STREET POLES IN NEWARK.

Official Influence Being Used to Violate a City Ordinance?

Superintendent J. C. Mundy of the Newark Street and Water Board, if somebody does not stop him, may create a sensation in Newark, inasmuch as he seems to be trying to find out who owns the telegraph poles in the streets and why the ordinance of 1895 has not been obeyed. He has served notices upon the Bell and Fire Boards to give an accounting of the poles they control and to submit maps to the Street and Water Board as required by law.

Mr. Mundy is evidently camping upon the trail of Henry H. Baker, who occupies the posts of superintendent of the New York and New Jersey Telephone Company, which has its headquarters in Brooklyn, and of President of the Board of Fire Commissioners of Newark. Mr. Baker has been a member of the Fire Commission for years, and was formerly Warden of the Essex county jail, and still earlier an Alderman and a power in the City Council.

Mr. Mundy said yesterday that the telephone company had managed to secure complete control of the police and fire wires, and was using the authority of the city to erect new poles wherever required for telephone service. He said that when property owners objected they were told that the poles were for police or fire service, and were forced to submit. He cited a case where a new fire alarm signal box was put up within a block of an old one to enable the telephone company, as he said, to put up a needed pole. He blamed Commissioner Baker for the offences and violations of the ordinances which have been permitted since the effort was begun to put the wires under ground. A citizen said yesterday:

"The city of Newark built a private line to the City Home at Verona some time ago, and the telephone company strung its wires upon the poles. The city, however, has to pay telephone tolls at full rates every time the City Home is called up."

The city pays the telephone company $1,300 a year for fire telephones, $60 a year for each instrument in the police stations, and $5 a year for each police patrol box telephone, of which there are several hundred. Then there are telephones in the City Hall and other city offices and public institutions throughout the city, and the county has many more, all paid for at a high rate.

The Police Department owns about 150 poles, and pays the telephone company under contract $2,500 a year for taking care of them. The telephone company, it is said, makes use of them for its own wires at will, but the Police Commissioners say they know nothing about it. As far as the Fire Commission is concerned Mr. Baker, it is said, takes care of that end, and Superintendent Adam Bosch says that he does not know anything about the number or location of poles. He tried to discourage Mr. Mundy, it is alleged, by saying: "You don't know what you are up against." Mr. Mundy said that he didn't care, but intended to see the matter through and find out "what he was backing."

FINANCIAL AND COMMERCIAL.

New York Stock Exchange—Sales Feb. 3.

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

$2 U S 4s, c, 1925	122¼@122⅜

CLOSING PRICES OF UNITED STATES BONDS.

	Bid.	Asked.		Bid.	Asked.
U S 2s, r, at pief G.	95¼	—	U S 5s, r, 1904	113⅝	114
U S 4s, r, 1907	111⅝	112¼	U S 5s, c, 1904	113⅝	114
U S 4s, c, 1907	112¼	112⅝	U S 6s, r, 1898	103⅛	—
U S 4s, r, 1925	122⅛	123	U S 6s, r, 1899	106⅛	—
U S 4s, c, 1925	122¼	123			

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

$3 Atch adj 4s	48⅝	188 North Pac gn l 5s	54¼
5	48⅝	49	54
10	48½	62	54¼
55	49	15	54¼
13 Atch genl 4s	82	60	54⅛
20	81¼	2 Nor Pac 3d, c, tr, as	82¼
2	82⅛	5 Norf & W, M & W div, t r	68
33	82¼	11 Nor & W 100-yr 5s, tr	67
22	82⅝	2 N Y & S 1st r 5s	102¼
89	82½	19 N J Cen 5s, r	116⅝
10 Atl & Pac lm	⅛	7 N J Cen 5s	116⅝
70	1	35 N Y Cen 1st, r	115⅛
9 Alb Cent 1st	109¼	1 N Y Cen db 5s	107⅛
10 Atl & Pac 1st, r	51¼	3 Nash & Chat 1st	128⅝
30	51⅛	25 N Wes	140
4 Ann Arbor 4s	79¼	8 N W d 5s, 80 yr	110¼
5	79⅝	12 N Y, O & W r 4s	92
1	80	1 N Y, O & W cn 5s	108⅛
4	79⅛	15 Or R & N 4s	83⅝
5 B'way & 7th Av cn 5s	118⅝	1	83¼
10 Buff & Phgnl 5s	98⅛	19	83⅛
3 Brook R T 5s	78⅝	1	83¼
6	78⅛	10 Or S L 6s, tr	116⅝
4	78⅝	15 O S L uncn, tr	74⅛
2	78	1	74¼
16	79	1	74⅛
1 Brook W & Sts	98⅛	10 P, G & C 1st cn 6s	103
2	98	10	103⅛
27 Brook Un G 5s	108⅝	5	103¾
3	108¼	5	104
6 Chs & O cn 5s	109⅝	2 R & Pitts 1st	120¼
8 Chs & O gnl 4½s	76⅝	15 Rock Isl ex 5s	103⅛
44	76⅛	1 Rh & Dnv 1st	121
9	76⅝	43 Read gnl 4s	81⅝
1 Chs & O, R & A 1st con 4s	100⅝	10	81⅛
3 Chs & O, R & A 2d con 4s	90	11	81⅛
1 Can So 1st	110¼	12 Read 1st pf in	46⅝
20 Col & Stk Av 1st	117	10 Read 2d pf in	34⅝
16	117⅛	5 Rio G W 1st	74
5	117⅝	2	74⅝
30 Ch & N P 1st, tr	43⅛	1	74
83	43¼	5 So P of N M 1st	104⅝
5	43⅛	5	105
97	43⅝	9 So P of Ariz 1st	90
19 C R R & B Co of Ga 1st	112¼	2	91
6 C R R & B Co of Ga 5s	90¼	23 St P & Mcn 4½s	103¼
20	90⅝	3 St L & S F 2d cl B	115⅝
2 Cen Pac, S J br	103¼	2 St L & S F gnl 5s	98⅝
1 Col Mid 4s, tr	16⅛	10 S L & S F 4s	66⅛
4 Ch & Erie 1st	111⅛	31	66
3 Comstock 7 4s	5	2	66⅛
1 Det, M & M inj	22	24 St P gnl 4s	98⅝
1	21	4 St P 1st, I & M	128
20 Dul S S & Atl 5s	100	6 St P 1st, C & P W div	113⅝
5 Erie 1st ex	109¼	2 St P 1st, W & M 5s	111
35 Erie prior bds	94	2 Stand R & T 6s	75⅛
5 Erie gn l en 3-4s	65¼	1	74⅛
37	65⅛	3	75
19	65⅝	10 San A & A P 1st 4s	57⅝
18	66	6	57⅛
5 E Tenn 5s	108¼	3	57⅝
1 E T R lien 4-5s	89	6 Syr, B & N Y 1st	126
3 Edison E l cn 5s	106⅛	5	127
5 Ft Worth 1st	58¼	3 Tex & P 1st 5s	89⅛
1 Hock Val 5s	73	7	90
2	75⅛	15 So Rway 5s	89⅛
2 Hock Val 4s	68	3	90
4 H & T C gnl 4s	66⅛	4 Syr, B & N Y 1st	126
5	66⅛	5	127
7	66⅛	3 Tex & P 1st 5s	89⅛
3 Iron Mt 1st	101	7	90
1	101¼	10	89⅛
2	101⅛	8 Tex Pac 2d in	21⅛
2 Iron Mt, C A T	101	5	21⅛
22 Ill Cen 4s, w i	100⅝	1 T R R A of St L cn 5s	103⅛
14 Ill Cen 4s, 1952	103⅛	8 Tol, St L & K C 1st, r	73⅛
4	104	6 Un P 8s, tr	102⅛
5 Ind, D & W 1st	100	7 Union Pac, 97s	104⅛
3 Iowa Cent 1st	66⅛	4 Un P 97s, tr	102⅛
30 K Pac con, tr	76⅛	6 Union Pac, 98s	104⅛
2	76⅛	29 Un Pac 98s, tr	103
12 Kan & Tex 4s	84	1 Union Pac, 99s	104⅛
2 Kan & Tex 2d	60⅛	1 Un P 99s, tr	103
1	60⅛	3 U P 6s, C T N	100
10 Ky Cent 1st	85	1 Union Pac s f	90⅛
1 Kan City & P 1st	63⅛	1 Union El 1st	68
5 Laclede Gas 1st	94	5 Un P, D & G 1st	37
15 Lx Av & P F 1st	117⅛	5	36⅛
5	117¼	7 U S L 6s	113¼
5	117⅝	2 Va Mid gnl	102⅛
1 Lake Sh 2d, r	119¼	3 Wabash 1st	107¼
9 Lou & N gnl	110	2 Wab deb ser B	23
3 L & N, 2 H & N 1st	113¼	1 West Un col 5s	107
1 Long Isl 5s	116	2 West Shore 4s	107¼
5 L, N & A Chen, tr	85	1	80
10 Mex Int 1st 4s	70⅝	2 Wh & L E imp	70
7 M & St L cn 5s	103	6 Wis C 1st, tr	38⅝
13 Man R'way 4s	95	8	38⅛
5 Nor Pac Ter 1st	108	3	38⅛
41 N Pac prior 4s	87¼	3 Wilkes & Es 1st	89
53	87⅝	1	89⅛
4	87¼	2	89⅝
3 Nor Pac cn 5s, tr, as	59	1	90
5 N Pac & M 1st	45⅝		

Total sales of railway bonds (par value), $2,454,000.

RAILROAD AND OTHER SHARES.

Sales.		Open-ing.	High-est.	Low-est.	Closing Bid.	Closing Asked.
$4630	Am S Ref	116⅝	116⅝	115⅝	116¼	116⅝
140	Am S R p	103¼	103¼	103¼	103¼	103¼
1045	Am S M	13⅛	13⅛	13⅛	13⅛	13⅛
635	Am S M p	31	32	31	31⅛	32¼
10	Am Cable	89	89	89	—	90
$310	Am Tob	72⅛	73¼	72⅛	72⅝	73
12	Am Tob p	101⅛	103¼	101⅛	102	105
$175	A, T & S Fe	14⅛	15¼	14⅛	15⅛	15¼
$980	At, Top & S Fe pf	25	25⅛	24⅛	25⅛	25⅛
300	Atlantic Mail	17	17	16⅝	16⅝	17
200	Brk W	.18	.18	.18	—	—
300	Balt & O	15⅛	15⅝	15⅛	15⅛	16
125	B & State G	11¼	11¼	11¼	11¼	11⅝
100	Bkn R T	19	19	19	18⅝	19⅝
168	Sk U Gas	91	91	91	90	93
225	Can So	45⅛	45⅛	45	44⅝	45⅛
8000	Coml's T	.05	.05	.05	—	—
250	Ches & O	17⅝	17⅝	17⅝	17⅝	17⅝
5	Ch & E I p	98⅝	98⅝	98⅝	93	98
2220	Chic Gas	78	78⅛	77⅝	78⅛	78⅛
156	Ch & N W	104⅛	104⅛	104⅛	104	104⅛
30	Ch & N W p	153	153	153	152	—
6976	C, B & Q	74⅝	75⅛	74⅛	75	75⅛
5925	C, M & St P	76⅝	76⅝	76⅛	76⅝	76⅝
183	C M & St P p	133⅛	133⅛	133⅛	133⅛	134
1133	C, R I & P	67⅝	68⅛	67⅝	68	68⅛
200	C & I B	1	1	1	⅝	1⅛
800	C, H V & T	9⅝	10	9⅝	9⅝	10
70	C, H V & T p	40	40	40	25	40
150	Con Gas	148	148	148	148⅛	149
2660	Del & H	107⅝	108⅝	107⅝	108⅛	108⅝
624	D, L & W	152⅝	152⅝	151⅛	152	153
100	Erie 1st p	35⅝	36	35⅝	35⅝	35⅝
200	Horn Sil	1.55	1.55	1.55	—	3.00
3	Ill Cent	96⅛	96⅛	96⅛	94⅛	96
110	Ill Steel	36⅛	36⅛	36⅛	37	38⅛
27	L E & W p	69⅛	69⅛	69	65	69⅛
141	Lake Sh	153	153	153	153	154⅛
115	Long Isl'd	48	48	48	48	50
300	Lac Gas	24⅛	24⅛	24	23⅝	24⅛
1710	L & Nash	51	51⅛	51	51⅛	51⅝
3528	Man Con	90⅛	90⅛	89⅛	89⅝	90
875	Met Trac	108	108⅛	108	108⅛	108⅛
50	M & St L	20	20	20	19	20
100	M & St L p	48	48	48	47⅛	49
810	Mo Pac	22⅝	22⅝	22⅛	22⅝	22⅝
100	Mo, K & T	13⅛	13⅛	13⅛	13⅛	13⅝
610	M, K & Tpf	30⅛	31⅛	30⅛	30⅝	30⅛
300	N J Cent	100⅛	100⅛	100⅛	100⅛	100⅝
88	N Y Cent	93⅛	93⅝	93⅛	93⅛	93⅝
100	Nat Lead	24	24	24	23⅝	24
447	N Lead pf	90⅛	90⅛	90	89⅛	90
10	Nor Am	4⅝	4⅝	4⅝	4⅛	4⅝
300	N Y & N H	164	165⅛	164	166	—
200	N Y, S & W p	24⅛	25	24⅛	24⅛	25
4963	Nor Pac	15	15⅝	14⅛	15⅛	15⅝
7174	Nor Pac pf	37⅝	37⅛	37⅛	37⅝	37⅝
386	O R & N pf	45⅛	45⅛	44⅛	44	46
1100	Pac Mail	25⅛	25⅛	25⅛	25⅝	25⅝
1000	P & Read	26⅝	26⅝	26⅛	26⅝	26⅝
260	Pull P C	156	156	156	155⅝	156⅛
200	P, C, C & St L	13⅝	13⅝	13⅝	13⅛	13⅝
10	R G W p	40	40	40	—	—
1791	St L & S F	5⅛	5⅝	5⅛	5⅛	5⅝
1100	St L & S F 2d pf	38	40	38	39⅝	40
4993	St L & S F gn l	13⅝	16	13⅝	15⅛	16
200	St L S W p	10⅝	10⅝	10⅝	10⅝	11
10	St P & D p	87	87	87	87	92⅛
*400	St P & Om	49⅝	49⅝	49⅛	49⅝	49⅝
380	Stan R & T	11⅛	11⅛	11⅛	11⅛	11⅝
300	South Pac	15⅛	15⅛	15⅛	15	16
600	South Ry	9⅛	9⅛	9⅛	9⅝	9⅝
2068	Sou Ry p	29⅛	29⅛	29	29⅝	29⅝
1450	Tenn C & I	29⅝	30	29⅝	29⅝	30
10175	Un Pac	6⅝	7⅝	6⅝	7⅝	7⅛
21	U S Exp	37	39	37	36	41
100	U S Rub	22⅝	22⅝	22⅝	22⅝	22⅛
50	U S Rub p	75⅛	75⅛	75⅛	75	76
1760	U S L p	61⅛	61⅛	60⅝	60⅝	60⅝
40	Wabash	6⅛	6⅛	6⅛	6⅛	6⅛
100	Wab p	16	16	16	16⅛	16⅛
731	West U T	83	83⅛	83	83	83⅝
450	Wh & L E	2⅛	2⅛	2⅛	2⅛	2⅝
100	Wh & L E p	10⅛	10⅛	10⅛	10⅛	11⅛

*Ex dividend.

Total sales, 129,656 shares.

BOSTON CLOSING QUOTATIONS.

	Bid.	Asked.		Bid.	Asked.
Bos & Alb	209⅝	210	Domin'n C	9	9⅛
Bos & Me	161⅛	162	Am Bell Tel	212⅛	216
Ch J com	102⅝	103⅝	Gen Elec p	77	78
Ch J pf	105	106	Bos & Mon	111⅛	112
Fitchburg p	91⅛	92	Cal & Hecla	355	360
New Eng pf	—	60	Quincy M	115	116
Old Colony	176⅝	177	Tam Min	118	119
W E R com	65	—			

PHILADELPHIA CLOSING QUOTATIONS.

	Bid.	Asked.		Bid.	Asked.
Lehigh Val	29	29⅛	U G Imp Co	74⅝	74⅝
L C & N Co	40⅛	40⅝	W G L Co	46⅛	46⅝
Penn R R	52⅝	52⅝	E S Boom	29	29⅛
Phila Trac	72⅛	72⅝	E I S Bpf	32	32⅛
Union Trac	9⅛	10	PHL & Pc	14⅛	15
E & P T C	75⅝	75⅝	PHL & Pp	29	29⅛
Met Trac	108⅝	109	Wels Com	23	24
C T of N J S	29	30	Wels Com p	66	66⅛
C T N J S 5s	89⅝	89⅝			

LATEST LONDON QUOTATIONS.

Atchison A A P	15⅛	Norfolk & W pf	18⅛
Canadian Pacific	57⅝	Northern Pac pf	38⅛
Chesapeake & O	18⅛	Ontario & West	15⅛
Erie com A & P	15⅛	Pennsylvania	53⅝
Erie 1st pf	36⅝	Reading 1st A P	13⅝
Illinois Central	97	St Paul	78⅛
Kansas & Texas	14	South Railway	9⅛
Lake Shore	157	South Railway pf	30⅛
Lou & Nash	52⅝	Union Pacific	6⅝
N Y Central	96	Wabash pf	16⅝

WEDNESDAY, Feb. 3.

Speculative interest in railroad stocks was transferred to-day to Union Pacific. Local traders bought that stock in a moderate way, on the report that the bankers and other capitalists interested in the reorganization of the company have, in conjunction with Great Northern and Northern Pacific interests, secured control of the Oregon Railroad and Navigation Company, thus insuring the Union Pacific system a connection with the Pacific coast independent of the Central Pacific road. The transactions in Union Pacific were not large, being only 10,000 shares, yet they were considerably in excess of those of any other railroad stock. A net advance of nearly a point was recorded, although London was a seller on a small scale in the early dealings. The details of the new relations between the Oregon Railroad and Navigation Company and the three transcontinental lines that connect with it are printed in another column. This transaction, together with that in Northern Pacific securities on Monday, would seem to indicate the existence of a comprehensive plan for the establishment of harmonious relations between the Union Pacific, the Northern Pacific, and the Great Northern systems.

The dealings in stocks were on a slightly larger scale than yesterday, a result that was obtained, in spite of a falling off in the trading in railway shares, by a spurt of activity in Sugar Refining. There were no specific developments to account for that movement. It appeared to be due entirely to a raid upon the stock by one of the smaller operators, who temporarily enjoys prominence in the market because of its narrowness. At a recovery of ¾ per cent. Sugar Refining closed half a point lower than yesterday. Although the market as a whole was very sluggish, the tone was decidedly firm and in the late dealings an advancing tendency carried the majority of the list fractionally above the final prices of yesterday.

Final sales compare with those of yesterday as follows:

	Feb. 2.	Feb. 3.		Feb. 2.	Feb. 3.
A, T & S Fe	14⅝	15¼	Sat Lead pf	91	90
A, T & S Fe p	25	25⅛	Northw'n	104⅛	104¼
Am S Ref	116¼	116¼	Nor P com	15⅛	15¼
Am Sug R p	103¼	103⅛	Nor Pac pf	37⅛	37⅝
Am Tob	72⅝	73	N J Cent	100⅛	100¼
Am Spir M	13⅛	13⅝	Omaha com	51¼	*49⅝
Am Sp M p	31	32	Pacific Mail	25⅝	25⅝
Can South	46	45	Pull Pal Car	155⅝	156
C, B & Q	74⅝	75⅛	Rock Island	67⅛	68⅛
Con Gas	147⅝	148	Reading	26⅝	26⅛
Ches & Ohio	17⅛	17⅝	St Paul com	76⅝	76⅝
Chic Gas	78⅛	78⅛	South Ry	9⅝	9⅝
D, L & W	152	152	South Ry p	29⅛	29⅝
Del & Hud	107⅝	108⅛	Stand R & T	11⅛	11⅛
Gen Elec	35⅝	35⅛	Tn C, I & R	30	29⅛
Gt North pf	121⅛	121⅛	Union Pac	6⅝	7⅛
Kan & Tex	13⅛	13⅛	U S Rubber	22⅛	22⅝
Kan & T pf	31	30⅛	U S Leath p	61⅛	60⅛
Louis & N	51⅛	51⅛	Wab & Ppf	16	16
Lake Shore	154	153	West Un T	83⅛	83¼
Laclede G	24⅛	24	Wheel & LE	2⅝	2⅝
Man Con	90⅛	89⅛	Wh & LE p	10⅛	10⅛
Mo Pacific	22⅛	22⅝	*Ex dividend.		

Government bonds easier. The 4s, c., of 1907 and the 4s of 1925 closed ¼ ⅝ lower bid each. Railway and other bonds strong. The features were Ann Arbor 4s, Brooklyn Rapid Transit 5s, Columbus and Ninth Avenue 1sts, Chicago and North Pacific 1sts, t. r.; Central Railroad and Banking Company of Georgia 5s, Erie general lien 3-4s, Houston and Texas Central general 4s, Illinois Central 4s, 1952; Kansas Pacific consols, t. r.; Lexington and Pavonia Ferry 1sts, New Jersey Central general 5s, r.; Oregon Railway and Navigation 4s, People's Gas and Coke 1st consol 6s, Southern Pacific of Arizona 1sts, San Antonio and Aransas Pass 4s, Texas Pacific 1st, Union Pacific 98s, t. r.; Wisconsin Central 1sts, t. r.; Wilkesbarre and Eastern 1sts, Atchison, and Northern Pacific issues. The more important net advances were in Atchison adj. 4s, ½ ⅝ cent., to 49; and general 4s, ¾, to 82¾; Ann Arbor 4s, ⅛, to 79⅝; Brooklyn Rapid Transit 5s, ⅝, to 70; Columbus and Ninth Avenue 1sts, ⅝, to 117⅝; Central Railroad and Banking Company of Georgia 5s, ⅛, to 90⅝; Erie general lien 3-4s, ⅝, to 69; Houston and Texas Central general 4s, ⅝, to 66¼; Illinois Central 4s, 1952, ⅛, to 104; Kansas Pacific consols, t. r., ¾, to 76¾; Lexington Avenue and Pavonia Ferry 1sts, ¾, to 117½; Northern Pacific prior 4s, ⅝, to 87⅛, and general, ⅝, to 54⅝; New Jersey Central general 5s, r., ¾, to 116¾; Oregon Railway and Navigation 4s, ⅝, to 83¾; People's Gas and Coke 1st consol 6s, ⅛, to 94; Southern Pacific of Arizona 1sts, ⅝, to 91; San Antonio and Aransas Pass 4s, ¾, to 57¾; Texas Pacific 1sts, ⅝, to 89⅝; Union Pacific 98s, t. r., ⅛, to 103; Wisconsin Central 1sts, t. r., ⅝, to 38⅝, and Wilkesbarre and Eastern 1sts, 1 ⅝ cent., to 90.

Commercial price of bar silver in New York, 64⅝c. Bar silver in London closed at 29⅝d. Mexican silver dollars were quoted at 50⅝@51⅝c.

Money on call, 1¼@2 ⅝ cent. Time money, 2 ⅝ cent. for sixty days, 2⅛ ⅝ cent. for ninety days, 2⅛@3 ⅝ cent for four months, 3 ⅝ cent. for six months, and 3½ ⅝ cent. for eight months, on good mixed Stock Exchange collateral. There is a fair demand for commercial paper. Prime indorsed bills receivable are quoted at 3 ⅝ cent., choice and prime single names at 3½@4 ⅝ cent., and good names at 4@5 ⅝ cent.

Sterling exchange was weaker, particularly for short, owing to a further decline in private discount at London and Berlin, and expectations of reduction of the Bank of England rate to-morrow. The market was quiet. Continental exchange was dull and easier. Posted asking rates for sterling, $4.85 for long bills and $4.87½ for demand. Actual rates are: Long bills, $4.84½@$4.84¾; sight drafts, $4.86½@$4.86¾, and cable transfers, $4.86½@$4.86¾. Francs are quoted at 5.19¾@5.18¾ for long and 5.18⅛@5.17⅛ for short; reichsmarks, 94 15-16@95 for long and 95¼@95⅝ for short; guilders, 39 15-16@40 for long and 40 3-16@40¼ for short.

Domestic exchange on New York: Boston, 5 cents discount. Charleston—Buying, 1-16 discount; selling, 1-16 premium. Savannah—Buying, 1-16 off; selling, par. New Orleans—Bank, $1 premium; commercial, 25 cents discount. San Francisco—Sight, 20 cents premium; telegraph, 22½ cents premium. St. Louis—Par to 25 cents discount. Chicago—Sixty cents discount. Cincinnati—Between banks, 25 cents discount; over counter, 50 cents premium.

The St. Paul and Duluth Railroad Company has declared a semi-annual dividend of 2½ ⅝ cent. on its preferred stock, payable March 1.

Railroad gross earnings for January compare with those of the same month of 1896 as follows:

	January, 1897.		Changes.	
Chicago and Eastern Illinois	$270,984	Inc.	4,921	
Denver and Rio Grande	476,800	Dec.	71,100	
Iowa Central	118,164	Dec.	49,304	
Mobile and Ohio	319,556	Inc.	22,856	
Pittsburg, Pa. and West	328,556	Inc.	31,403	
Rock Island system	1,020,808	Dec.	162,078	
Wabash	835,057	Dec.	141,748	

The Central Railroad Company of New Jersey reports for the year ending Dec. 31:

	1896.	1895.	Changes.	
Gross earnings	$13,317,850	$13,508,028	Dec.	$450,673
Op. ex., taxes	8,318,568	8,295,054	Inc.	23,514
Net earn'gs	$4,798,782	$5,372,969	Dec.	$474,187
Other incomes	1,268,560	1,201,576	Inc.	66,984
Total inc	$6,067,342	$6,474,545	Dec.	$407,203
Inst. rentals	4,571,076	4,546,357	Inc.	24,819
Balance	$1,396,266	$1,928,288	Dec.	$432,022
Dividends	1,124,850	1,124,850		.....
Surplus	$271,416	$703,438	Dec.	$432,022

The charges to capital account for the year were $658,704.

The Western New York and Pennsylvania Railroad reports gross earnings for December of $226,186, a decrease of $25,349 as compared with the month of the previous year, and net $62,669, a decrease of $4,166. For the six months ending Dec. 31 the gross earnings were $1,671,136, a decrease of $149,379 as compared with the corresponding period of the previous year, and net $632,200, an increase of $109,364.

The Choctaw, Oklahoma and Gulf Railroad reports gross earnings for December of $145,300, an increase of $39,337 as compared with the same month of the previous year, and net $54,028, an increase of $35,899.

The Fitchburg Railroad Company reports for the quarter ended Dec. 31:

	1896.	1895.	Changes.	
Gross earnings	$1,925,256	$2,074,268	Dec.	$149,012
Oper. expenses	1,255,515	1,443,933	Dec.	188,418
Net earnings	$669,741	$630,335	Inc.	$39,406
Fixed charges	384,457	379,747	Inc.	4,710
Surplus	$285,284	$250,588	Inc.	$34,696
July 1 to Dec. 31:				
Gross earnings	$3,816,800	$4,084,956	Dec.	$268,156
Oper. expenses	2,475,325	2,765,580	Dec.	290,255
Net earn'gs	$1,341,475	$1,319,376	Inc.	$22,099
Fixed charges	756,076	748,807	Inc.	7,269
Surplus	$585,399	$570,569	Inc.	$14,830

The Boston and Albany Railroad Company reports for the quarter ended Dec. 31:

	1896.	1895.	Changes.	
Gross earnings	$2,324,796	$2,443,738	Dec.	$118,942
Oper. expenses	1,249,725	1,527,785	Dec.	278,060
Net earn'gs	$1,075,071	$915,953	Inc.	$159,118
Fixed charges	736,391	724,796	Inc.	11,597
Surplus	$338,680	$191,159	Inc.	$147,521

The company reports cash on hand $783,105, and profit and loss surplus $204,836.

The Huntingdon and Broad Top Mountain Railroad Company reports for the year ending Dec. 31:

	1896.	1895.	Changes.	
Gross earnings	$588,362	$648,004	Dec.	$64,642
Operating expenses	284,150	295,983	Dec.	11,833
Net earnings	$299,212	$352,021	Dec.	$52,809

The total tonnage in 1896 was 2,614,417 tons, against 2,899,066 tons in 1895, a decrease of 284,649 tons. The number of tons of coal carried during the year was 2,169,636, against 2,413,820 tons in 1895, a decrease of 244,184 tons.

The Governing Committee of the Stock Exchange listed to-day $23,322,500 of the first consolidated mortgage 5 ⅝ cent. gold bonds of the Norfolk and Western Railway Company; also $23,000,000 of 4 ⅝ cent. non-cumulative adjustment preferred stock, and $66,000,000 of common stock. The above securities are issued under the reorganization of the Norfolk and Western Railroad Company.

The Stock Exchange Committee on Stock List has ruled that all of the Union Pacific Railroad land grant sinking fund 8 ⅝ cent. bonds of 1893, extended to 1899, shall be restored to the list. Some of them had been on the special rail for debarred bonds, owing to their having been drawn for payment, but not presented. The company asserts that the drawing was not compulsory, and that interest accrued on the unpresented drawn bonds as the drawing was made prior to their extension.

Pursuant to an order of the United States Circuit Court, the coupons due Feb. 1 from the Oregon Short Line Railway Company's first mortgage 6 ⅝ cent. bonds are now being paid.

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

25 shares American Ex. National Bank...174⅝@174¾
7 shares Fourth National Bank.....194
12 shares Metropolitan National Bank.....195⅝
40 shares Broadway National Bank.....233¼
32 shares Continental National Bank.....137
12 shares First National Bank of Staten Island.120
60 shares National Butchers and Drovers' Bank..127⅝
8 shares Corn Exchange Bank.....301
100 shares Standard Oil Trust.....268
10 shares United States Trust Company.....534
5 shares Fire Insurance Exch. Nat. Bank.....120⅝
25 shares United States Mortgage and Trust Co.220
50 shares Empire City Fire Insurance Company.160
7 shares United States Trust Company.....60
10 shares Lawyers' Title Insurance Company...153¼
12 shares Washington Life Insurance Company.160
44 shares Eagle Fire Insurance Company.....
117 shares New York and Harlem Railroad.300@300¼
10 shares Brooklyn Warehouse and Storage Co..125
30 shares Safety Car Heating Company.....25⅝
10 shares Eden Musee American Co., Limited...40
1 share Clinton Hall Association.....52

The receipts of the Government to-day were: Customs, $861,669; internal revenue, $260,637, and miscellaneous, $92,425, a total of $1,214,732. The disbursements, including $1,409,000 for pensions, were $1,699,000, an excess of expenditures over receipts of $484,267. The receipts for the fiscal year to date have been $185,282,132, and expenditures $230,231,380, an excess of expenditures over receipts of $44,949,256.

The net assets of the Treasury at the close of business to-day, as officially computed, compare with those of yesterday as follows:

	Feb. 4.	Feb. 3.
Gold coin and bullion	$144,851,945	$145,037,397
Silver dollars and bullion	18,596,240	18,775,640
United States not