FINANCIAL AND COMMERCIAL.

New York Stock Exchange—Sales May 11.

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

10 N Car. cn. 4s	101	10 Va. 6s def'd, T. R.	
10 N. Car. 4½s	101	8	8½

CLOSING PRICES OF UNITED STATES BONDS.

U. S. 4s	112½	U. S. 4s, 1925	103
U. S. 4s, c	112½	U. S. 5s, 1904	106
U. S. 4s, 1907	113½	U. S. 6s, 1907	108
U. S. 5s	113½	U. S. 6s, 1908	110
U. S. 4s, 1925	115	U. S. 6s, 1909	112

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

10 Atchison 4s	72½	10 N.Y.L.E.&W. 1st, c. 5s	108½
1	72½	1 N. Y. C. deb. 5s	109
1	73	10 North No. 1st	107
3	73½	7 Nash. & Chat. cn.	101½
10 Atchison 2d 4s	41	10	101½
5 Atchison A.V. 1st	41	1 N. W. x. f. 5s	109
5 Atl. & P. 1st, 6s	93½	1 N. W. real e.	125½
2 Broadway & 7th av. cn. 5s	108½	14 N.Y.O.&W.r.4s	87½
10	108½	10	87
1 Buf. & Pit. gen. 5s	98½	7	86½
3 B.C.R.&N. c.5s	99½	5 N.Y., O.&W. cn.5s	104½
5 Brooklyn El. 2d	77	10	104½
1 Chi. & N. W. 2d	104½	10 O. R. & N. con. 5s	70
2	104½	2 Ore. R. & N. 5s	80
8 C. B. & Q. R. & L. 5s	93	1 Ore. S. L., ass. cn.	50
1	93½	3	49½
1 C., R. & Q. cny. 5s	103½	1 Ore. Imp. 5s	55½
1	103	4	55½
1 C., B. & Q. 4s, Neb.	90½	1 Pitts., C., C. & St. L. 4½s, S. A.	103½
1 Con. G. of C. 5s	82½	2 Pitts., C., C. & St. L. 4½s, S. B.	103½
8	82½	1	103½
1	82	1 Peoria, A. & C. 2d 6s	102½
8	82½	1 Penna. 4½s, c.	107½
1 Cent. P. g. 5s	105	5 Penna. 4½s, r.	109½
1 Cent. P. 1st, 6s	101½	1 Rock Isl. 4s	120½
1 D. & R. G. 1st, gd. 5s	90	2 Rock Isl. 6s	125½
2 Del. & H., reg.	102½	25 Rock Isl. deb. 5s	93
8 Flint & P. M. P. R. 2d	90	5 Reading gen. 4s	75½
5 Ft. Worth 1st	75	3 Read. 1st pf. inc.	51
1 G., H. & S. A. 2d	98	5 Rio G. W. 1st	105½
1 H. & T. C. 1st 5s	105½	2	105½
2	106½	4 Syr., R.&N.Y. 1st	112
2 Ill. Cen. 4s, 1953	98½	5 so. P. of N. M. 1st	97½
2	98½	8	99
2 Int. & Gt. Nor. 2d	66	1 St. L. & Ma. 1st	94½
6 Iowa Cent. 1st	94½	2 Kings Co. El. 1st	84½
3 Kan. & Tex. 4s	61½	2 St. L. & So. W. 2d 4½s	101½
27 Kan. & Tex. 2d	45½	2 St. L. & S. F. 2d, C.L.A.	109½
10 K. C. & N. R. E.	105½	5 St. L. A. & S. F. 2d, Leb. Gas 1st	89½
1 Laclede Gas 1st	89½	1	109
4 L. I. Ferry 4½s	99	1	109½
1 L. S. & A. Ch. cn.	90	3	109½
2 L. St. L. & F. 1st	70	3	109½
1 M. & E. Tol. 7L	114½	3	109½
1 Man. Ry. 4s	97½	2 St. L. & S. W. 1st	58
5	97½	2 San A. & A. P. 1st 4s	56
1 Met. El. 1st	120	7 Seattle L. N. & R.	50
1 Met. El. 2d	107½	8 Tex. Pac. 1st 5s	84½
2 Met. & O. 1st, new	117½	14 Tex. Pac. 2d 2s	23½
1 Mob. & O. gu.	60	1	23½
6	60½	1	22½
44	61½	12 Tex & N. O. cn. 6s	91½
1	61½	1 Union Pac., 1st	107½
18	60½	1 Union El. 1st	93½
8 Nor. Pac. Ter. 1st	41½	5	93½
1 Nor. Pac. 1st, c.	104½	10 U. S. Leather 6s	103½
1 Nor. Pac. 3d, c.	58½	8 Wabash 1st	104½
1 N. J. C. gnl. 5s	115½	2 Wab. D. & C. ex.	101
1	115½	1 W. Shore 4s, reg.	103½
1	115½	1 W. N. Pa. 1st	111½
1	115½	5 W. N. Y. & Pa. 2d	20½
2 N. Y. & Lack. 1st	122½	20	20½
8	122½		

Total sales of railway bonds (par value), $594,000.

RAILROAD AND OTHER SHARES.

Sales.		Open'g.	High.	Low.	Closing Bid.	Closing Asked.
5	Adams Ex.	153	153	152	148	153
81904	Am. Sug. Ref.	107	107⅝	106⅝	106¼	106¾
456	Am. Sug. Ref. p.	96¾	96¾	96	95¾	96¾
60	Amer. Tob.	114	114	114	112	113
1	Amer. Ex.	150	150	150	148	150
450	Am. Cot. Oil	29	29	29	28	29
85	Am. Cot. Oil pf.	75	75	74¾	75	75
610	Am., T. & S. Fe	12⅝	12⅝	12¼	12⅛	12¼
20	Balt. & Ohio	75	75	75	75	76
10	Can. Pacific	66	66	66	—	—
100	Ches. & Ohio	16⅛	16⅛	16⅛	16	16¼
1600	Chicago Gas	65⅝	66⅝	65⅝	65⅝	65¾
160	Chic. & Alton	138	138	138	139	142
225	C., C., C. & St. L.	71⅝	71⅝	71⅝	71⅝	72⅝
350	Chic. & N. W.	104½	104½	104½	104½	105
100	C. & N. W. pf.	142½	142½	142½	142	143
3135	C., R. & Q.	78½	78½	78⅛	78⅛	78¼
5617	C., B. & Q.	60⅝	61	60⅝	60⅝	60¾
10	C., M. & St. P.	118½	118½	118½	119	120
1365	C., R. I. & Pac.	69	69½	68⅝	69⅛	69¼
16	Col. Fuel	22	22	22	22	25
10	Consol. Gas	135¼	135¼	135¼	136	136½
547	Del. & Hudson	139½	139½	139	138⅝	139½
2150	Distil'g & C. F.	24	24	23⅝	23⅝	23¾
1000	E. T., V. & G.	4	4	4	3⅞	4
148	Edison E. I.	103¼	103¼	103¼	101	108
9709	Gen. Elec.	36⅝	36⅝	35⅝	35⅝	35¾
100	Inter. Cen. Ins.	65⅛	65⅛	65⅛	61	—
210	Illinois Cen.	93	93	93	93	94
100	Iowa Central	10⅝	10⅝	10⅝	10¼	11
100	Iowa Cent. pf.	36⅝	36⅝	36⅝	37⅝	38
400	Lake Shore	131⅝	131⅝	131⅝	131⅝	131⅝
300	Long Island	90	90	90	89	91
2275	L. E. traction	17¼	17¼	16⅝	16⅝	17
210	Laclede Gas	17	17	16⅝	16⅝	17
1150	Louis. & Nash.	47⅝	47⅝	47⅛	46¾	46¾
9	L., N. A. & C. pf.	91	91	91	80	91
2462	Manhat'n Con.	124½	124½	122⅝	122⅝	122⅞
860	Me. Pacific	30	30	29⅝	29⅝	29⅝
100	Mo., K. & T. pf.	24	24	24	23⅝	24¼
1	Mob. & O.	18	18¼	18	18¼	18
575	N. J. Central	109	109	109	110	110
679	N. Y. Central	99	99	98⅝	98⅝	99
1200	Natl. Lead	36⅝	36⅝	35⅝	35⅝	36⅝
185	Natl. Lead pf.	85¼	85¼	85¼	85	86
183	Nat. Cordage	25⅝	25⅝	24⅝	24⅛	25
200	North Amer.	4	4	4	4	4¼
600	N. Y. & N. Eng.	67⅝	67⅝	67⅝	67⅝	68
1510	N. Y., L. E. & W.	14⅝	14⅝	14¼	14⅛	14⅜
450	N. Y., L. E. & W. p.	81	81	80⅝	80	81½
230	N. Y., S. & W.	14⅝	15	14⅝	14⅝	15⅛
200	Northern Pacific	4⅝	4⅝	4⅝	4⅝	4⅞
400	North. Pac. pf.	18½	18½	18½	18	18½
500	Ontario & West.	15⅝	15⅝	15⅝	15¼	15⅝
195	Oregon R. & N.	20⅝	20⅝	20⅝	18	24
500	Oregon S. L.	6⅝	6⅝	6⅝	6	7
550	Pacific Mail	15⅝	15⅝	14⅝	14⅝	15
300	Pacific R. Consol.	17	17	17	17	17½
60	P., Ft. W. & C.	154	154	154	153	—
505	Rich. & W. P.	8⅝	8⅝	8⅛	8⅛	8⅝
700	St. P. & Omaha	86½	86½	86½	86½	86½
600	Southern Pac.	20	20	19⅝	19⅝	20⅛
800	Tenn. C. & I.	17	17	17	17⅛	17⅝
146	Texas Pacific	8⅝	8⅝	8⅝	8⅝	8⅝
150	Tol., A. A. & N. M.	8⅝	8⅝	8⅝	7½	8
1625	Union Pacific	18	18	17⅝	17⅝	17⅞
20	U. S. Express	53	53	53	50	58
103	U. S. Cordage pf.	40	40	40	39	40⅝
15	U. S. Rubber pf.	90⅝	90⅝	90⅝	89	91
250	Wabash	7⅝	7⅝	7⅝	7⅝	7¾
700	Wabash pf.	16⅝	16⅝	16⅝	16⅝	16⅝
8	Wells Fargo Ex.	127	127	127	128	137
1165	West. Un. Tel.	85	85	84⅝	84⅝	85
100	Wh. & L. E.	12⅝	12⅝	12⅝	12	12⅝
100	Wis. Central	6⅝	6⅝	6⅝	6⅝	7⅝

Total sales of stocks were 80,974 shares.

BOSTON CLOSING QUOTATIONS.

	Bid.	Asked.		Bid.	Asked.
Bos. & Albany	209⅝	—	West'ngh'se E.	17	18
Bos. & Maine	147	148	West End Land	11	—
Fitchburg	73½	74	Bos. & Mont.	26½	26⅝
Nez. Cent. 4s	53½	—	Bonte & Bos.	10	10½
Old Colony	175	176	Water Power	2	285
Amer. Bell Tel.	190	190½	A., T. & S. F. 4s	72½	—
Erie Tel.	45	—	A., T. & S. F. in	32	—

PHILADELPHIA CLOSING QUOTATIONS.

	Bid.	Asked.		Bid.	Asked.
U. G. I.	61	—			
Cen. Traction	55	56	L. C. & Nav. Co.	51½	—
Con. Tract'n 5s	86½	87	Penna. R. R.	49⅝	49⅞
People's Trac.	31	31½	Phila. Tract'n	108	108½
Lehigh Valley	57½	57⅝	Met. Traction	117½	118½

LATEST LONDON QUOTATIONS.

Atchison	5⅝	Norfolk & Western pf.	21
Canadian Pacific	86½	Northern Pacific pf.	18½
Erie common	15½	Ontario & Western	15⅝
Erie 2d consols	77½	Pennsylvania	50⅝
Illinois Central	98	Reading	8⅛
Kansas & Texas	15⅝	St. Paul	62½
Lake Shore	134½	Union Pacific	18⅝
Lou. & Nashville	46⅝	Wabash pf.	16⅝
L. S. Central	13½		

FRIDAY, May 11.

A common expression used in Wall street regarding unprofitable railway traffic is that the business handled is not sufficient to pay for axle grease. Paraphrasing this comment to describe to-day's business on the Stock Exchange, it may be said that the market was hardly worth the ink used to report the transactions on the tickers. The professional element endeavored to find a pretext for trading in two or three of the Industrial shares, but it was so patent that the speculation consisted entirely of Board room operations that local traders abandoned their efforts to scalp the market. The dulness was so intense that prices naturally sagged, but operators who favor the short account were deterred from taking advantage of this circumstance by the absence for a long time past of anything approaching liquidation. Sugar Refining, Chicago Gas, St. Paul, and General Electric were the only stocks in which there were sufficient dealings to warrant their being mentioned. Of these the first and last closed a point or more lower, while the other two barely held their own.

The decline in Sugar Refining doubtless reflected local skepticism of the ability of Congress to arrive at any agreement as to a revision of the tariff. The strength of the market for Chicago Gas was based upon the probable transfer of the anti-corporation litigation started by the Attorney-General of Illinois from the local to the Federal court. Chicago furnished the Street with some very distressing despatches regarding the rate situation west of that centre, but these were offset to an extent by the probability that the very seriousness of the crisis will speedily produce a reaction, and by news that the President of the Chicago and Northwestern Company has invited the chief executive officers of the Granger and Southwestern trunk line companies to confer with the view of improving the situation. Other interesting news from Chicago was that all of the distilleries at that centre except two have shut down, and those have reduced their output. The season is now at hand when operations are reduced by distillers generally on account of the suspension of the cattle feeding department of the industry.

The engagements of gold for shipment to-morrow foot up $2,900,000, and for the week approximately $6,000,000. Nearly all of the gold going out to-morrow was taken from the Sub-Treasury. The banks are disinclined to draw upon their stock of specie on account of the unsatisfactory management of the Treasury and the refusal of Congress to grant the necessary authority to enable the Treasury to finance itself. The continuation of the outward movement of specie, which is now assuming proportions that are usual at this season, appeared to have no effect upon the market for securities.

Wall street seems to take no particular interest in the judicial inquiry into Northern Pacific affairs, for the reason that practically every one familiar with corporation management knows that such post-mortem inquiries rarely accomplish anything. The prostitution of official positions for personal profit and the systematic looting of the Northern Pacific Company were matters of notoriety, if not of exact proof, when they took place; but the security holders made no protest at that time, and they apparently regard the present proceedings as a play in the politics of railroading, the bill for which they will, as usual, have to pay. The scope of the present inquiry has been so restricted by the court that very little is likely to come of it, and, besides, it is being conducted under auspices which, unfortunately, do not inspire that confidence and support which are desirable in an effort to secure justice.

In the late dealings a moderate and effective selling movement in Manhattan Railway attracted a good deal of attention. It was based upon the quarterly report of the company, printed further on in this column, which, it is claimed, shows that the elevated roads are feeling the competition of the cable roads and the improved facilities offered by the surface railways generally, such as greater speed, transfers, better lighted cars, and the enforcement of regulations for the comfort of their patrons.

Final sales compare with those of yesterday as follows:

	May 10.	May 11.		May 10.	May 11.
A., T. & S. Fe	12⅝	12⅝	Nor. Pac. com.	4⅝	4⅝
C., R. & Q.	78⅝	78⅝	Nor. Pac. pf.	18⅝	18⅝
Ches. & Ohio	16⅝	16⅝	N. Y. Central	99	99
Chicago Gas	65⅝	65⅝	N. Y. & N. E.	67⅝	67⅝
Dist. & C. F. Co.	24	23⅝	Omaha com.	30	30⅝
Erie	15	14⅝	Ontario & W.	15⅝	15⅝
Gen. Electric	36⅝	35⅝	Rock Island	68⅝	69⅝
Illinois Cent.	93	93	St. L. & W.	8⅝	8⅝
Lewis. & Nash.	47	47⅛	Reading	17½	17
Lake Shore	131⅝	131⅝	St. Paul com.	60⅝	60⅝
Manhat. Con.	123	122⅝	Texas Pacific	8⅝	8⅝
Missouri Pac.	29⅝	29⅝	Union L. & R.	17⅝	17
Nat. Cord.	25⅝	24⅝	Union Pacific	18⅝	17⅝
North Am.	4⅝	4⅝	Wabash pf.	16⅝	16⅝
North'n Com.	108⅝	108⅝	West. Un. Tel.	85	84⅝

Government bonds steady at unchanged quotations. Railway bonds dull. The features were Consumers' Gas of Chicago 5s, Mobile and Ohio generals, and Atchison issues. The more important net advances were in Atchison 4s, ¼ ⅌ cent., to 73¼, and Consumers' Gas of Chicago 5s, 1 ⅌ cent., to 82½. The noteworthy declines were in Atchison 2d As, ¼ ⅌ cent., to 32¼, and Mobile and Ohio generals, ¼ ⅌ cent., to 60½.

In bank stocks, 64 shares of American Exchange sold at 150, 25 shares of Ninth at 122½, and 50 shares of Phenix at 120½.

Bar silver in London, 28¼d. Exports to Europe to-morrow, 300,000 ounces.

Money on call, 1 ⅌ cent. There is very little demand for time money, the quotations for which are 2 ⅌ cent. for four months and 3 ⅌ cent. for eight months. The market for commercial paper continues dull, owing to the small offerings of desirable bills. Prime endorsed bills receivable are quoted at 3@3½ ⅌ cent., choice single-name paper at 4@4½ ⅌ cent., and good at 5@6 ⅌ cent.

There was some increase in the demand for exchange for to-morrow's mail, and the market closed strong and well up to the best figures for both sterling and Continental. As there was a continued scarcity of commercial bills, the inquiry was met chiefly with drawings against shipments of gold. A feature of the day was a better demand for long sterling, but bankers generally are not disposed to sell to any extent, as they find it difficult to employ their money, and equally difficult to find anything to cover with. Posted asking rates for sterling, $4.88½ for long bills and $4.90 for demand. Actual rates are: Long bills, $4.87⅞@$4.87¾; sight drafts, $4.88¾, and cable transfers, $4.89. Francs are quoted at 5.16¼ for long and 5.15⅛@5.15 for short; reichsmarks, 95⅛ for long and 95⅝@95⅞ for short; guilders, 40⅛ for long and 40⅜ for short.

Domestic exchange on New York: Boston—30@35 cents discount. Charleston—Buying, par; selling, 1-10 premium. Savannah—Buying, par; selling, ¼ premium. New Orleans—Bank, 150 premium; commercial, 75 premium. San Francisco—Sight, 10; telegraphic, 15. St. Louis—25 cents premium. Chicago—40 cents premium.

The imports of dry goods for the week ending to-day were $1,263,080, against $1,588,077 last week and $2,100,211 for the corresponding week of last year. The amount marketed was $1,310,583, against $1,554,335 last week and $1,873,713 for the corresponding week of last year.

The total amount of anthracite coal sent to market during the week ending May 5 was 710,902 tons, a decrease of 24,172 tons as compared with the corresponding week of last year, making the output for the year to date 10,702,075 tons, a decrease of 3,232,239.

Bradstreet's reports the number of business failures in the United States for the week ending to-night at 198, as against 179 the previous week and 219 for the corresponding week of last year. Dun's *review* computes the liabilities of firms failing during the week ending May 3 at $2,922,794. The liabilities of the concerns that failed in April were $8,827,982, of which $3,087,220 were of manufacturing and $4,077,686 of mercantile enterprises.

The Manhattan Railway Company reports for the quarter ending March 31:

	1894.	1893.	Changes.
Gross earnings	$2,560,755	$2,776,467	Dec. $215,712
Op. expenses	1,398,573	1,430,374	Dec. 31,801
Net earnings	$1,162,182	$1,346,093	Dec $183,911
Other income	37,500	35,000	Inc. 2,500
Total income	$1,199,682	$1,381,093	Dec $181,411
Fixed charges	643,921	655,091	Dec. 11,170
Surplus	$555,761	$726,002	Dec. $70,241

The company reports cash on hand $646,137, and a profit and loss surplus of $5,432,193.

The leased lines of the Delaware and Hudson Canal Company report for the quarter ending March 31 as follows: New York and Canada Railroad, a deficit, after paying charges, of $40,000, a decrease of $9,194 as compared with the corresponding quarter of the previous year; Rensselaer and Saratoga Railroad, a deficit of $211,118, an increase of $4,350; and Albany and Susquehanna Railroad, a deficit of $14,006, against a surplus last year of $140,654.

The condition of the Treasury at the close of business to-day compares with that of yesterday as follows:

	May 10.	May 11.
Total available assets	$788,668,140	$788,453,939
Current liabilities	666,859,299	666,558,624
Total balance	$121,808,841	$121,894,715
Gold balance	94,233,081	92,301,675
Currency balance	$27,575,760	$29,593,040

Included in to-day's assets are $18,747,735 fractional silver and minor coins and $11,848,562 deposits in national banks. The Treasury holds $8,155,328 national bank notes for redemption, against $8,300,140 yesterday.

Money in London, 1 ⅌ 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, £475,000. Paris advices quote 3 ⅌ cents at 100 francs 45 centimes, and exchange on London at 25 francs 19 centimes.

Electric Stock Quotations.

BOSTON, May 11.—The closing quotations of electric stocks to day were:

	Bid.	Asked.
Edison Electric Illuminating	117	—
General Electric	35⅝	35¾
General Electric pf.	67	68
Lamson Consolidated Store Service	23⅝	24
Westinghouse Electric	31	32
Westinghouse Electric pf.	51⅝	52
Fort Wayne Electric	2⅝	3¼
Fort Wayne Electric Trust (series A)	4½	—
Thomson-Houston Trust (series B)	4⅝	5
Thomson-Houston Trust (series D)	4⅝	5

Commercial Compend.

FRIDAY, May 11.—Cotton advanced 8 to 9 points, closing very steady, with sales of 91,200 bales. Liverpool advanced 1⅛ to 2 points, and lost part of this, closing quiet and steady; spot sales 10,000 bales at hardening but unchanged prices. The supply of cotton for Great Britain during the past week has decreased 22,000 bales, and is now 100,000 bales larger than at this time last year. In Manchester yarns were quiet but steady; for cloths offers were scarce. New Orleans advanced 10 to 12 points, spot cotton here 1-16c. higher; 141 bales sold for spinning. Middling uplands 7 5-16c. Southern markets were steady or firm, at Louis and Galveston advanced 1-16c. New Orleans sold 1,100 bales, Galveston made no sales. Memphis sold 750 and Augusta 837. The receipts at the ports were 4,074 bales, against 16,667 for the same date last week and 4,840 last year. Total for the week 23,018, against 41,557 last week and 28,201 last year. New Orleans receipts to-morrow were estimated at 1,200 to 1,500, against 1,200 on the same day last week and 757 last year. The interior town receipts for the week were 3,656, against 6,083 last week and 2,444 last year; interior stocks 181,071, against 205,542 last week and 20,082 last year; interior stocks 135,071, against 140,926 last week and 212,414 last year. Private crop advices from Texas and most other parts of the cotton belt were favorable. It was clearer to-day in Arkansas, Tennessee, and northern Texas. The great service predicted showers in most parts of the cotton belt during the next 24 hours. The rainfall was 1.85 inch at Dallas, Tex., 1.80 at Abilene, Tex., 1.20 at Palestine, Tex., .80 of an inch at Savannah, Ga., .52 at Little Rock, Ark., .42 at Memphis, .30 at Augusta, Ga., .19 in the Mobile district, .53 in the Montgomery, .46 in the Charleston. One firm said: "We are rather disposed to believe that the bureau, in its official announcement as to what the acreage is to an acre on June 10, will show little, if any, increase in area over last year. If this should be realized, and crop conditions become in the slightest unfavorable, it would mean a very rapid advance in cotton, despite the depressed state of business at home and abroad. American cotton, after all, is a limited crop in size, and whether the next crop should be 7,500,000, 7,750,000 or 8,000,000, it will have to provide for all the short interest in all of the future markets in this country and abroad and also 65 per cent. to 70 ⅌ cent. of the spinning needs of the world."

TO-DAY'S FUTURES.—Local, southern, and European buying here in cotton caused a strong market at Liverpool and a small crop movement, as well as stronger markets at the south, caused a firmer tone in the New York market. The exports from the ports were liberal. Needed rains fell at the south, however. Manchester was dull, and the cotton goods trade is still in a dull state. The sales of futures seem to have an unfavorable effect on New England industries, not excepting the print cloth manufacture. The scarcity of cotton may cause some mills to run on short time. The future trading was as follows:

	Opens.	High'st.	Lowest.	Clos'g.
June	7.07@7.09	7.07	7.00	8,000
July	7.12@7.13	7.14	7.05	15,800
August	7.17@7.17	7.19	7.11	28,000
September	7.16@7.20	7.20	7.12	4,500
October	7.20@7.23	7.23	7.16	11,500
November	7.21@7.28	7.28	7.22	4,400
December	7.24@7.34	7.33	7.26	15,700
January	7.30@7.39	7.37	7.34	1,500

FLOUR—Was dull and weak, the sales were 5,200 bbls. Exports, 13,600 bbls. and 2,000 sacks. Receipts, 9,774 bbls. and 26,483 sacks. Winter brands in bbls. were quoted as follows: No grade, $1.70@$1.80; fine, $2.00@$2.20; superfine, $2.25@$2.35; extra, $2.10@$2.25; No. 1 extra, $2.30@$2.60; clear, $2.50@$2.60; straights, $2.65@$2.75; patents, $3@$3.15; Michigan straights, $2.75@$2.90; city mills for 3 set lifters, $3.50@$3.60; "patents," $4@$4.25; rye flour, superfine, $2.00@$2.25; corn meal, Western, $2.50@$2.60; Brandywine, $2.70. Rye Meal—Fine yellow, 90@97c.; white, 91@91½c. Grain—Wheat, receipts, 60,000 bus.; exports, 87c. bonded and sample, $2.80@$3; pearl barley, $2.25@$4.50; graniplated yellow, $2.40@$2.75 ⅌ bbl.; white graniplated, $2.50@$3.50. Corn meal, $2.00@$2.50 ⅌ bbl.; choice packing, do., $4.70@$5.25 ⅌ bbl.; oatmeal, $4@$5 ⅌ bbl.

GRAIN—Wheat declined about 1c. There was a rumor that 100,000 bush. of Manitoba wheat had been taken for export, but it was not fully confirmed. The price was said to have been 3½c. over July c. i. f. at Buffalo. Spot sales 140,000 bush., including 10 loads for export. No. 2 red f. o. b. afloat at ⅛c. under July; No. 2 Toledo at ⅛c. over July to arrive afloat; No. 2 red, local account, at 1⅝c. under July in store. Prices were the lowest since the 2d inst. Corn was firm. Receipts, 100,320 bush. Milwaukee, 6,500; Minneapolis, 100,320; Duluth, 70,890; St. Louis, 10,000; Toledo, 3,230; Detroit, 2,541; New York, 39,175; Baltimore, 7,202; Philadelphia, 15,848; Boston, 41,000; Toledo, 316,620 bush. Total yesterday, 606,000; total last year, 422,100 bush. Future sales 2,320,000 bush., as follows:

	Opening.	Lowest.	Highest.	Closing.	Last Night.
May	59 15-16	59¼	59 15-16	59⅝	59¾
June	—	—	—	—	61
July	61⅝	60 15-16	61⅝	61	61⅝
August	—	—	—	—	62⅝
September	63⅝	62 13-16	63⅝	63	63⅝
December	66⅝	66¼	66⅝	66¼	66⅝

Corn declined ¼c. to ⅛c. Spot sales 180,000 bush., including 100,000 for export. No. 2 at 43¼@43⅝c. in elevator, 44¼@44⅝c. afloat, and 44⅝c. over July f. o. b. afloat. No. 2 c. i. f. to Liverpool May at 45⅝c. Future sales 430,000 bush., as follows:

	Opening.	Lowest.	Highest.	Closing.	Last Night.
May	43⅝	43¼	43⅝	43⅝	43⅝
July	44¼	43⅝	44¼	44¼	44⅝

Oats declined ½c. to ⅝c. Spot sales 40,000 bush. No. 2 white at 42@42½c.; No. 2 mixed at 39c.; No. 3 do. at 38c., central; ungraded at 42@46c. for white and 39@40c. for mixed. Future sales 295,000 bush. as follows:

	Opening.	Lowest.	Highest.	Closing.	Last Night.
May	38⅝	38 1-16	38⅝	38⅝	38⅝
July	37⅝	37⅛	37⅝	37⅛	37⅝

WHEAT—Spring wheat and winter wheat in Chicago and considerable liquidation here caused a decline. Chicago broke the record. Various firms there sold from 500,000 to 1,000,000 bush., each partly, it is understood, for Wall street account. The commercial report last night was bullish, but the generality of operators came to the conclusion to-day that it was a little too bullish; that the condition, instead of being 91 ⅌ cent. really is nearer 85 ⅌ cent. The weather at the West of late has been generally favorable. The foreign markets have been declining, the clearances have not been very large, the crop reports from Europe have been quite cheerful, foreign houses have sold futures, and the market has had no aggressive support. To-day many weak bears covered, and there was a fair export demand at the lower prices. Corn was weaker, partly in sympathy with wheat, but fine weather at the West and an expectation of a big acreage this season of course, had a more or less depressing effect. Oats were easier in spite of some unfavorable crop reports. There was considerable selling of June at Chicago. It is believed that the crop conditions, as a rule, are favorable. The demand is less active.

GROCERIES—Coffee futures declined 5 points, and closed steady, sales, 6,000 bags. New York bought and Europe sold. Raws declined 1-16c., and refined 1-32c. under a fair demand. Sugar was firmer. Refiners are not disposed to sell to any extent, as they find it difficult to employ their money, and equally difficult to find anything to cover with. Posted asking rates for sterling, $4.88½ for long bills and $4.90 for demand. Actual rates are: Long bills, $4.87⅞@$4.87¾; sight drafts, $4.88¾, and cable transfers, $4.89. Francs are quoted at 5.16¼ for long and 5.15⅛@5.15 for short; reichsmarks, 95⅛ for long and 95⅝@95⅞ for short; guilders, 40⅛ for long and 40⅜ for short.

Domestic exchange on New York: Boston—30@35 cents discount. Charleston—Buying, par; selling, 1-10 premium. Savannah—Buying, par; selling, ¼ premium. New Orleans—Bank, 150 premium; commercial, 75 premium. San Francisco—Sight, 10; telegraphic, 15. St. Louis—25 cents premium. Chicago—40 cents premium.

The imports of dry goods for the week ending to-day were $1,263,080, against $1,588,077 last week and $2,100,211 for the corresponding week of last year. The amount marketed was $1,310,583, against $1,554,335 last week and $1,873,713 for the corresponding week of last year.

The total amount of anthracite coal sent to market during the week ending May 5 was 710,902 tons, a decrease of 24,172 tons as compared with the corresponding week of last year, making the output for the year to date 10,702,075 tons, a decrease of 3,232,239.

Bradstreet's reports the number of business failures in the United States for the week ending to-night at 198, as against 179 the previous week and 219 for the corresponding week of last year. Dun's *review* computes the liabilities of firms failing during the week ending May 3 at $2,922,794. The liabilities of the concerns that failed in April were $8,827,982, of which $3,087,220 were of manufacturing and $4,077,686 of mercantile enterprises.

The Manhattan Railway Company reports for the quarter ending March 31:

	1894.	1893.	Changes.
Gross earnings	$2,560,755	$2,776,467	Dec. $215,712
Op. expenses	1,398,573	1,430,374	Dec. 31,801
Net earnings	$1,162,182	$1,346,093	Dec $183,911
Other income	37,500	35,000	Inc. 2,500
Total income	$1,199,682	$1,381,093	Dec $181,411
Fixed charges	643,921	655,091	Dec. 11,170
Surplus	$555,761	$726,002	Dec. $70,241

The company reports cash on hand $646,137, and a profit and loss surplus of $5,432,193.

The leased lines of the Delaware and Hudson Canal Company report for the quarter ending March 31 as follows: New York and Canada Railroad, a deficit, after paying charges, of $40,000, a decrease of $9,194 as compared with the corresponding quarter of the previous year; Rensselaer and Saratoga Railroad, a deficit of $211,118, an increase of $4,350;