FINANCIAL AND COMMERCIAL.

New York Stock Exchange—Sales Feb. 21.

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

5 Ala., Class B	104¼	4 Tenn. Set. 5s	75¼

CLOSING PRICES OF UNITED STATES BONDS.

	Bid.	Asked.		Bid.	Asked.
U. S. 2s, r	99⅝		U. S. 6s, 1896	107⅛	—
U. S. 4s, r	112	113	U. S. 6s, 1897	110	—
U. S. 4s, c	112	113	U. S. 6s, 1898	112⅛	—
U. S. 6s, 1895	105	—	U. S. 6s, 1899	113	—

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

10 Atchison 4s	83¾	5 Rh. & W. P. T. 6s	79
16	83¾	10	80
10	83	14	80¼
3 Atchison m	55¾	10	81⅛
20 Atchison 20, A	54⅝	10	81
35 Atl. & Pac. in	10⅝	23 Rh. & W. P. T. 5s	47
5 Atl. & Pac. 1st	70¾	5	47¼
10 Austin & N.W. 1st	89	10	47⅝
5 Buff. & Ph. gn	101	100	48
7 Brooklyn El. 1st	119	5	47⅝
6 Chs. & O. gnl. 4½s	95¾	5	48¼
10	95⅝	20	48⅜
10	95¾	5	48⅝
3 Chs. & O.S.W. mtg.	103	R. & Pitts con.	110
1 Chs. & O. R. & A. 1st con.	82	21 Reading gnl. 4s	78⅝
5 C., B. & Q. cny.	107¼	15	78⅝
17 C., B. & Q. 5s, sch. ex.	88	14	78¾
10 C., B. & Q. 7s	119	5	78⅞
1 Cin. & N. C. 1st	116	17	79⅛
1 C., B. & Q. deb. 5s	101	10	79¼
1	101¼	45	79⅜
4 C., C., C. & I. gnl.	72	37	79½
1 Can. So. 2d	108⅝	87	79¾
1	108¾	21	79⅞
10 Chic. & E. Ill.	103¼	21	64⅛
5 Chic. & Erie inc.	42¾	17 Reading 20 pf. in	64⅝
5	42¾	62	39⅝
5 Den. & R. G. con.	87¼	63	39
1 Del., S. S. & Atl. 5s	102	5	38¼
2 Ellis. L. & S. 1st	101	8	38
5	100⅝	11	38⅜
10	100⅝	5	38⅝
1 Erie con. 1st	119	10	38¾
10 Erie con. 2d	103⅝	34	38⅞
2 Genl. Elec. deb. 5s	98½	15	39⅛
7 Iron Mt. 5s	89¾	40 Reading 2d pf. in	39⅝
10	89⅞	6	29⅝
4 Ind., D. & W. 5s	108	20	29¼
1 Kan. Pac. con	111	20	29¼
1 Kan. & Tex. 4s	62	20	29½
14 Kan. & Tex. 2d	46¾	2	31
5	46¾	5	30¾
20	47⅛	15	30⅝
80	47¼	2	29¾
1 Kings Co. El. 1st	103⅝	168	30
23 Ken. Cent. 1st	80¾	20 Reading def. in	9⅝
10 L. E. & W. 1st	75	10	9⅞
2 L. S. & W. 1st	116	20	9⅞
1 L. S. & W. 2d	103	5	9⅞
5 Leh. & N. gt. 4s	85⅝	2	9⅞
80 Long Island 4s	93	10	9⅞
4 L., N. A. & Ch. con.	106⅝	2	9⅞
25 L.V. of N.Y. 1st	104⅝	2 St. P. term.	107⅝
5 La. N. A. & T. 1st	103⅝	G St. P., 1st, L. & D. div.	121
5 Mich. P. Car 5s	102	3 St. L. & S. W. 2d	29¾
1 Meb. & O. gnl.	62	8 St. Paul & D. 2ds	107
6	62	8 St. Paul & D. 2ds	107
21 Mo., Pac. con.	112⅝	15 Say. & W. 1st	65
2 Mo. P. col. 1st 5s	82	8 San A. & A. P. 1st 6s	74¼
2	81¼	4	74¼
1 Mil. L. S. & 1st	127½	6 St. Jo. & G. I. 1st	94⅝
6 Nor. Pac. 1st, c	117¾	4	94¾
20 Nor. Pac. con. 5s	70	1 Seattle L. S. & E. 1st	88¾
10	70⅛	1	88¾
10	70⅛	1 Tex. Pac. 1st 5s	79
27	71	2 Tex. Pac. 2d in	26¼
2 Nor. Pac. & Mon. 1st	87¾	20	26⅝
11 N. Y. & B. gnl.	98½	7 U. P., D. & G. 7s	99½
81 N. J. Cen. gnl. 5s	111⅝	1 Union Pac. S. F.	105
4 N. W. deb. 5s, 26 yr.	109⅝	2 Union Pac. D. & L. 1st	109
2 N. W. deb. 5s, 26 yr.	109⅝	2 Sister & Del. 1st	103
7 Ohio Soo. gnl.	61¾	6 Union El. 1st	116¼
5 Oregon Imp. 5s	64	2 U. P. D. & G. 1st	72⅛
9	63¾	1 Wabash 1st	105
9 Pen. & East. 1st	109¼	1	105¼
8 Penna. 4½s	107¼	15 Wabash 2d	78⅛
21	108⅝	1	78⅛
2 Pitts. & We. 1st	78⅝	20 Wab. deb. & B.	78⅛
2 Rock Isl. ex. 5s	101¼	12 West Shore 4s	102¼
6	101⅝	6 West Shore 4s, r	101⅝

Total sales of railway bonds (par value), $2,792,000.

RAILROAD AND OTHER SHARES.

Sales.		Open-ing.	High-est.	Low-est.	Clos-ing.
65	Amer. Cable	95⅝	95⅝	95⅝	95⅝
215	Amer. Tel.	55	55	54	54⅞
55	American Ex.	120	120	119	119
2746	Am. Cot. Oil	47¼	47¾	47¼	47¾
211	Am. Tob. Oil	82⅝	82⅝	82	82⅝
8820	Atch., T. & S. Fe	83⅝	83¾	83	83½
600	Atlantic & Pac.	34	34	33	33
2	Boston & Al.	101½	101½	101½	101½
68	Bur., C. R. & N.	62	62	62	62
300	Can. Southern	55⅝	55⅝	55⅝	55⅝
100	Can. Pacific	85	85	84½	85⅝
200	Central Pacific	27	27	27	27⅛
4400	Ches. & Ohio	23¾	24⅜	23¼	24⅜
100	Ch. & E. Ill.	66¾	66¾	66¾	66¾
18	Ch. & R. Isl.	102	102	102	102
9080	Chicago Gas	88⅛	89	88⅛	88⅝
300	C., C., C. & St. L.	54	54	54	54⅛
1958	Chic. & N. W.	112⅝	113⅛	111⅞	112⅝
45	Chi. & N. W. pf.	143	143	143	—
8426	C., B. & Q. E'ts	80	92⅝	80	—
28860	C., B. & Q.	96⅝	99	96⅛	98⅝
3860	C., M. & St. P.	78	78	78	78⅛
950	C., M. & St. P. pf.	123	123	122¼	123
4880	C., R. I. & Pac.	83⅝	84	83⅛	83⅞
825	Col. Fuel	70⅝	70⅝	69½	70⅛
410	Col. C. & I. Dev.	28¼	29¼	28¼	28⅝
1200	Col. & H. Coal	19	19⅛	18½	19⅛
20	Con. Gas	190	190	190	190
210	Consol. Gas	131⅝	131⅝	130⅝	131
3650	Del. & Hudson	130⅝	132	130	130¼
9655	Del., L. & W.	149	149	145¼	147⅛
10	Den. & R. G.	16	16	16	16
517	Den. & R. G. pf.	54	55	53⅝	54¼
100	D., M. & Ft. D. p.	22	22	22	20
5850	Dist'g & C. F.	87¼	88⅝	87	87⅝
100	Dr. T. & Ath.	5	5	5	5
600	Edison E. I.	124½	124½	123	124½
150	L. & T. H.	150	150	149	150
11960	Green Bay & W.	11⅝	13	11¼	11⅝
8035	Gen. Elec.	108	109⅛	107	108
418	Illinois Central	99⅝	99⅝	99⅝	100½
500	Iowa Central	9⅝	9⅝	9⅝	9⅝
300	Lo., St. L. & Tex.	23⅝	23⅝	23⅝	23
530	L. E. & W. pf.	77	77½	77	76½
400	Lake Shore	128⅝	128⅝	128⅝	128⅝
100	Long Island	109	109	109	109
8520	Louis. & Nash.	74⅝	75¼	74⅝	75
100	Louis., N. A. & C.	24	24	23⅝	24¼
1150	Manhattan Con.	159½	160	159½	160
190	Manhattan Bk.	10	10	9⅝	11
145	Minn. Iron	66¼	66¼	66¼	66
315	Mich. P. Car pf.	98⅝	98⅝	98	98⅛
3070	Missouri Pacific	55⅝	55⅝	55¼	55⅝
900	Mo., K. & T. pf.	24⅝	25	24⅝	24⅞
100	Nash., C. & St. L.	88	88	88	87
500	Nat. L. Dist.	39⅝	39⅝	39⅛	37½
2680	N. J. Central	121	121	119	120
266	N. Y. Central	108⅝	108⅝	108⅛	108⅝
800	N. Y. & Nor. pf.	31	31	31	30⅝
3245	Natl. Cordage	66	66⅝	65¼	66⅝
614	Natl. Cord. pf.	112¼	112¼	111¼	112
560	North Amer.	9⅝	9⅝	9⅝	9⅝
21620	N. P. & N. Pac.	40¼	40⅝	39⅝	40⅛
10840	N. Y., L. E. & W.	29⅝	29⅝	28⅝	28⅝
200	N. Y., L. E. & W. pf.	52⅝	52⅝	52⅝	52⅝
100	N. Y., S. & W.	18	18	17⅝	17⅝
1700	N. Y., S. & W. pf.	67	67	65	65⅝
1890	Northern Pac.	15⅝	15⅝	15	15⅝
16060	North. Pac. pf.	44⅝	45⅝	43¾	45¼
100	Ohio & Miss.	29	29	29	29
1156	Ontario & West.	18	18	17⅝	17¾
50	Pacific Mail	26¼	26¼	26¼	26¼
200	O. & R.	16⅝	16⅝	16⅝	17
2820	Phil. & Read'g.	31	32⅝	29⅝	30
458	Phil. Pal. Car	104⅝	104⅝	104⅝	104⅝
100	Pitts. & W. pf.	84	84	84	85
3265	Pullman Pal. Car	194	194	193¼	193⅝
400	R. & W. P. pf.	87	87⅝	87	87
124	R., W. & O.	111⅛	111⅛	111⅛	112⅛
880	St. L. & S. W. pf.	12⅝	13	12⅝	12⅝
300	St. P. & Dulu.	43¼	43¼	43	43¼
1300	St. P. & Omaha	59⅝	59⅝	59⅝	59⅝
200	St. P. & Om. pf.	119	119	119	120
260	St. L. & I. M.	11⅝	11⅝	11⅝	11⅝
600	Southern Pac.	31⅝	32	31⅝	31⅝
200	Tenn. C. & I.	34⅝	34⅝	34⅝	35
900	Texas Pacific	9⅝	9⅝	9⅝	9⅝
1300	T., A. & A. N. M.	38⅝	38⅝	38⅝	38⅝
3550	Union Pacific	39⅝	39⅝	38	38⅝
840	U. S. Rubber	44⅝	44⅝	44⅝	44⅝
20	U. S. Rubber pf.	94⅝	94⅝	94⅝	94⅝
300	W., St. L. & P.	12¼	12¼	12¼	12¼
100	W., St. L. & P. pf.	25¼	25¼	25¼	25¼
4087	West. Un. Tel.	95¼	96⅝	95⅝	96
235	Wh. & L. Erie	19⅝	19⅝	19⅝	20
240	W. S. & L. E. pf.	61⅝	61⅝	61	63¼
800	Wis. Central	18	18	18	18⅝

Total sales of stocks were 656,007 shares.

UNLISTED DEPARTMENT TRANSACTIONS.

Sales.		Open-ing.	High-est.	Low-est.	Clos-ing.
65490	Amer. Sugar Ref.	125	125⅝	123	123⅝
200	Amer. Sugar Ref. pf.	102⅝	102⅝	102⅝	102⅝
200	American Tobacco	107⅝	108⅛	107⅝	108⅛
2642	National Lead	42⅝	43¼	42⅝	42⅝
875	National Lead pf.	92⅝	93⅝	92⅝	93
800	N. R. S. & Ref. pf.	28	28	28	28
1600	Phoenix of Ariz.	20	20	17	17
4600	Comstock T.	.10	.10	.10	.10
86000	Comstock T. 2s, s.	14	14	14	14

BOSTON CLOSING QUOTATIONS.

	Bid.	Asked.		Bid.	Asked.
Bos. & Albany	129	130	Westhouse E.	36¼	36
Bos. & Maine	169	170	W. End Land	17¼	17¾
Central Mass.	10¼	—	Boston & Mon.	3¼	3⅞
Fitchburg	92⅝	92⅝	Butte & Boston	10¼	10⅝
K. T. & N. R.	94	95	Calumet & H.	305	305⅝
Mex. Cent. 4s	—	65	Santa Fe	5	5⅛
Old Colony	205	—	A. T. & S. F. 4s	—	83
Amer. Bell Tel.	203	205	A. T. & S. F. m.	54⅝	55¼
Th.-Hous. E.	108	108⅝			

PHILADELPHIA CLOSING QUOTATIONS.

	Bid.	Asked.		Bid.	Asked.
Lehigh Val.	48⅝	—	Penna. R. R.	54⅝	54⅝
L. C. & Nav.	52⅝	52⅝	Met. Traction	159	—

LATEST LONDON QUOTATIONS.

Atchison	34¼	Norfolk & Western pf.	36⅞
Canadian Pacific	86⅝	Northern Pacific pf.	46
Erie Common	28⅝	Ontario & Western	18⅝
Erie 2d consols	108¼	Pennsylvania	58⅝
Illinois Central	102⅝	Reading	15⅝
Kansas & Texas	19⅝	St. Paul	80⅝
Lake Shore	131⅝	Union Pacific	40⅝
Lou. & Nashville	76⅝	Wabash pf.	20⅝
N. Y. Central	112		

TUESDAY, Feb. 21.

The stock market returned to about normal proportions to-day. The dealings in Reading, though on a large scale, footed up only about one-quarter of yesterday's unparalleled total. The market for it appeared to be left largely to the professional speculative element. The extreme fluctuation was only 2¼ ⅌ cent., and the net result a decline of ⅛ of 1 ⅌ cent. The tone of the market was naturally feverish, but not excited. Sugar Refining again held second place in respect to activity, and sustained a net loss of 1 ⅌ cent. Other noteworthy dealings were in St. Paul, New England, Northern Pacific preferred, C., B. and Quincy, and Union Pacific. The course of prices was irregular. St. Paul, New England and Richmond Terminal were strong and closed higher than yesterday, while Union Pacific, New England, Lackawanna, C., B. and Quincy, and Erie closed lower. None of the fluctuations, however, in either direction, was important.

The bulk of the trading appeared to consist of the closing up of contracts for both accounts because of the holiday to-morrow. The market for the Granger stocks was influenced moderately by advices from Chicago that the switchmen upon the railroads centring there will not strike in their efforts to obtain higher wages. Moderate activity in Richmond Terminal was due to a belief that Messrs. Drexel, Morgan & Co. will announce in a day or two that they have decided to undertake the reorganization of that company and its auxiliary lines.

The attitude of Wall street toward the Reading catastrophe is now that of awaiting developments. The only news from Philadelphia to-day was that the receivers had qualified and taken possession of the property. The floating debt of the company is variously estimated at $6,000,000 to $20,000,000. The larger figure is, of course, based upon the assumption that the Reading Company has been made responsible for Mr. McLeod's railroad ventures in New England. It is doubtful if the entire burden of those ill-conceived speculations has been placed upon the Reading Company. It can be stated, however, upon excellent authority, that the resources of the company have been used to an extent in financing the Philadelphia syndicate's purchases of Boston and Maine, Connecticut River, and New York and New England stocks. In other words, the securities of the company have been used to margin the loans that have been made upon pledge of those stocks. It may be that the management had a perfect right to do this; if so, the power conferred upon them should be restricted in the next reorganization to anticipate the reckless operations of the next "Napoleon of Finance" who may seek to use the property as a basis for wild schemes similar to those that have brought Mr. McLeod to grief.

Mr. McLeod was described in Philadelphia despatches to-day as being in excellent spirits, and as confident as ever that he and his friends hold a controlling interest in the stock of the New York and New England Company. The trouble with Mr. McLeod is that he does not appear to realize the position he and his fellow managers now occupy before the community. Their version of the collapse of the corporation which was intrusted to their care is that they were driven to the wall by their enemies, and that they secured the appointment of friendly receivers to prevent hostile interests from obtaining possession not only of Reading, but of railroads in New England which they have sought to acquire. The best information obtainable is that nothing of the sort has occurred. Mr. McLeod's efforts to control the entire anthracite industry and to extend the Reading system beyond its natural limits, his inexperience and loose methods of conducting the business of a great corporation, and his oversanguine disposition are responsible for the disasters that have overtaken him and the Reading companies.

The creditors of the Reading Company did not press it for payment, nor did money lenders refuse it credit because they were instigated to do so. They were compelled by the methods and operations of the management to pursue the conservative course that they have. So far as the receivership is concerned, circumstances made it necessary; but it was not necessary that Mr. McLeod should be one of the receivers. The public requires no knowledge of the details of Mr. McLeod's management of the Reading companies to come to the conclusion that he should no longer be intrusted with their affairs. The fact is patent to every one that he and his associates have wrecked the company, and that alone should disqualify him from acting as an officer of the court to protect and conserve the interest of creditors and security holders.

These last, if they have a realizing sense of their duty to themselves, should protest against the appointment of Mr. McLeod as receiver, and might with propriety institute proceedings for his removal. The holders of the preference bonds obviously would have a deep interest in such proceedings, for, according to Philadelphia advices, Mr. McLeod and his associates assert that the existence of the preference mortgage has hampered the company and dragged it down. This effort to shirk the responsibility for their own acts should not be allowed to succeed, especially as they suggest that in the next reorganization the bonds secured by that mortgage should be made a junior preferred stock.

The head of the largest banking house in Philadelphia, and one that was active in the last reorganization in connection with its New York correspondent, Messrs. Drexel, Morgan & Co., was quoted to-day as acquiescing in the view that the creation of the preference mortgage was a serious mistake. This expression, to say the least, seems undiplomatic, since it reflects upon the judgment and foresight of those who planned and executed the last reorganization. London was again a moderate buyer to-day, taking upward of 15,000 shares of various stocks. Its total purchases yesterday are estimated by those who made them at upward of 50,000 shares. Foreign banking houses expressed the belief to-day that no gold would be shipped on Saturday. The closing was irregular, with prices, as a rule, above the lowest figures.

Final sales compare with those of yesterday as follows:

	Feb. 20. Bid.	Feb. 21.		Feb. 20. Bid.	Feb. 21.
A., T. & S. Fe	83⅝	83⅝	North. P. com.	15	15¼
Amer. Cot. Oil	48	48	North. Pac. pf.	44⅝	45⅝
Can. Southern	56	55¾	N. Y. Central	108⅝	108⅝
C., C., C. & St. L.	53¾	54	N. Y. & N. E.	40⅝	40⅝
C., B. & Q.	97⅝	98⅝	Ontario & W.	18⅝	18⅝
Consol. Gas	130	131⅛	Omaha com.	58⅝	58⅝
Ches. & Ohio	23¾	24⅛	Omaha pf.	118⅝	119
Chicago Gas	88⅝	88⅝	Ontario & W.	18	17⅝
Del., Lack. & W.	147⅝	147⅝	Full. P. Car	104	104⅝
Del. & Hud.	131	130¼	Rock Island	83⅝	83⅞
Den. & R. G. pf.	54	55⅝	Rich. & W. P.	19⅝	19¾
Dist. & C. F. Co.	87⅝	87⅝	Rich. & W. P. pf.	35	35⅝
Erie	28	28⅝	Reading	30	29⅝
Illinois Cent.	99⅝	99⅝	St. Paul com.	77¾	78⅝
Kan. & Tex. pf.	24⅝	25	St. Paul pf.	122¼	122⅝
Lake Shore	128⅝	128⅝	Texas Pacific	9⅝	9⅝
L. E. & W. pf.	76⅝	77	Union Pacific	39¼	38⅝
Manhat'n Con.	159	160	Wab. & P. com.	12	12⅝
Missouri Pac.	55⅝	55⅝	Wab. & P. pf.	24⅝	25
Mich. Cent.	93	93⅝	W., St. L. & P.	12⅝	12⅝
North Am. Co.	9⅝	9⅝	W. & L. E. pf.	62	62⅝
Northw. com.	112	112⅝			

Government bonds steady at unchanged quotations. Railway bonds irregular. The features were Chicago and North Pacific 1sts, Elizabeth, Lexington and Big Sandy 1sts, Iron Mountain 5s, Kansas and Texas 2ds, Northern Pacific consol 5s, Rio Grande Western 1sts, Texas Pacific 2ds, Atchison, Chesapeake and Ohio, Richmond and Terminal, Reading, and Wabash issues. The more important net advances were in Chicago and North Pacific 1sts, ⅛ ⅌ cent., to 77⅛; Elizabeth, Lexington and Big Sandy 1sts, ⅛, to 100⅛; Northern Pacific consol 5s, 1, to 71; Richmond and Terminal 6s, 2, to 81, and 5s, 1¼, to 48¾; Reading general 4s, ⅛, to 79⅛; second preference incomes, ¼, to 39¾, and deferred incomes, ¼, to 29¼, and Rio Grande Western 1st, ¼ ⅌ cent., to 77. The noteworthy declines were in Atchison 4s, ⅛ ⅌ cent., to 83; 2ds, A, ⅛, to 54¾; Iron Mountain 5s, 1, to 87; Kansas and Texas 2ds, ¾, to 40; Reading first preference incomes, 1¼, to 54¾, and third preference incomes, ⅛, to 30; Texas Pacific 2ds, ⅛, to 20⅛; Wabash 2ds, ⅛, to 78⅛, and debentures, series B, ⅛ ⅌ cent., to 30⅛.

In bank stocks, 6 shares of Park sold at 315 and 37 shares of Tradesmen's at 111.

Silver bullion certificates for 7,000 ounces sold at 83¾@84. Bar silver in London, 38⅝d. Exports to Europe on Saturday, 200,000 ounces.

Money on call, 2½@7 ⅌ cent., closing at 2½ ⅌ cent. Time money in active demand at 6 ⅌ cent. for all periods on mixed collateral and 5 ⅌ cent. on government securities. The market for commercial paper is dull. Endorsed bills receivable are quoted at 4½@5½ ⅌ cent., and single-named paper at 5@6 ⅌ cent., according to character.

The large offerings on security bills, recently a feature of the foreign exchange market, have been in the main absorbed, and in consequence sterling exchange was firmer, particularly at the close of business. The easier money market to-day also exerted an influence in the direction of higher figures. Another factor that contributed to the same end was the higher rate for private discount at London. This was especially effective in strengthening short sterling. Posted asking rates for sterling, $4.87½ for long bills and $4.89½ for demand. Actual rates are: Long bills, $4.85½@$4.89½; sight drafts, $4.87½@$4.88, and cable transfers, $4.88⅛@$4.88⅞. Francs are quoted at 5.18¾@5.17½ for long and 5.16¼@5.15½ for sight; reichsmarks, 95⅛@95⅛ for long and 95⅞@95⅞ for short; guilders, 40⅛ for long and 40⅛ for short.

Domestic exchange on New York: Boston—10 to 25 cents discount for cash; checks even. Charleston—Buying, par; selling, ⅛ premium. Savannah—Buying, par; selling, ⅛ premium. New Orleans—Bank, 150 premium; commercial, 75 premium. San Francisco—Sight, 22½ cents; telegraphic, 27½. St. Louis—75 cents discount. Chicago—85 cents discount.

The Oregon Improvement Company has declared a dividend of 3½ ⅌ cent. upon its preferred stock, payable March 1.

The Mexican National Railroad Company has declared a dividend of 2 ⅌ cent. from the net earnings of 1892 on the second mortgage bonds, series A, payable March 1.

The exports of general merchandise from this port for the week ending to-night were inventoried at the Custom House at $4,772,244, against $3,642,027 the previous week and $7,015,852 the corresponding week of the previous year.

The Lake Erie and Western Railroad reports gross earnings for December of $316,181, an increase of $2,349 as compared with the same month of the previous year, and net $158,193, an increase of $3,227. For the year ending Dec. 31 the gross earnings were $3,558,492, an increase of $285,127 as compared with the corresponding period of 1891, and net $1,620,—359, an increase of $172,462. Fixed charges, $634,700, leaving a surplus of $985,659, an increase of $56,601.

The St. Louis Southwestern Railroad reports gross earnings for the six months ending Dec. 31 of $2,659,785, a decrease of $52,587 as compared with the corresponding period of the previous year, and net $594,628, a decrease of $192,491.

These securities among others were sold by auction to-day at the Real Estate Exchange:

7 shares National Park Bank.....310
15 shares Mercantile National Bank.....227
4 shares National Bank of Commerce.....200
10 shares Eleventh Ward Bank.....300
5 shares Madison Square Bank.....151
10 shares Real Estate Loan and Trust Co.....156
10 shares Atlantic Trust Co.....275
25 shares Herring-Hall-Marvin, common.....75
22 shares Thurber-Whyland, preferred.....96¾100
20 shares Thurber-Whyland, common.....50¾51
2 shares Second Avenue R. R.....167⅛
1 membership N. Y. Produce Exchange.....$610

Treasury balances compare with those of yesterday as follows:

	Feb. 20.	Feb. 21.
Gold coin and bullion	$107,642,674	$107,185,802
Silver coin and bullion	9,879,135	9,272,142
Legal tenders, including Treasury notes	13,834,907	14,260,346
Totals	$130,856,716	$130,717,790

Deposits in national banks, $11,244,458, against $10,956,053 yesterday. In addition to the foregoing the Treasury reports silver bullion purchased under the act of July 14, 1890, $130,757,641, and Treasury notes issued against the same, $130,521,280, of which $125,525,181 are outstanding.

Money in London, 1¼ ⅌ cent. Rate of discount in the open market, for both short and three months' bills, 1⅛ ⅌ cent. Amount of bullion gone into the Bank of England on balance to-day, £1,000. Paris advices quote 3 ⅌ cents at 98 francs 7½ centimes, and exchange on London at 25 francs 18¾ centimes.

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	Belmont	22	22	22	22
100	Brunswick	9	9	9	9
100	Best & Belcher	1 80	1 80	1 80	1 80
200	Bullion	95	95	95	95
1300	Comstock T. Co.	11	12	11	12
100	Con. Cal. & Va.	2 90	2 90	2 90	2 90
500	Julia	11	12	11	12
100	Mont. Cristo	3 20	3 30	3 20	3 30
100	Ophir	2 40	2 40	2 40	2 40
10	Ontario	15 00	15 00	15 00	15 00
1000	Phoenix of Ariz.	15	15	15	15

The total sales were 5,110 shares.

Electric Stock Quotations.

BOSTON, Feb. 21.—The closing quotations of electric stocks to-day were:

	Bid.	Asked.
Boston Electric Light	112	113
Edison Electric Illuminating	160	161
General Electric	108	108¾
Westinghouse Electric	35¾	36
Westinghouse El. pf.	48¾	49
Fort Wayne Electric	12½	13
Fort Wayne Electric Tr. (A)	7⅞	7¾

New York Markets.

TUESDAY, Feb. 21.—Flour showed depression, more particularly on the trade brands. Under the circumstances a rather better trade was done. The receipts were 32,800 bbls., &c., the exports, 16,000 bbls., and the sales 10,600 bbls. Quotations for springs bbls.: Fine, $1.80@$1.95; superfine, $1.90@$2.10; No. 2 extra, $2.10@$2.25; No. 2, extra, $2.40@$3; clear, $2.85@$3.15; straights, $3.75@$4.15; patents, $4.15@$4.65. Winter in bbls.—No grade, $1.80@$1.90; fine, $1.90@$2; superfine, $2.15@$2.30; No. 2 extra, $2.30@$2.40; No. 1 extra, $2.45@$2.60; straights, $3.50@$3.75; patents, $4.25@$4.60; rye flour, superfine, $3.10@$3.35; corn meal, West. and Jersey, $2.05@$2.35; Brandywine, $2.90. Buckwheat flour—$2@$2.15 for good to choice new, latter fancy in small lots; grain at 55@54c. on track and 55@57c. delivered. Rye—Prime to choice, 87@88c. Wheat, white at $1.10@$1.12, coarse at $1.01@$1.03, do. sifted at $1.03@$1.04. Hominy and samp, $3@$3.25. Pearl barley at $2@$4.45, granulated yellow at $2.20@$3.15 ⅌ bbl. Wheat—Receipts, 48,000 bus. Spot sales, 100,000 bus. Spot prices firm at $1.12½ for No. 2 red in store and elevator, $1.12½@$1.13 afloat, and $1.12½@$1.13½ delivered, and $1.12½@$1.13½ for No. 2 hard winter. Rye—Spot prices quiet and nominally unchanged. Barley—No. 2 Canada, 78c. afloat. Barley malt, 85@90c. Corn—Receipts, 16,000 bus. Spot sales, 112,000 bus. Spot prices ½@1c. net higher, closing firm. Spot sales, 208,000 bush. for export. No. 2 red and No. 2 hard winter at 1¾c. under May f. o. b. store, part at 75¾c.; also No. 2 hard winter at 1¾c. under May afloat, and No. 2 soft Toledo on p. t. These were the receipts: Chicago, 118,221 bush.; Milwaukee, 58,800; Minneapolis, 181,700; Duluth, 4,128; St. Louis, 13,000; Toledo, 11,906; Detroit, 10,187; Kansas City, 49,480; New York, 6,975; Baltimore, 54,877; Philadelphia, 11,721; Boston, 500. Grand total, 511,563. Total yesterday, 595,623. Total last year, 1,404,871. Future sales 1,190,000 bush., as follows:

	Opening.	Lowest.	Highest.	Closing.
February	.....	.....	.....	77⅞
March	78	77¾	78	77¾
May	79⅛	78⅞	79 7-16	80⅛
July	81⅛	81⅛	81⅝	81⅝

Corn advanced slightly, owing to the rise in wheat and rather light receipts at the West. Spot sales 28,000 bush. No trade for export. Steamer yellow at 52¼@52½c. and steamer mixed at 51¾@51¾c. in elevator and 52½c. afloat. No. 2 quoted at 52¼@52½c.; No. 3 at 49⅝@50½c. on certificate and 51½c. delivered; sample white at 51½c. Future sales 370,000 bush., as follows:

	Opening.	Lowest.	Highest.	Closing.
February	.....	52⅛	52⅛	52¼
March	51⅝	51⅝	51⅞	51⅞
May	50⅝	50⅝	51 1-16	50⅞
July	51⅛	50⅞	51⅛	50⅞

Oats advanced about ¼c., with little business. Spot sales 60,000 bush. No. 2 white at 41@41½c.; February, at 41c.; March do. at 40¾