wab. & Pac. pf. | 28⅝ | 29 |
| Northw. com.... | 120⅝ | 121⅛ | West. Un. Tel.. | 91 | 92⅛ |
| | | | Wh. & L. E.... | 82⅝ | 84⅝ |
| | | | Wh. & L. E. pf. | 74⅝ | 76⅝ |

Government bonds strong. The 4s closed ⅛ ₹ cent higher bid. Railway bonds firm. The features were Erie funded 5s, Hocking Valley 5s, Laclede Gas 5s, Milwaukee and Lake Shore extension 5s, Texas Pacific 2ds, Chesapeake and Ohio General 4½s, Chicago and Eastern Illinois general 5s, Iron Mountain 5s, Toledo, St. Louis and Kansas City 1sts, Atchison, Richmond and Terminal, Reading, and Wabash issues. The more important net advances were: in Erie Funded 5s, 1 ₹ cent, to 93½; Hocking Valley 5s, ⅛, to 89⅛; Laclede Gas, 1sts, ⅝, to 81⅝; Milwaukee and Lake Shore extension 3s, ⅛, to 107½; Reading, 1st preference incomes, ⅝, to 76¾; 2d preference incomes, ⅛, to 68⅛, and 3d preference incomes, ⅛, to 42, and Texas Pacific 2ds, ⅛ ₹ cent, to 31. The noteworthy declines were in Chesapeake and Ohio general 4½s, ⅝ ₹ cent, to 81⅛; Chicago and Eastern Illinois general 5s, ⅝, to 102⅞; Iron Mountain 5s, ⅛, to 84; Richmond and Terminal 5s, ⅛, to 58, and T. R. 5s, 2⅞, to 58, and Toledo, St. Louis and Kansas City 1sts, ⅝ ₹ cent, to 97.

In bank stocks 26 shares of Mechanics' sold at 187½.

Silver bullion certificates for 50,000 ounces sold at 86⅞@87. Bar silver in London, 39 7-16d. The offers to sell to the Treasury today aggregated 554,000 ounces. The purchases were 240,000 ounces as follows: 100,000 ounces at $0.9600, and 50,000 ounces at $0.8638.

Money on call, 1⅛@2 ₹ cent. Time money easy at 2 ₹ cent, for sixty days, 2½@3 ₹ cent, for ninety days and four months, 3⅛ ₹ cent, for six to seven months, and 4 ₹ cent, for nine months on good mixed Stock Exchange collateral. Commercial paper is scarce, while the demand is good. Prime endorsed bills receivable are quoted at 5@6 ₹ cent; first-class single name, four months, at 4⅝@5 ₹ cent; good names at 5@5⅝ ₹ cent, and cut-of-town names at 6@7 ₹ cent.

Sterling exchange very dull but steady. The amount of bills offering is very small. Posted asking rates, $4.89½@4.87 for long bills and $4.88½@4.88⅞ for demand. Actual rates are: Long bills, $4.86½@4.86⅞; sight drafts, $4.87½@4.87⅞, and cable transfers, $4.88. Francs are quoted at 5.18⅞ for sight and 5.18⅛ for long; reichsmarks, 95⅛ for short and 95⅞ for long; guilders, 40⅛@40 3-16 for long and 40⅛@40 5-16 for short.

Domestic exchange on New York: Boston—17@20 cents discount ₹ $1,000. Charleston—Buying, par@1-16 premium, and selling, 3-16@⅛ premium. Savannah—Buying, par; selling, ⅛ premium. New Orleans—Bank 150 premium; commercial, 50 premium. San Francisco—Sight, 15 cents; telegraphic, 20. St. Louis—75 cents premium. Chicago—20 cents premium.

The official statement of anthracite coal shipments for February, as compared with the figures of the same month last year, shows a total output of 3,072,840 tons, an increase of 557,840 tons. The stock of coal on hand at tidewater shipping points March 31, 1892, was 821,023 tons, a decrease of 64,630 tons as compared with the amount on hand at the beginning of the month. For the year to date the total output was 9,000,689 tons, an increase of 1,068,090 tons as compared with the corresponding period of last year.

The all-rail east-bound shipments of dead freight from Chicago last week were 80,062 tons, against 84,976 tons the previous week, and 60,786 tons the corresponding week last year.

The Lake Erie and Western Railroad Company has declared a quarterly dividend at the rate of 5 ₹ cent. on the preferred stock, payable May 16. This is an increase of 1 ₹ cent per annum.

The Wheeling and Lake Erie Railroad Company has declared its usual quarterly dividend of 1¼ ₹ cent. upon the preferred stock, payable May 16.

The statement of the Northern Pacific Railroad for February, including the operations of the Wisconsin Central Company, is as follows:

| | 1892. | 1891. | Changes. | |
|---|---|---|---|---|
| Gross earnings | $1,946,325 | $1,796,483 | Inc. | $149,842 |
| Operat'g exp's | 1,291,189 | 1,275,183 | Inc. | 16,006 |
| Net earnings | $655,136 | $521,300 | Inc. | $133,836 |
| Other income | 181,950 | 246,475 | Dec. | 64,525 |
| Total income | $837,087 | $767,775 | Inc. | $69,308 |
| Inter't, rint's, &c | 1,127,038 | 938,224 | Inc. | 188,814 |
| Deficit | $289,951 | $170,449 | Inc. | $119,502 |

For the eight months ending Feb. 29 the two companies report as follows:

| | 1892. | 1891. | Changes. | |
|---|---|---|---|---|
| Gross earnings | $20,694,612 | $21,387,016 | Dec. | $486,404 |
| Operating ex's | 12,323,747 | 12,523,449 | Dec. | 199,702 |
| Net earnings | $8,576,865 | $8,863,567 | Dec. | $286,702 |
| Other income | 1,233,045 | 8,567,007 | Inc. | 666,038 |
| Total income | $9,809,910 | $9,430,574 | Inc. | 379,336 |
| Fixed charges | 8,796,077 | 8,057,315 | Inc. | 738,762 |
| Surplus | $1,013,833 | $1,373,259 | Dec. | $359,426 |
| On pd. stock, per cent | 2.77 | 3.73 | Dec. | .96 |

The report of the Central Railroad Company of New Jersey for 1891 shows gross earnings of $14,653,687; operating expenses, $8,526,198; net earnings, $6,127,519, and income from other sources, $897,276, making the total net income $7,024,794. From this were paid interest on bonded and other debt, $2,738,570; rentals, $1,831,770; dividends (6¾ ₹ cent), $1,455,430, leaving a surplus of $932,015. The gross earnings show an increase of $527,123 over those of last year, and were the largest in the history of the company.

Treasury balances compare with those of Saturday as follows:

| | April 16. | April 18. |
|---|---|---|
| Gold coin and bullion | $124,893,541 | $124,750,068 |
| Silver coin and bullion | 3,379,639 | 3,123,552 |
| Legal tenders including Treasury notes | 4,169,356 | 3,731,211 |
| Totals | $132,443,036 | $131,604,831 |

Deposits in national banks, $13,054,695, against $13,046,039 Saturday. In addition to the foregoing the Treasury reports silver bullion purchased under the act of July 14, 1890, $3,131,313, and Treasury notes issued against the same, $91,132,000, of which $80,101,000 are outstanding.

It being a holiday abroad, there are no foreign financial advices.

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

| Sales. | | Opening. | Highest. | Lowest. | Closing. |
|---|---|---|---|---|---|
| 100 | Brunswick | 10 | 11 | 10 | 11 |
| 300 | Horn Silver | 45 | 45 | 45 | 45 |
| 500 | Belmont | 48 | 48 | 45 | 45 |
| 100 | Comstock T. Co. | 14 | 14 | 14 | 14 |
| 50 | Deadwood Terra | 2 05 | 2 05 | 2 05 | 2 05 |
| 100 | Eureka | 65 | 65 | 65 | 65 |
| 200 | Leadville | 16 | 16 | 16 | 16 |

The total sales were 2,350 shares.

**Electric Stock Quotations.**

BOSTON, April 18.—The latest electric stock quotations to-day were:

| | Bid. | Asked. |
|---|---|---|
| Thomson-Houston Electric Co. | 60 | 60¾ |
| Thomson-Houston Electric Co. pf. | 28⅝ | 29 |
| Thomson-Houston Tr. secur. (series C) | 8⅝ | 9 |
| Thomson-Houston Tr. Secur. (series D) | 7⅛ | 7⅝ |
| Thomson-Houston Corp. Elec. Weld. Co. | 10 | 12 |
| Fort Wayne Electric Co. | 12⅝ | 13 |
| Fort Wayne Trust securities (series A) | 7⅝ | 7⅝ |
| Westinghouse Electric Co. | 27⅝ | 28⅝ |
| Westinghouse Electric Co. pf. | 43⅝ | 45 |
| Boston Electric Light Co.