FINANCIAL AND COMMERCIAL.

New York Stock Exchange—Sales March 20.

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

1 Tenn. Set. 3s	75¾

CLOSING PRICES OF UNITED STATES BONDS.

	Bid.	Asked.		Bid.	Asked.
U. S. 2s, r	96½	—	U. S. 6s, 1896	107¼	—
U. S. 4s, r	112	112¾	U. S. 6s, 1897	110	—
U. S. 4s, c	113	113¼	U. S. 6s, 1898	112¾	—
U. S. 6s, 1895	100	—	U. S. 6s, 1899	115	—

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

6 Adams Ex.	82¾	11 N. Y. & Nor. 2ds	70
	84	20	106
	82¾	40	90
30 Am. C. O. 6s	111¾	5 N. Y., C. & St. L. 4s	98¼
10	111¾	1	98¼
7	111¾	1 N. W. ch.	136
35 Bur., C. R. & N.	103	6 N. W. ex. 4s	95
5 C. M. Y. & E.	13¾	1 N. Y., O. & W. r. 4s	82¾
2 Chic. & Ind. C. 1st	100½	5 N. Y., O. & W. ch. 5s	107
6 Chi. & O. gnl. 4½s	82	5 Ohio Sou. gnl.	61
1 C., B. & Q. 7s	119½	4 Oregon S. L. 6s	105
2 Chic. & N. P. 1st	106½	1 Oregon Imp. 5s	64
1 Col. Coal 6s	108¼	10 Rh. & W. P. T. 5s	43¾
30 Col. Mid. 4s	60¾	10	43
6	61	1	44¾
5 Chic. Gas L. & C. Co. 1st	90¾	1	44½
26 Chic. A Erie inc.	38	8 Rio. W. & O. ex. 5s	114½
50	38¼	6 Rock Isl. ex. 6s	100½
10	38¼	1	100½
2	100¼	2 Rh. & D. 1st	107¾
3 Den. & R. G. cn.	87¼	3	107
1	87¼	3 Reading gnl. 4s	70¾
Del., L. & W. & Ath. 5s	101	30	73¾
	101	10	73
1 Elg., N. & B. 1st	97¾	20	72¾
10	97¾	10	72¾
1 Erie cn. 1st	135	1	72¾
25 Erie cn. 2d	90¾	5	72¾
	90¾	10	72¾
	90¾	5 Reading 1st pf. in.	43
1	95	35	46¾
	94¾	26	46¾
	94¾	1	46¾
	94¾	15	46¾
	94¾	10	46
	94¾	30 Reading 2d pf. in.	28¾
	94¾	10 Reading deb. in.	78
	93	4 Rio G. W. 1st	75
20 Kelson R. 1st	117	2	70¾
	117¾	7	70
Ft. Worth 1st	98¾	7 Sel. V. & N. E. 4s	81¾
	98¾	8 So. P. of Cal. cn.	94¾
	98¾	1	94¾
Ft. Wayne 1st	137	4 SLF. D. & G. 5s. 5s	104¾
Gen. Elec. deb. 5s	97	6	104
Hock. Val. 5s	90	1 St. P. 1st, G. & F. W. div.	110
Iron Mt. 5s	89	2 St. L. & S. W. 1st	64¾
Ill. Cent. 4s, 1951	106	1 St. L. & S. W. 2d	25¾
Iowa Cent. 1st	80¾	2	25¾
12 Kan. Pac. con.	110	2	25¾
1 Kan. & Tex. 4s	81¾	2 Sav., F. & W. 1st	63
	81¾	2 Sav., A. & M. 1st	94¾
	81¾	1 Sil., L. Van. & T. Ill. 1st	108¾
1 Kan. & Tex. 2d	45	2 Spokane & Pal. 6s	90
6 Kanawha & M. 4s	77¾	5 Tex. Pac. 1st 5s	77
6 Ken. Cent. 1st	86	3 Tex. Pac. 2d in.	25¾
	85¾	5	25
	85	1 Tol. & Ohio C. 1st	107
5 Laclede Gas 1st	84	5 Tol., St. L. & K. C. 1st	83
1 L. & W. B. cn. s.	107¾	5	83¾
1 Leh. & L. R. 4s	82¾	3 U. P. g. 6s, C. T. N.	90
6 Long Island 4s	94½	10	91¾
	95	1 Union P. 1st, 1908	107
1 Leh. V. T. 5s	110	2 Union Pac. S. F.	114
1 L. N. S. B. 5s	105	3 Un. Pac. C. T. 4½s	70
2 Lo. St. L. & T. 1st	91	1 Un. Pac. C. T. 6s	100
	91¼	1 L. E. & G. R. 1st	70
	91¾	4 Wabash 1st	106¾
1 Mil. & L. S. ex. 5s	104	10 Wabash 2d	71¾
2 Nor. Pac. con. 5s	106	8 Wab., D. & C. ex.	98¾
5	69	2 West. N. con. 5s	109¾
1	69¼	6	104
1	68¾	8 West Shore 4s	102
1	68¾	13 West Shore 3s	85
1	68¾	2 Wh. & L. E. ch. 4s	79¾
1	68	1 W. N. Y. & Pa. 1st	103
17 N. J. Cen. gnl. 5s	111	20 W. N. Y. & Pa. 2d	27¾
2 Nash. & Chat. 2d	104¾		27¾

Total sales of railway bonds (par values), $1,212,000.

RAILROAD AND OTHER SHARES.

Sales.		Open-ing.	High-est.	Low-est.	Closing Bid.	Closing Asked.
8	Adams Express	155	155	155	—	—
60	Amer. Cable	90	90	88	90	—
18	American Ex.	116¾	116¾	117	120	—
1,100	Am. Sug. Ref.	93¾	94	93¾	94	—
325	Am. Cot. Oil pf.	81	81	80¾	81	—
350	Atch., T. & S. Fe	32¾	32¾	32	32¾	—
200	Batt. & Ohio	89¾	89¾	89¾	90	—
10	B. & O. S. W. pf.	56	56	56	57	—
210	Can. Southern	58¾	58¾	58¾	58¾	—
200	Can'n Pacific	55¾	55¾	55¾	55¾	—
305	Ches. & Ohio	22¾	22¾	22¾	22¾	—
7	Ch. & E. Ill. pf.	100	100	100	99	—
9660	Chicago Gas	88	89	87¾	88¾	88¾
5	Chic. & Alton	142	142	142	144	—
1000	C., C., C. & St. L.	48¾	48¾	48	48¾	—
80	C., C., C. & St. L. pf.	92¾	92¾	90¾	—	—
425	Chic. & N. W.	110¾	111	110¾	110¾	110¾
20402	C., B. & Q.	76¾	76¾	76¾	76¾	76¾
10838	C., N. & St. P.	76¾	76¾	76¾	76¾	76¾
2505	C., R. I. & Pac.	82¾	82¾	82¾	82¾	82
495	C. & N. W. pf.	139¾	139¾	139¾	139¾	139¾
800	Col., H. V. & Tol.	28	28	27	27	27
320	Col. & H. Coal	16¾	16¾	16	16	17
520	Consol. Gas	121¾	122¾	121¾	121¾	122¾
350	Del. & Hudson	126¾	126¾	126¾	126¾	127
9215	Del., L. & W.	138	139¾	138¾	139¾	139¾
100	Den. & R. G. pf.	52¾	52¾	52¾	52¾	53¾
10444	Dist'g & C. F.	34¾	35¾	34¾	34¾	35
300	E. T., V. & G.	4¾	4¾	4	4	4¾
300	E. T., V. & G. pf.	9	9	9	8¾	9¾
146	Edison E. I.	122¾	122¾	122¾	122¾	122¾
100	Evans. & Ind. R.	11	11	11	10¾	22
8090	Gen. Elec.	102	104	102	102¾	102¾
200	Illinois Central	99	99	99	98	99
1	Ind., Bloom. & W.	21¾	21¾	21¾	21¾	22
1200	L. S. & W. pf.	75¾	75¾	75¾	75	75¾
600	Lake Shore	126¾	126¾	126	126	126¾
100	Lacqueline	20¾	20¾	20¾	20¾	20¾
2400	Louis. & Nash.	73¾	74¾	73¾	73¾	73¾
1900	Louis., N. A. & C.	22	22	21¾	22	—
8306	Manhat'n Con.	161¾	166	161¾	162	162¾
100	Mexican Cent.	19¾	19¾	19¾	19¾	19¾
200	Mich. Central	104	104	104	103¾	104¾
50	Minn. P. car pf.	98	98¾	98	96	98
4400	Minn. & St. L.	19¾	19¾	19¾	19¾	19¾
2097	Missouri Pacific	53¾	53¾	52	52	52¾
200	Mo., K. & T.	13¾	13¾	13¾	13¾	13¾
100	Nash. C. & St. L.	85	85	85	—	—
6	O. Nat. L. Stk.	36	36¾	35¾	36¾	36¾
664	N. J. Central	116¾	116	116¾	116	116¾
300	N. Y. Central	104¾	104¾	104¾	104¾	104¾
850	N. Y. & Nor. pf.	26¾	26¾	26	26	34
8105	Natl. Cordage	60	60¾	59¾	59¾	59¾
450	Natl. Cord. pf.	106	106¾	106	106	106½
3520	North Amer.	9¾	9¾	9¾	9¾	9¾
19325	N. Y. L. E. & W.	26¾	27¾	26¾	26¾	26¾
7567	N. Y., L. E. & W.	19¾	19¾	19	19¾	19¾
615	N. Y., L. E. & W. p.	44	44¾	44	43	44
100	N. Y. & N. Eng.	17	17	16¾	17¾	17¾
110	N. Y., N. H. & H.	68	68	68	67¾	69¾
500	Northern Pac.	16¾	16¾	16¾	16¾	16¾
18540	North. Pac. pf.	43	43	42¾	42¾	42¾
620	Ontario & West.	17¾	17¾	16¾	16¾	17
210	Pacific Mail	25¾	25¾	25	25	26
100	P., C. & E.	14¾	14¾	14¾	14¾	16
84753	Phila. & Read'g	23¾	23¾	23¾	23¾	23¾
500	Pull. Pal. Car	193	193¾	193¾	193	195
10	Pitts. & W. pf.	34	34	34	33	34
10	Rio G. West	20	20	20	—	—
150	Rio G. W. pf.	60	60	60	—	—
2025	Rich. & W. P.	9¾	9¾	9¾	9¾	9¾
20	R., W. & O.	112	112	112	110	112
100	St. L. & S. W.	6¾	6¾	6¾	6	6¾
100	St. L. & S. W. pf.	12	12	12	12	12
400	St. P. & Dul.	45	45	45	43¾	45
3100	St. P. & Omaha	52¾	52¾	52¾	52¾	53¾
220	St. P., M. & M.	114¾	114¾	114¾	114¾	116
400	Southern Pac.	32	32	31¾	31¾	32
1100	Tenn. C. & I.	26	26	25¾	25¾	26¾
1000	Texas Pacific	8¾	9	8¾	8¾	9¾
2200	Tol., A. A. & N. M.	39	39¾	39	38¾	39¾
1140	Union Pacific	36¾	36¾	36	35¾	36
11	U. S. Express	92	92	92	92	95
2850	U. S. Rubber	43¾	47¼	43¾	45¾	46¾
50	U. S. Rubber pf.	95¾	95¾	95¾	94	95
2380	W., St. L. & P. p.	21¾	21¾	21¾	21	21¾
8153	West. Un. Tel.	88¾	89¾	88	88¾	89¾
400	Wh. & L. Erie	16¾	17¾	16¾	16¾	17¾
250	Wh. & L. E. pf.	57¾	57¾	57	55¾	55¾
100	Wis. Central	12	12	12	11¾	12¾

*ex dividend.

Total sales of stocks were 222,924 shares.

UNLISTED DEPARTMENT TRANSACTIONS.

Sales.		Open-ing.	High-est.	Low-est.	Closing Bid.	Closing Asked.
62071	Amer. Sugar Ref.	108¾	104¾	102¾	102¾	103¾
680	Amer. Sugar Ref. pf.	98	98¾	98	98¾	99¾
2110	American Tobacco	95¾	96	95	95	96
6975	National Lead	36¾	36¾	36¾	36¾	36¾
850	National Lead pf.	83	83	83¾	82	87
18000	Pipe Line certs	64¾	64¾	64¾	64¾	64¾

BOSTON CLOSING QUOTATIONS.

	Bid.	Asked.		Bid.	Asked.
Bos. & Albany	216	219	West End Land	17¾	—
Bos. & Maine	173	174	Boston & Mon.	31¾	32
Central Mass.	18	19	Butte & Boston	10¾	11¾
Old Colony	—	193	Calumet & H.	310	320
Wis. Cent. pf.	—	45	A., T. & S. F. 4s	81	81¾
Amer. Bell Tel.	200¾	203	A., T. & S. F. in.	52¾	53
Th.-Houst. R.	102¾	103			

PHILADELPHIA CLOSING QUOTATIONS.

	Bid.	Asked.		Bid.	Asked.
Lehigh Val.	47¾	47¾	Penna. R. R.	53¾	53¾
L. C. & Nav.	51	52	Met. Traction	135	136

LATEST LONDON QUOTATIONS.

Atchison	33	Norfolk & Western pf.	48
Canadian Pacific	86¾	Northern Pacific pf.	44
Erie Common	20¾	Ontario & Western	7¾
Erie 2d consols	98¾	Pennsylvania	55
Illinois Central	100¾	Reading	11¾
Lake Shore	126¾	St. Paul	74¾
Lake Shore	130	Union Pacific	37¾
Lou. & Nashville	78¾	Wabash pf.	22¾
N. Y. Central	100		

MONDAY, March 20.

The tone of the stock market at the opening was confident, but the volume of legitimate orders was not sufficient to encourage the professional element to continue operations on the long side. Consequently before noon the room traders began to sell stocks with the view of bringing about a reaction. They were further encouraged to do so by apparent activity on the part of leading bear operators. There was no pressure to sell except from the quarters referred to, but that proved to be effective in the late trading, particularly as the efforts to depress prices did not encounter any organized support. The market as a whole, therefore, must be described as narrow and almost entirely local.

Half a dozen stocks may be described as active, but Sugar Refining surpassed all others in that respect. In the early dealings the price was advanced to 104¾, from which there was a reaction of nearly two points, that left the stock fractionally lower than on Saturday. It is currently reported that some of the managers of the company became so alarmed at the course of the stock during the recent decline that one of them threw over a block of 05,000 shares, an operation that depressed the price from 103 to 93. Efforts to recover the stock are said to be largely responsible for the advance in price during the last few days. C., B. and Quincy, Distilling and Cattle Feeding, New York and New England, Northern Pacific preferred, and Reading were about equally dealt in. The last named was heavy on advices from Philadelphia that counsel for the receivers has prepared an application to the court, which will probably be presented to-morrow, asking permission to issue about $3,000,000 of receivers' certificates. This petition will probably be opposed by those who represent the general mortgage and income bondholders.

New England was comparatively strong throughout, and closed fractionally higher, simply on an unofficial announcement that members of the new management intend to take care of the floating debt of the company, even if they have to advance some money themselves. Northern Pacific preferred was exceptionally weak and sustained the only important net loss, namely, 2¼ ⅌ cent. This movement was accompanied by rumors of a hitch in the negotiations for funding the floating debt of the company into a collateral trust bond. It was reported to day that the proposed issue of bonds would be $12,000,000, the rate of interest 6 ⅌ cent., and the term of the bond five years. Wall street takes it for granted that the new financial plan, whatever it may be, cannot be carried out unless Mr. Villard retires from the management. The possibility of his doing so gracefully, as was suggested a few weeks ago, when it was surmised that he might secure a Cabinet position or an important foreign appointment, has disappeared. His retirement, therefore, should it be brought about in connection with the present efforts to finance the company, will be entirely upon his record and merits as a railway manager and financier. And this is as it should be.

The announcement late in the day of the programme of the New York Central Company relative to the New York and Northern and other new lines which it has acquired helped to depress the market. It is evident, however, that it is the intention of the New York Central Company to control all the lines in this State that are tributary to it, and which are not already allied to systems of approximate importance. The lines which Mr. Vanderbilt proposes to take into its system by guaranteeing their first mortgage bonds will increase its fixed charges $360,000; and it is a fair assumption that the management has convinced itself that those roads can earn their fixed charges or contribute enough business to the main line to make the operation a profitable one.

Of the specialties Manhattan Railway was conspicuous at a net advance of 2¼ ⅌ cent., but the Industrials, other than Sugar Refining, were, as a rule, neglected. National Lead was depressed by reports that one of the directors of the company had resigned to join an opposition enterprise. United States Rubber was more extensively dealt in than for some time, and advanced sharply, a movement which is believed to reflect progress in negotiations that are under way for the acquisition of the only formidable competitor of the company. The closing was heavy, with the active stocks at about the lowest figures.

Final sales compare with those of Saturday as follows:

	March 18.	March 20.		March 18.	March 20.
A., T. & S. Fe	32¾	32¾	Natl. Cord.	59¾	59¾
Amer. Cot. Oil	81	81	Natl. Cor. pf.	106¾	106¾
Can. Southern	58¾	58¾	North Am. Co.	9¾	9¾
Can. Pacific	83¾	83¾	Northw. com.	110¾	110¾
C. C. C. & St. L.	48¾	48¾	Northw. pf. com.	140¾	140¾
C., B. & Q.	99¾	98	North. Pac. pf.	43¾	40¾
Consol. Gas	121	122¾	N. Y. Central	105	104¾
Ches. & Ohio	22¾	22¾	N. Y. & N. E.	20¾	20¾
Chicago Gas	88	88¾	N. J. Central	116¾	116
Del., L. & West.	139¾	139¾	Ontario & W.	17¾	16¾
Del. & Hud.	127	126¾	Rock Island	82¾	81¾
Dist. & C. F. Co.	35	34¾	St. L. & S. W.	6	6
Erie	19¾	19¾	Reading	23¾	23¾
Rock. Valley	27¾	27	St. Paul com.	76¾	76¾
Kan. & Tex.	13¾	13¾	Texas Pacific	8¾	8¾
Louis. & Nash.	74¾	74	Tenn. C., I. & R.	27	26
Lake Shore	126¾	126	Union Pacific	36¾	36
Lake S. & M. S.	21¾	21¾	Wab. & P. pf.	21¾	22¾
Laclede Gas	84	84	West. Union Tel.	88¾	88¾
Manhat'n con.	160	162¾	Wh. & L. E.	17¾	17¾
Missouri Pac.	53¾	52	W. & L. E. pf.	58	57

*Ex dividend.

Government bonds firm. The 4s closed ½ ⅌ cent. higher bid. Railway bonds weak. The features were Colorado Midland 4s, Erie 2d consols, Northern Pacific consol 5s, N. Y. and Northern 2ds, and Reading issues. The more important net declines were in Colorado Midland 4s, 1 ⅌ cent., to 61; Erie 2d consols, 4, to 103; Northern Pacific 5s, 2¼, to 108; Reading general 4s, ¾, to 72¾, 1st preference incomes, 1½, to 46, and 3d preference incomes, ¾ ⅌ cent., to 23¾. N. Y. and Northern 2ds advanced 1 ⅌ cent., to 80.

Silver bullion certificates for 40,000 ounces sold at 82½@83½. Bar silver in London, 38½ d. The offers to sell silver to the Government aggregated 855,000 ounces; the amount purchased was 425,000 ounces, as follows: 325,000 ounces at $0.8275 and 100,000 ounces at $0.8280. Exports to Europe to-morrow, 115,000 ounces.

Money on call, 3@7 ⅌ cent. Time money is in better supply at 6 ⅌ cent. for long periods on diversified security, and 8 ⅌ cent. for short. Commercial paper in fair demand. Endorsed bills receivable can be placed in moderate amounts at 6 ⅌ cent., but the street rates are 7@8 ⅌ cent., according to character. There is still nothing doing in single-name paper.

There was a further advance in sterling exchange to-day owing to the limited offerings of both bankers' and commercial bills and the pronounced ease in money. Continental exchange was also firmer. Posted asking rates for sterling, $4.89 for long bills and $4.88 for demand. Actual rates are: Long bills, $4.85¼@$4.85⅝; sight drafts, $4.87¼@$4.87½, and cable transfers, $4.87½. Francs are quoted at 5.18¾@5.18⅞ for long and 5.16¼@5.16¼ for sight; reichsmarks, 95@95⅛ for long and 95⅛@95⅜ for short; guilders, 40⅛ for long and 40¼@40 5-16 for short.

Domestic exchange on New York: Boston—Par to 17 cents premium 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 premium asked. Chicago—40 cents premium.

The all-rail east-bound shipments of dead freight from Chicago last week were 88,015 tons, against 83,758 tons the previous week, and 80,940 tons the corresponding week of the previous year.

The Kings County Elevated Railroad Company reports for the quarter ending Dec. 31:

	1892.	1891.		
Gross earnings	$261,068	$235,390	Inc.	$25,708
Operating expenses	144,510	142,205	Inc.	2,305
Net earnings	$116,558	$93,185	Inc.	$23,403
Other income	109	144	Dec.	35
Total income	$116,667	$93,299	Inc.	$23,368
Fixed charges	135,251	50,276	Inc.	82,975
Deficit	$16,584	Sur$43,023	Dec.	$59,607

The company reports cash on hand $9,134, and a profit and loss deficit of $40,202.

The Commercial Cable Company's annual report shows gross earnings for the year ending Dec. 31 last of $1,860,377, and net revenue $1,080,587, an increase of $14,263 over the previous year. Quarterly dividends of 1¼ ⅌ cent. each have been paid, absorbing $540,120 and $600,000 debenture bonds have been redeemed. To provide for the laying down of a third cable, it has been decided to offer to the shareholders, for subscription at par, 19,230 shares of the 22,840 shares now in the treasury. Each shareholder will be entitled to subscribe for one share for every four shares held.

The New York, Ontario and Western Railroad Company reports gross earning for the six months ending Dec. 31 of $1,982,115, and net earnings of $521,718. Interest and rentals were $308,527, leaving a surplus for the half year of $213,191. The surplus for the fiscal year ending June 30 last was $207,019.

The Chicago and West Michigan Railroad Company reports for the year ending Dec. 31 gross earnings of $2,032,549, an increase of $274,187 as compared with the previous year, and net earnings of $527,155, an increase of $1,402.

The Missouri Pacific Railroad Company reports for the year ending Dec. 31:

	1892.	1891.	Change.
Gross earnings	$14,654,999	$13,221,097	Inc. $1,433,902
Op. expenses	10,837,725	9,659,148	Inc. 917,577
Net earn'gs	$3,817,274	$3,560,949	Inc. $516,325
Interest	2,794,840	2,776,580	Dec. 21,730
Balance	$1,082,424	$524,369	Inc. $538,055
Taxes and rentals	1,028,094	*3,247,654	Dec. 2,218,560
Surplus	$54,330	*$2,723,285	Inc. $2,777,615
Other income	664,286	634,954	Inc. 30,232
Surplus	$718,616	*$3,039,231	Inc. $2,807,847

*Includes dividends. †Deficit.

The St. Louis, Iron Mountain and Southern Railroad reports for the same period:

Gross earnings	$11,686,788	$11,581,930	Inc. $107,858
Op. expenses	8,400,422	7,704,867	Inc. 695,555
Net earnings	$3,286,326	$3,877,063	Dec. $587,707
Charges	2,250,103	2,271,470	Dec. 11,367
Balance	$1,036,223	$1,605,593	Dec. $576,340
Taxes, bridg'e, &c	977,535	1,586,228	Dec. 608,693
Surplus	$52,688	$19,365	Inc. $33,353
Other income	32,511	20,413	Inc. 12,098
Total surplus	$85,199	$39,748	Inc. $45,451

The net floating debt of the Missouri Pacific Company is $4,956,247, a decrease of $1,705,706, and that of the Iron Mountain Company $2,565,822, an increase of $314,242. The system spent for new equipment $2,068,854. All betterments were charged to operating expenses, and amounted to $1,445,853. Freight earnings increased $1,011,658, and passenger earnings decreased $132,842. Operating expenses were 72.58 ⅌ cent. of the gross earnings, against 71.30 ⅌ cent. in 1891. Gross earnings per mile increased $235, and operating expenses per mile increased $229.

Treasury balances compare with those of Saturday as follows:

	March 18.	March 20.
Gold coin and bullion	$104,032,592	$104,032,777
Silver coin and bullion	6,257,787	5,758,100
Legal tenders, including Treasury notes	21,872,326	21,087,147
Totals	$131,762,105	$131,144,024

Deposits in national banks, $11,247,630, against $11,075,898 last Saturday. In addition to the foregoing the Treasury reports silver bullion purchased under the act of July 14, 1890, $14,413,000, and Treasury notes issued against the same $13,[illegible], of which $12,[illegible] are outstanding.

Money in London, 1½ ⅌ cent. Rate of discount in the open market, for both short and three months' bills, 1½ ⅌ cent. Amount of bullion withdrawn from the Bank of England on balance to-day, £2,000. Paris advices quote 3 ⅌ cents at 181 francs 35 centimes, and exchange on London at 25 francs 17 centimes.

The Central Trust Company and Messrs. Clark, Dodge & Co. offer to investors $5,000,000 of the first mortgage forty-year 5 ⅌ cent. gold bonds of the United Traction and Electric Company, issued on the Providence and Pawtucket street railway system. The company controls the entire present street railway system of the city of Providence, R. I., and four adjoining towns, and nearly all the street railways of Pawtucket and two adjacent towns, an aggregate of 82½ miles, which serves a population of about 235,000 people. These properties are free from prior mortgage indebtedness, except that the Union Railroad Company of Providence has outstanding $3,000,000 of first mortgage bonds, of which all but $25,000 are pledged as security for the bonds now offered. The total issue is limited to $8,000,000, with provision for an increase of $1,000,000 for the actual cost of additional track, including equipment, within eighteen miles of the City Hall of Providence, at a rate not exceeding $12,000 per mile. The proceeds of the present issue will be used to equip with electricity the entire system of roads, to provide new cars and motors, and construct 21¾ miles of additional track, bringing the total mileage up to 104 miles. The gross earnings of the system for the year ending Dec. 31 last were $1,225,000, and it is estimated that when the system is completed the net earnings will be at least $100,000 in excess of the fixed charges. The Rhode Island and Hospital Trust Company has already taken $1,000,000 of the bonds, which are offered at par and interest. Full details of the issue may be obtained from the bankers making the issue.

Messrs. Blair & Co. offer at 103 and interest $1,900,000 of the first mortgage 4 ⅌ cent. gold bonds of the Connecticut and Passumpsic Rivers Railroad Company, guaranteed principal and interest by the Boston and Lowell Railroad Company, and assumed by the Boston and Maine Railroad Company. The road forms a part of the through line to Montreal of the last named company, and the bonds are issued at the rate of only $17,000 per mile, not including sidings. The average net earnings of the road the last three years were $219,983 per annum, while the interest charges are only $76,000. The bonds are a legal investment for Massachusetts and Connecticut savings banks.

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

Sales.		Opening.	Highest.	Lowest.	Closing.
200	Comstock T. Co.	10	10	10	10
4600	El Cristo	45	50	41	50
200	Monte Cristo	3 20	3 20	3 20	3 20
600	Small Hopes	75	78	75	78

The total sales were 5,600 shares.

Electric Stock Quotations.

BOSTON, March 20.—The closing quotations of electric stocks to-day were:

	Bid.	Asked.
Boston Electric Light	112	113
General Electric	102¾	103
General Electric pf.	—	114
Fort Wayne Electric	12	12¼
Fort Wayne Electric Trust (A)	7¾	7¾
Thomson-Houston Trust (C)	7¾	7¾
Thomson-Houston Trust (D)	7¾	7¾

New York Markets.

MONDAY, March 20.—Flour was rather weak with a moderate business. Exports 39,132 barrels, &c. Receipts 24,640 barrels, &c. The sales were 14,700 barrels. Inter wheat brands this week are quoted as follows: Fine, $1.90@$2.10; superfine, $1.15@$2.30; No. 2 extra, $2.30@$2.40; No. 1 extra, $2.40@$3; clear, $3@$3.35; straights, $3.35@$3.60; patents, $3.75@$4.15. Michigan straights, $3.40@$3.75.

GRAIN—Wheat declined about 5c. owing to more favorable weather at the West, lower foreign markets, the slow views of the decrease in the visible supply, and long liquidation here and at the West. There was a better export business at the lower prices. Some of the large Chicago operators were reported to be selling the large crop of corn, which decreased 834,000 bush. Spot sales, 400,000 bush. for export, No. 1 hard at 95c. over May asked; No. 1 Northern at 93c. over asked; No. 2 red part at 1½c. under May f. o. b. afloat and part at 1½c. under May for early April; No. 2 hard winter at 1½@1¾c. under May f. o. b. afloat; No. 2 red winter at 1½@1¾c. under May f. o. b. afloat and choice. These were the receipts: Chicago, 102,284 bush.; Milwaukee, 42,800; Minneapolis, 171,900; Duluth, 58,247; St. Louis, 39,000; Toledo, 13,831; Detroit, 7,242; Oswego, 34,000; Buffalo, 36,922; New York, 32,550; Baltimore, 18,311; Philadelphia, 9,853. Grand total, 543,552 bush.; total Saturday, 460,061; total last year, 882,809. Future sales, 4,075,000 bush., as follows:

	Opening.	Lowest.	Highest.	Closing.
March	—	—	—	—
April	74 15-16	74⅝	75	75⅛
May	75¾	75	76 13-16	76⅝
June	77⅝	77	77⅝	77
July	78¼	77 13-16	78 3-16	77⅞
August	—	79	79⅛	78⅝
September	—	79	79⅛	79
October	82¼	82	82⅛	82
December	—	—	—	—

Corn was quiet and depressed in sympathy with wheat. A decrease in the visible supply of 568,000 bush. long not helping matters, spot sales of 200,000 bush. for export, No. 2 at 53⅝@53¾c.; steamer at 52c. in elevator and 53c. afloat; No. 3 at 51c. in elevator and 52c. afloat; ungraded yellow at 53⅝c. Future sales 200,000 bush., as follows:

	Opening.	Lowest.	Highest.	Closing.
March	—	—	—	52⅝
April	—	51¾	51¾	51⅝
May	50⅝	50⅝	50⅝	50⅝
June	—	—	—	50⅝
July	50 9-16	50⅝	50⅝	50⅝

Oats were strong on the spot, but slightly lower for futures. Spot sales 83,000 bush. No. 2 white at 44½c.; March, do. at 42⅝c.; April do. at 41¾c.; May do. at 40⅝c.; No. 3 white at 43¾@43½c.; No. 2 mixed at 39⅛@39⅜c.; No. 3 do. at 38½c. Future sales 50,000 bush. as follows:

	Opening.	Lowest.	Highest.	Closing.
April	—	—	—	38
May	37⅝	37⅝	37⅝	37⅝
July	—	—	—	37⅝

These were the Chicago prices:

| | Opening. | High