EXPRESS THIEVES CAUGHT.

THEY HAD COST THE UNITED STATES EXPRESS COMPANY $7,500.

The Gang Operated at the Communipaw Station of the New Jersey Central Railroad, Through a Clerk and a Driver's Helper, Stealing Small Packages.

Since last June the United States Express Company has been the victim of persistent and systematic robberies, and although the best detectives in the company's service have been engaged for about ten months in running down the thieves, it was not until Monday afternoon that the principals were captured. They proved to be Eugene Harding, 28 years old, of 96 Newark avenue, and Clarence Warbeck, aged 19, of 108 Essex street, Jersey City. The young men are cousins.

Harding has been employed in the company's office on the New Jersey Central Railroad system at Communipaw, and Warbeck was a driver's helper. The fact of their arrest Monday afternoon was kept secret, because the company wanted a chance to capture their accomplices, the men who received and disposed of the stolen goods. The prisoners made a full confession to William H. Thompson of 258 Eighth street, manager of the Communipaw office. After the confession Mr. Thompson and the detectives were surprised that detection had not come long ago.

The method of robbing the company was very simple. Harding was employed by the company in June of last year and was put to work in the office. His duties consisted of receiving packages marked C. O. D. which were brought in by consignors or by the collecting wagons. His cousin, Warbeck, was on one of the delivery wagons. About two weeks after Harding took his place in the office complaints began to pour in about missing packages. The complaints were turned over to the freemen, but the missing articles were never found and the company had to pay for them.

The company's detectives were put on the case. One of them took employment as a clerk in the office, but was unable to discover anything. Harding was suspected at first, but as he attended to his work faithfully and was never seen to take anything out of the office, suspicion was lulled, and the detectives and the manager felt some regret at having done him an injustice by suspecting him.

The robberies continued. The plunder at first consisted of small packages containing jewelry. Afterward the thieves became bolder and made away with bicycles and boxes containing silverware and other valuables. Manager Thompson was in despair. He was in constant communication with General Manager Thayer at the main office, 49 Broadway, this city. The efforts to detect the thieves were redoubled. A watch was kept upon the collecting and delivery wagons, but nothing came of it. On one occasion a package said to contain $7,000 worth of diamonds was stolen.

It became evident that the robberies were committed somewhere between this city and the railroad station at Communipaw. Every wagon containing goods to be passed through the Communipaw office was shadowed. The drivers and helpers were all under suspicion without being aware of it. The business of the company in this system began to fall off. The frequent loss of goods and the consequent delay in trying to trace the missing articles caused annoyance to shippers and their customers, and other forwarders were employed where it was possible.

On Monday afternoon one of the company's detectives was watching the Communipaw office. Harding was there alone, assorting packages. He looked about him to see if any one was looking. Then he tore the outside wrapper from a small package containing jewelry, and, writing another address on it, laid it to one side. The detective confronted him, and Harding, seeing that he was found out, broke down completely. He was taken before Manager Thompson and made a full confession, implicating Warbeck in the thefts.

The method of the two was simple enough. When Harding received a package which he thought contained something of value he tore the outside wrapper off, put a new address on it, with a private mark for Warbeck's guidance, and Warbeck shipped it off by some other express company. As it was Warbeck's business to carry parcels in and out between the office and the wagon, he was not suspected. He placed the stolen parcels in the wagon and kept them there until a favorable opportunity came to dispose of them.

Most of the stolen goods were sent to Binghamton, N. Y., to where they were sold by the receivers, who were in the conspiracy. One of the receivers is said to be Harding's brother. Harding gave Manager Thompson the names of all his accomplices and steps were taken yesterday to have them arrested. Neither Mr. Thompson nor the police would give the names of the receivers.

Exaggerated reports were sent out yesterday about the value of the stolen property. One report fixed the total at $75,000. A SUN reporter was informed at the main office in Broadway that it will not exceed $7,500. Chief of Police Murphy and Capt. Farrier say the losses amount to between $10,000 and $12,000.

Harding and Warbeck were arraigned before Police Justice Potts in Jersey City yesterday morning and were remanded. Harding was completely broken down. He said that he realized very little profit from the robberies. There were so many in the conspiracy to divide the proceeds among that the proportions were small. Warbeck has made a confession of his guilt. He had a lot of jewelry in his possession when he was arrested, and he admitted that it was part of the stolen property.

BINGHAMTON, April 2.—A gang of thieves, engaged in the systematic robbing of the United States Express Company, has probably been broken up by three arrests, made within the last twenty-four hours. One occurred in New York, the second in Franklin, this State, and the last was made by Detective Stephenson in this city last night, when he captured William S. Harding.

Harding lived with his wife and child at 6 Tudor street. He is 22 years of age, and has been employed by the United States Express Company. He came to this city a few weeks ago. The warrant for his arrest charges him with stealing a bicycle.

FOUR BLOCKS ON THE HARLEM.

Worth Nothing in 1835. Bought for $8,000 in 1861, Valued at a Million Now.

Nathaniel Jarvis, Jr., had an action on trial before Justice Lawrence of the Supreme Court yesterday to recover from Mrs. Sarah Lynch the block bounded by 155th and 156th streets, Eighth avenue, and Exterior street, which runs along the Harlem River. The property is valued at $250,000, and is one of four blocks running up to 159th street concerning which other suits are pending, the property being all worth somewhere around a million dollars.

The four blocks, which include the old Polo grounds, constituted part of the farm of Aaron Bussing, who died about 1835. His will disposed of most of his real estate, but in those days this property, which was chiefly submerged meadow land, was considered of no moment, and he did not mention it in his will. It was filled in in time, and as the city advanced northward it became more valuable.

Jarvis purchased the four blocks from the heirs of Aaron Bussing in 1861 for $8,000. He says that the heirs were entitled to the made land by virtue of the Dongan charter.

Billy Lynch, a well-known political character, who used to have a tea store at Greenwich and Spring streets, got a deed of the four blocks in suit in 1886 from the city therefor $500. It was then known that Jarvis claimed the property, so that he was virtually buying a law suit. The defendant, Sarah Lynch, is the wife of Billy Lynch.

Mrs. Lynch claims the whole block, but a number of other persons are made defendants because they hold leases.

Jarvis contends that he is entitled to ownership because he was in undisputed possession for more than twenty years. Anderson Price and Charles Blandy appear for Jarvis in these litigations. The case was not concluded.

Ex-Judge Evans's Attack Upon Real Estate Titles.

Judge Bookstaver of the Court of Common Pleas yesterday granted the motion made by Lawyers Johnston & Johnston of 10 Centre street in behalf of Bridget Curry, to compel ex-Judge William L. Evans of New Orleans to reply to allegations which she sets up in her answer to the suit brought against her by the ex-Judge for the partition of 146 East Eighty-first street.

Ex-Judge Evans is a half brother of David W. Evans, the deceased grocer, who originally owned the property. He denies that Mrs. Kate Maria Williams, from whom Mrs. Bridget Curry purchased the property, is the daughter of David W. Evans. Twelve other similar suits have been brought by him against persons who hold property in East Eighty-first street and on Third avenue, the title to which was derived from Mrs. Williams.

A New Fifteen-story Office Building.

The southwest corner of Nassau and Liberty streets, which was bought last March for about $1,000,000, has been resold to a syndicate, represented by Architects Lamb & Rich, for $1,250,000. The plot fronts 79.2 feet on Nassau street and 111 feet on Liberty street. The demolishing of the old buildings upon it will begin after May 1. A new building will be erected which will be fifteen stories tall. This will be ready for occupancy next spring. It will cost about $1,000,000.

CARPETS. DO YOU WANT A FREE-
CARPETS. WOOL CARPET ON TIME?
CARPETS. GO TO COWPERTHWAIT'S
CARPETS. STORE, 104 WEST 14TH ST., NEAR 6TH AV.

AM. CHURCH MISSION SOCIETY.

A New Secretary Elected—No Prosecutions to Be Begun Yet.

A meeting of the Executive Committee of the American Church Missionary Society was held yesterday afternoon in the rooms of the society at the Church Missions House, Fourth avenue and East Twenty-second street.

The object of the meeting was to decide as to the future policy of the society, the finances of which had been crippled by the shortages of the former General Secretary and Treasurer, and to elect men to fill the vacancies caused by the compulsory removal of the Rev. William A. Newbold and Henry A. Oakley, the defaulting officers.

The unanimous choice for the office of General Secretary was the Rev. J. Thompson Cole of Washington. He is at present the assistant minister in the Church of the Epiphany in that city. He was for seven years a missionary in Japan. It was concluded to postpone the election of a Treasurer to fill the place occupied by Henry A. Oakley until a subsequent meeting.

With regard to the possibility of criminally prosecuting the former officers of the society who are responsible for the shortage, the following official statement was given out by the Secretary pro tem:

"The question of legal prosecutions of the late General Secretary and the late Treasurer engaged the attention of the committee for some time. No action was determined at this time, because the committee desires not to prosecute, except upon a deliberate sense of its necessity. On this account final action has been postponed until the next meeting."

Mr. L. M. Hackstaff, one of the members of the committee, said that the finances of the society are in such a condition that there is no longer any doubt as to its continuance of the work it is carrying on in the mission field. The contributions for the past month, according to the report of H. M. Oddie, the acting Treasurer, were nearly equal to those received at the same time last year. It was denied that the society will amalgamate with the General Board of Missions, even in a remote degree.

The amount of the shortage for which the former Treasurer was responsible was, little more than $21,000. This has all been made good, but the sum of $10,000, for which the Rev. Mr. Newbold was responsible, still stands, as was said by the Secretary pro tem. after the meeting.

RAPID TRANSIT LEGISLATION.

Interesting Features of the Amendments Now Before the Legislature.

There was only the shadow of a meeting of the Rapid Transit Railroad Commission yesterday at its rooms in the Home Life building. President Orr, William Steinway, and John Claflin were the only members of the Commission present. A few minutes after it began, Counsellor E. M. Shepard came out of the meeting room and said the meeting had adjourned.

He explained that the work with which must be done was to get the consents of property owners, or in lieu of these the consents of the courts for the new routes. He said that it would be a great deal easier and better to get these consents after the passage of the amendments to the rapid transit statutes, which are now before the Legislature, and that nearly all the missing Rapid Transit Commissioners and officials were then at Albany engineering the bill.

The bill, Mr. Shepard said, would give the Commission much greater power than it has now. He thought it might leave a law between now and next Tuesday, the next regular meeting day. Nothing would be done until the fate of the bill was settled. Besides the greatly increased powers which the bill gives the Commission, it gives it $5,000,000 more to spend for taking Broadway vault property, and virtually nullifies upon the city any damages beyond which might result from invading this property.

One clause also seems meant to enable the men who may contract to build and operate the road to enter into a contract with the Vanderbilts for the carrying of passengers north of Forty-second street upon the east side, and the Commission would be armed with power to suspend the building of this or, for that matter, any other portion of the routes.

WANT ELEVATED EXTENSIONS.

West Side Harlemites Present a Petition to George Gould.

A committee representing fifty resident property owners of that section of Harlem west of Lenox avenue and north of 104th street waited upon George J. Gould, President of the Manhattan Elevated Railroad Company, at 1:30 o'clock yesterday and presented the following petition:

"We, the undersigned citizens and taxpayers on the northern part of Manhattan Island, respectfully request the Manhattan Railroad Company to make application to the Rapid Transit Commission for permission to extend their road to Fort George over one of the following routes, viz.:

"First—Commencing at the Battery and running through West street to Tenth avenue and Amsterdam avenue to Fort George.

"Second—From present structure at Ninth avenue and 106th street westerly through said street to Boulevard, up Boulevard to Hamilton place, to Amsterdam avenue, and thence to Fort George.

"Third—Continuing through Fifty-third street to Amsterdam avenue and thence to Fort George.

"Fourth—By plan presented to Rapid Transit Commission by the late Jay Gould, May 12, 1891."

William E. Stelling is one of the prime factors in the movement. George D. Lennon is the Secretary of the committee. Edward P. Griffin, the Chairman, is an officer of the Washington Heights Progressive Association.

George Gould would not discuss the subject, he said, but he would lay the petition before the Executive Committee of the Manhattan Railroad Board of Directors on Tuesday next.

The Public Debt.

WASHINGTON, April 2.—The debt statement issued this morning shows a net increase in the public debt less cash in the Treasury during March of $13,320,105.01. The interest-bearing debt increased $28,808,100; the non-interest bearing debt decreased $771,320, and cash in the Treasury increased $9,716,674.59.

The balances of the several classes of debt at the close of business on March 31 were:

Interest-bearing debt, $713,831,960.
Debt on which interest has ceased since maturity, $1,770,250.20; debt bearing no interest, $381,025,099.42. Total, $1,096,647,307.18.

The certificates and Treasury notes offset by an equal amount of cash in the Treasury outstanding at the end of the month were $567,044,442, a decrease of $4,811,088. The total cash in the Treasury was $797,237,589.36. The gold reserve was $99,643,507. Net cash balance $253,604,147.

In the month there was an increase in gold coin and bars of $893,215.94, the total at the close being $139,486,496.08. Of silver there was an increase of $1,399,971.76. Of the surplus there was in national bank depositories $16,224,166.88, against $16,534,017.29 at the end of the preceding month.

St. Paul's M. E. Church to Build.

St. Paul's Methodist Episcopal Church of 445 West avenue filed plans with the Building Department yesterday for a new four-story church and parsonage upon the above premises, to cost $200,000.

FINANCIAL AND COMMERCIAL.

New York Stock Exchange—Sales April 2.

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

1 U S 4s, r, 1907	111½	5 Tenn Set 3s	84¾
30 U S 4s, c, 1907	112	15 Va 6 debt 2-3s of 1991	59¾
	112⅛		
18 U S 4s, c, 1925	120½		

CLOSING PRICES OF UNITED STATES BONDS.

	Bid.	Asked.		Bid.	Asked
U S 2s, r	95		U S 5s, c, 1904	115¾	116
U S 4s, r, 1907	111¾	111¾	U S 6s, 1895, r	100	
U S 4s, c	112	112½	U S 6s, 1896	102¾	
U S 4s, r, 1925	120½	121	U S 6s, 1897	105¾	
U S 4s, c, 1925	120½	121	U S 6s, 1898	108¾	
U S 5s, r, 1904	115¾	116¼	U S 6s, 1899	111¾	

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

7 Atchison 4s	68¼		1 Norf & W gnl	114	
10	68		7 N J Cent cn 1889	111⅛	
9	68⅛		8 N J Cent deb 9s	114	
1 Atchison 2ds, A	21⅝		5 N J Cent gnl 5s	112	
13	21⅝		2 N J Cen deb 5s, r	109	
9	21¾		1 N Y, N H & H 4s, deb ctfs	140	
2	21⅝		4 N Y El 1st	108⅝	
5 Atl & Pac 1st	50⅝		10 N Y gold, r	120⅝	
5	50⅝		1 N Y, O & W, r 4s	89⅝	
1 Am C 6s	111⅝		2 Ohio Sou inc	40¾	
1	111⅝		3 Oregon Imp 1st	100⅝	
9 Austin & N W 1st	54		4 Oregon Imp 5s	50⅝	
3 B, C R & N cv 6s	94⅝		2	49¾	
5 Brooklyn El 1st	91		1	49¾	
1	91⅝		14	49¾	
1 Ch & Ind Coal 1st	95		8	49⅝	
2 Chi & Con 5s	10⅝		3	49	
1	10⅝		5	48¾	
13	11⅝		5	48¾	
9 Chi & O gnl 4½s	74		2 P G C 2d Gt, 6s	107	
7 Chi & O, K & A 1st con 6s, r	92⅝		1 Pac of Mo 2d	104⅝	
1 C, B & Q 7s	118		3 Peo, D & E 1st	70	
10	119⅝		1 Peo & East n 1st	74⅝	
1 C, H & Ind, Div.	94⅝		6 Pitts, C & P 1st	95⅝	
9 C, C, C & I gnl	78		5 Ro, W & O ex 5s	113⅝	
1 Canada So 1st	109¼		2 Rock Isl ex 5s	101⅝	
1	109		3 Reading 1st pf in	27⅝	
15 Chic & Nor P 1st, T R	41½		1 Rio G W 1st	68¾	
11	42		4 St L & Elm cn	124¾	
5	42⅝		10 So Pac of N M 1st	109¾	
12	43⅝		5 St P & Man 6s	117	
8 Ch & E Ill gnl 5s	97⅝		6 St P & Man 4½s	116	
2	97⅝		5	101⅝	
2 Col Hid 1st	96½		10 St P Mo 1st, Dex	115¾	
2 Ch, Ind, St L & Ch 4s	95		8 St P 1st, C M & St P	148⅝	
1 Del, L & W 7s	150⅝		5 St P 1st & S M	170	
7 Ten & R G cn	82⅝		5 St P 1st, W & S 5s	117	
1	82⅝		10 St L So W 2d	35⅝	
4 Erie 4th c	11⅝		6	35⅝	
1 Erie cn 1st	127⅝		10	35⅝	
3 Tenn Coal	90⅝		2	35⅝	
5 Ft Worth 1st	69⅝		1 San A & A P 1st 4s	59	
2 Green Bay in	8		7 So Ry os	88	
4 Hock Val 5s	91		1	87⅝	
1 Hock Val 5s	91		1	87⅝	
10 H & T Cen cn 6s	100				

8	85⅝		8 Tex Pac 1st 5s	87⅝	
5	85⅝		10 Tex Pac 2d in	25	
10 Tex & N O 7s	114		1 Tex & N O cn 5s	92	
4	92¾		20 Tenn C, I & R 6s, Hardy	80	
20 Tenn C, I & R 6s, Hardy	80		2 Tol, St L & K C 1st, T R	70	
1	80¾		1	69¾	
3	69¾		1	69¾	
1 Un P Ex C T N	88		1	69¾	
11 Union Pac 4s	103⅝		1	69¾	
1 Union Pac 1st	109¾		1	69¾	
3 Un Pac 8s	104		1	69¾	
2 Union Pac, S F	93		1	69¾	
1 Un Pac D & G 1st	93		1	69¾	
1	93⅝		1	69¾	
1 Wabash 2d	38		1	69¾	
20 Wabash 1st	108		1	69¾	
4 Wabash 3d	87		1	69¾	
5	87⅝		1	69¾	
1 West Shore 4s	105¾		1	69¾	
5 West Md ren	105¾		1	69¾	
1 West N Y & Pa 1st	110		1	69¾	
15	109		1	69¾	
10 West N Y & Pa 2d	70		1	69¾	
10 Wis Cent 1st	20		1	69¾	
1 Wis Cen inc	47½		1	69¾	
1 Wilkes & E 1st	95⅝		1	69¾	

Total sales of railway bonds (par value), $900,000.

RAILROAD AND OTHER SHARES.

Sales.		Open-ing.	High-est.	Low-est.	Clos-ing.	Clearings. Bal.	Ass'd.
59570	Am Sug Ref	100⅝	103⅝	102	102⅝	102⅝	
411	Am Sug Ref p	94¾	94¾	94¾	94¾	94¾	
31	Amer Cable	94⅝	94⅝	94⅝	94	94⅝	
3369	Amer Tob	94⅝	95⅝	94⅝	94⅝	94⅝	
610	Amer Tob pf	108⅝	109	108⅝	108	108⅝	
200	Amer Cot Oil	26¼	26¼	26¼	26¼	27	
25	Amer Cot pf	73¾	73¾	73	73	73	
7064	A, T & S F	7⅝	7⅝	7⅝	7⅝	7⅝	
420	Balt & Ohio	58½	58½	58½	58½	58½	
620	Bay State Gas	1⅝	1⅝	1⅝	1⅝	1⅝	
100	Canada Sou	49¾	49¾	49¾	49¾	49¾	
100	Canada Pac	40⅝	40⅝	40⅝	40⅝	41⅝	
100	Cedar F & M	98	98	98	98	98	
750	Ches & Ohio	17⅝	17⅝	17⅝	17⅝	17⅝	
5830	Chicago Gas	71⅝	71⅝	71⅝	71⅝	71⅝	
850	C, C, C & St L	88	88	88	87⅝	88	
1912	Chic & N W	99	99⅝	98	98⅝	98⅝	
300	Chic & N W pf	138⅝	138	138	138	138	
1700	C, R & Q	73⅝	74	73⅝	73⅝	73⅝	
6000	C, M & St P	57⅝	58⅝	57⅝	58⅝	58⅝	
140	C, M & St P pf	115⅝	115⅝	115⅝	115⅝	116⅝	
680	C, R I & Pac	64⅝	64⅝	64⅝	64⅝	64⅝	
200	Col Fuel pf	64	64	64	64		
1200	C, C, C & I	27⅝	27⅝	27	27⅝	27⅝	
200	C, H V & T pf	30⅝	30⅝	30⅝	30⅝	30⅝	
100	Con Coal	29⅝	29⅝	28⅝	29	31	
600	Consol Gas	132	132	131½	132	132½	
258	Del & Hud	128	128	127	127	129	
400	Del, L & W	161	162	161	162	162	
460	Den & R G pf	37⅝	37⅝	35⅝	36⅝	38⅝	
15467	Dis & C Feds	14⅝	15⅝	14⅝	14⅝	15	
100	Edison E I	98½	98½	98½	98½	98½	
200	Erie from M	30	30	30	30	30	
10	Gen R & W	5⅝	5⅝	5⅝	5⅝	5⅝	
10	Gen R & W pf	15⅝	15⅝	15⅝	15⅝	15⅝	
8600	General Elec	39¾	39¾	39¾	39¾	39¾	
100	I, B & West	17⅝	17⅝	17⅝	17⅝	17⅝	
245	I, E & West pf	75	75	74⅝	74⅝	75	
100	Laclede Gas	85	85	85	85	85	
2200	Lake Sh & Mich	51¾	52¼	51¾	52	52¼	
150	Leh & N A C	74⅝	74⅝	74⅝	74⅝	77	
55	Manhat Con	110⅝	110⅝	110⅝	110⅝	111⅝	
200	Met Traction	203⅝	203⅝	203⅝	203⅝		
525	Missouri Pac	24⅝	24	23⅝	24⅝	24⅝	
600	Mo, K & T	15⅝	16	15⅝	16	16⅝	
1550	Mo, K & T pf	20⅝	20⅝	20⅝	20⅝	20⅝	
710	Norf & W	3⅝	3⅝	3⅝	3⅝	3⅝	
175	Northern Pac	4⅝	4⅝	4⅝	4⅝	4⅝	
110	North Pac pf	17⅝	17⅝	17⅝	17⅝	17⅝	
1100	Ontario & W	10⅝	10⅝	10⅝	10⅝	10⅝	
155	Oregon Imp	10	10	10	10	10	
300	Peo Gas 1st	45⅝	45⅝	45⅝	45⅝	45⅝	
6430	Phila & Read	13⅝	13⅝	13⅝	13⅝	13⅝	
	to P Lorillard	11⅝	11⅝	11⅝			
270	Pull Pal Car	157⅝	157⅝	157	157	159	
100	Pullman Sel	28	28	28	28		
100	St L N W pf	10⅝	10⅝	10⅝	10⅝	10⅝	
300	Southern Pac	17⅝	17⅝	17⅝	17⅝	17⅝	
1900	Sugar Refin	94⅝	94⅝	94⅝	94⅝	94⅝	
500	South Ry pf	35⅝	35⅝	35⅝	35⅝	34	
1005	Tenn C & I	15⅝	17⅝	15⅝	16⅝	17	
100	Texas Pac	9⅝	9⅝	9⅝	9⅝	9⅝	
100	T, St L & K M	4	4	4	4	4	
1100	Union Pacific	11⅝	12	11⅝	12	12⅝	
600	U P, D & G	4⅝	5	4⅝	5	5⅝	
255	U S Express	45			45	45	
100	U S Leather	5⅝	5⅝	5⅝	5⅝	5⅝	
300	U S Cord pf	30⅝	30⅝	30⅝	30⅝	30⅝	
100	U S Cord 1st	18⅝	18⅝	18⅝	18⅝	19	
700	U S Rubber	24⅝	24⅝	24⅝	24⅝	24⅝	
	to U S Rub pf	91	91	91	90⅝	93⅝	
2510	U S Leather	12	12⅝	12	12⅝	12⅝	
1415	U S Leath pf	76⅝	77⅝	76⅝	77⅝	77⅝	
200	Wabash pf	23⅝	23⅝	23⅝	23⅝	23⅝	
945	West Un Tel	88¼	88⅝	88⅝	88¼	88⅝	
350	Wheel & L E	12⅝	12⅝	12⅝	12	12⅝	

Total sales of stock were 167,850 shares.

BOSTON CLOSING QUOTATIONS.

	Bid.	Asked.		Bid.	Asked.
Ios & Albany	206¾		West Pt Pow 1st	105⅝	106⅝
Ios & Albany	166		Wis Cent pf	36⅝	36⅝
Cent Mass	12		Butte & Lox	10	14⅝
Old Dom com	94		Calif Rich	28⅝	28⅝
Fitchburg pf	86	88⅝	Oceola	25	27
N Y & New Eng	45⅝	46	Quincy Min	101½	102
Nor Pac com	60⅝	61	Tamarack M	155	
Nor Pac pf	59⅝	60	Tamarack, r	11⅝	12⅝
Old Colony	179⅝	180⅝	Allouez M	2⅝	3⅝
Ark Bel Tel	15⅝		A, T & S Fe 2ds	21½	21⅝
Erie Tel	39⅝				

PHILADELPHIA CLOSING QUOTATIONS.

	Bid.	Asked.		Bid.	Asked.
U G I	67⅝	68	Leh C & N Co.	45⅝	45⅝
Con Tract 5s	80	81	Penn R R	54⅝	54⅝
Peo Tract	54⅝	54⅝	Phila Tract	79	79⅝
Leigh Valley	83⅝	83	Mot Tract	84⅝	84⅝

*Ex dividend.

LATEST LONDON QUOTATIONS.

Atchison	8⅝	Norfolk & W pf	14¼
Canadian Pacific	41½	Northern Pac pf	17¼
Erie common	10⅝	Ontario & West	11⅝
Erie 2d common	35⅝	Pennsylvania	52¼
Illinois Central	99¼	Reading	6⅝
Kansas & Texas	4⅝	St Paul	59¼
Lake Shore	149	St Paul pf	71⅝
Lou & Nash	52⅝	Union Pacific	11⅝
N Y Central	98¼		

TUESDAY, April 2.

Upon a smaller volume of trading to-day the course of the stock market was very nearly the reverse of that of yesterday. Sugar Refining lost all of the advance it scored yesterday, while the remainder of the list recovered its fractional losses, and New York and New England made a net gain that was a little in excess of yesterday's material net loss. The two stocks named were the only ones that fluctuated widely. During the greater part of the day the professional element was reluctant to trade. In some way or other that element has acquired the notion that the Supreme Court of the United States may deviate from its practice and render a decision in the income tax case before next Monday. This conjecture, coupled with fears that an extra session of Congress may be called should the decision be against the constitutionality of the income tax law, restricts ventures on the long side of the market.

The greater part of the improvement in prices took place during the last hour, when it became apparent that the remote possibility of a special extra session of Congress had no effect upon the actual holders of securities. The absence of any considerable offerings of stocks stimulated a desire to recover those sold yesterday, and buying for that purpose was chiefly responsible for a strong closing. The improvement in railway earnings, as shown by statements now coming to hand, and an easier market for sterling, were the only noteworthy developments.

Final sales compare with those of yesterday as follows:

	Apr. 1.	Apr. 2.		Apr. 1.	Apr. 2.
Atch, T & S Fe	6⅝	7	Nat Lead pf	86	85
Amer Cot Oil	26⅝	26⅝	Nor Amer Co	4⅝	4⅝
Am Sug Ref	103¾	102⅝	Norf & W	3¾	3¾
Am Sug Ref p	94⅝	94⅝	Northwestern	92⅝	92⅝
Canada So	50⅝	49⅝	Pacific Mail	43	43⅝
Can Pacific	40⅝	40⅝	North Pac pf	17⅝	17⅝
C, C, C & St L	88¼	88	N Y Central	95⅝	95⅝
C, B & Q	73⅝	73⅝	N Y, L & W	5⅝	5⅝
Con Gas	132	132	N Y, N & N E	37	38⅝
Ches & Ohio	17⅝	17⅝	Ont & West	10⅝	10⅝
Chicago Gas	71⅝	71⅝	Rock Island	64	64¼
Del, L & W	162	162	Reading	5⅝	5¾
Den & Rio G	12⅝	12⅝	St Paul com	58⅝	58¼
Den & R G pf	35⅝	35⅝	South Ry	12	11⅝
Dis & C Feds	14⅝	15	South Ry pf	34	33⅝
Erie	10⅝	10⅝	Sugar Refin	94⅝	93⅝
Gen Elec	39⅝	39⅝	Tenn C, I & R	15⅝	16⅝
Hock Val	27⅝	27⅝	Union Pacific	11	12
Kan & Tex	15⅝	16	U S Cord	5⅝	5⅝
Kan & Tex pf	29⅝	29⅝	U S Cord pf	30	30
Louis & Nash	52	51⅝	U S Leather	12	12½
L E & West	17⅝	17⅝	U S Leath pf	76⅝	77⅝
L E & W pf	74⅝	74⅝	Wabash pf	14⅝	14⅝
Missouri Pac	23⅝	24	West Un Tel	88⅝	88⅝
Nat Lead	32⅝	33⅝	Wheel & L E	12	12¼

Government bonds steady at unchanged quotations. Railway bonds dull and irregular. The features were Chicago and North Pacific 1st T. ll., Kansas and Texas 2ds, Laclede Gas 1sts, Northern Pacific 2ds, Oregon Improvement 1st, and Western N. Y. and Penn. 2ds. The more important net advances were in Chicago and North Pacific 1st T. ll., 98 ⅜ cent., to 42⅝; Kansas and Texas 2ds, ¼, to 55, and Western N. Y. and Penn. 2ds, ⅝ ⅜ cent., to 106. The noteworthy net losses were in Laclede Gas 1sts, ⅝ cent., to 93¼; Northern Pacific 2d C., ⅛, to 80⅝, and Oregon Improvement 5s, 3¼ per cent., to 48¾.

In bank stocks 10 shares of Bank of Commerce sold at 180⅝.

Silver bullion certificates for 10,000 ounces sold at 67. Bar silver in London, 30⅝@30 9-16d. Exports to Europe to-morrow 100,000 ounces.

Money on call 2½@3 ⅜ cent. Time money is quoted at 4 ⅜ cent. for four months and 4½ ⅜ cent. for six months on good mixed Stock Exchange collateral. Commercial paper is quoted as follows: Prime endorsed bills receivable at 4@4½ ⅜ cent., choice single-name paper at 4½@5 ⅜ cent., and good at 6 ⅜ cent. and upward.

The market for both sterling and Continental exchange was quiet and firm the greater part of the day, but the tone became weaker and distinctly easier. Posted asking rates for sterling, $4.88½@$4.89 for long bills and $4.89½@$4.90 for demand. Actual rates are: Long bills, $4.88⅞@$4.88½; sight drafts, $4.89⅛@$4.89⅜, and cable transfers, $4.89⅜@$4.89⅝. Francs are quoted at 5.16⅞ for long and 5.15⅝ for short; reichsmarks, 95⅝@95⅞ for long and 96⅛@96⅜ for short; guilders, 40⅝@40 5-16 for long and 40 7-16 for short.

Domestic exchange on New York: Boston, 20 cents discount. Charleston—Buying, par; selling, ⅛ premium. Savannah—Buying, par; selling, amounts $100 to $1,000, at ⅛ ⅜ cent.; $1,000 and over at 150 ⅜ $1,000. New Orleans—Bank, 150 premium; commercial, 100 premium. San Francisco—Sight, 10 cents; telegraph, 15 cents. St. Louis—60 cents premium, offered at 75 cents. Chicago—75 cents premium.

The exports of general merchandise from this port for the week ending to-day were valued at $6,329,752, against $6,381,179 last week and $7,314,547 for the corresponding week of last year.

Railway gross earnings for March compare with those for the same month of last year as follows:

Bridgeport Traction	$20,134	Inc. $11,291
To-ledo and Ohio Central	127,049	Inc. 3,303

The Atchison, Topeka and Santa Fé Railroad proper reports gross earnings for February of $2,094,380, an increase of $41,579 as compared with the same month of last year, and net $488,091, an increase of $32,354. For the eight months ending