FINANCIAL AND COMMERCIAL.

New York Stock Exchange—Sales April 5.

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

3 U S 4s, c, 1907	112⅝@112⅝

CLOSING PRICES OF UNITED STATES BONDS.

	Bid.	Asked.		Bid.	Asked.
Un St 2s, r, at pl of O.	96⅛	—	Un St 5s, c, 1904	114	114½
Un St 4s, r, 1907	111	111½	Un St 5s, c, 1904	114	114½
Un St 4s, c, 1907	112⅝	112⅞	Un St 6s, r, 1898	103⅝	104¼
Un St 4s, r, 1925	123¾	124¼	Un St 6s, r, 1899	106⅝	—
Un St 4s, c, 1925	123¾	124¼			

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

17 Atch adj 4s	44⅝	2 N J Midland 1st	116½		
5	44¾	1 N Y & S 1st r 5s	102¼		
17 Atch gnl 4s	80⅝	5 N Y & Sus gnl	71		
20	80⅝	1 N J Cen gnl 5s, r	109¼		
5	80⅝	5 N Y Cent 1st, c	121		
1 Am S M 6s	77	5 N Y, C & St L 4s	103¾		
1 Am Tob scrip	73	20	103½		
4 Ann Arbor 4s	78¾	5	103¾		
6	78½	1 N W s f 5s, r	106		
10 Ass & N W 1st	85¼	5 N W gold, c	119¾		
1 B'way & 7th Av con 5s	119	1 N W s f deb 5s, 1933	113		
1 Buff & Pit gnl 5s	96¾	5 N Y, O & W con 5s	109¼		
15 Buff & E, new	103¾	3 O & Miss cn s f	104¼		
5 Brook R T 5s	76½	1 Ore S L 6s, r	115½		
1 Br W & W 5s	95	30 O S L, un cn, r	74½		
1	94	1 Ore Imp 1st, r	86		
2 Br El 1st	79¾	6	85½		
3 Brook El 2d	44	11 Pac of Mo 2d	100		
10 Brook Un G 5s	110¼	1 Penna 4½s	111		
6 Ch & O en 5s	111	6 P, C, C & St L 4½s, ser A	106⅞		
1 Ch & O gnl 4½s	73¼	4 P, C, C & St L 4½s, ser B	106⅞		
21	73½	4 P, S & L E 1st	100¼		
5 Ch & O, R & A 1st cn 4s	101¾	2 Rock Isl ex 5s	104¾		
2 C, B & Q cnv 5s	100¾	9 Read gnl 4s	80⅛		
1 C, B & Q 4s, I d	98	20	80¼		
1 Can So 1st	110½	22	80		
2 Ch & E Ill 1st	115	50 Read 1st pf inc	42		
4 Chic & Eastern Ill 5s	100	10 Read 2d pf inc	29		
3 Chic G L & C So 1st	96¼	1 Rio G W 1st	72½		
1 Ch & Erie 1st	111¾	6	72¾		
1 C Ga Ry 2d inc	9¼	3	72⅞		
5 Den & R G 1st	112½	6 So P of N M 1st	103¾		
10 Den & R G cn	88¼	8	103½		
4	88	3 St P & M, Mex 4s	92		
4 Dul, S S & Atl 5s	100	1 St P 7-10	132		
5 E prior bds	94⅝	5 St P 1st, C & P, W div, s 20	115¼		
10 E Tenn 5s	109	1 St P 1st, S W d	117½		
4 Ft Worth 1st	56⅞	10	118		
10 G, H & S A, M P 5s	90	2 St P 1st, S M d	118		
2 Iron Mt 1st	102⅝	6 St P 1st, L & D 5s, s 20	111⅝		
28	102¼	3 St L S W 1st	65½		
24	102⅝	2	65⅝		
6 Iron Mt 2d	103	10	64		
6	103⅛	5 St L S W 2d	21½		
2 Iron Mt 5s	71	2	20¼		
2 Ill Cen 4s, 1953	100¾	2	21		
4 Iowa Cent 1st	92	2 Stan R & T 6s	67¼		
11 Kan & Tex 4s	83	2	67½		
4	83⅛	1 St P & Dul 2d	102		
5 Kan & Tex 2ds	56¾	5 So R'way 5s	89		
1	57	10	89¼		
6 L Av & P F 1st	116	1	89⅛		
1 L E & W 2d	101½	4	89		
5 Lake Sh 2d, r	123⅝	10 Tex & Pac 2d 1m	19¼		
2 Lou & N, O & M div 1st	120¼	1 Third Av 5s	122		
1 L Na & Chem 1st	83⅞	2 T R R A of St L cn 5s	106¼		
5 Mor & Es cn	144	11 Union El 1st	79¼		
1 Mor & Es 1st	144	1 U P, D & G 1st	33		
2 Mob & O 1st N	119	1 Wab 1st	105⅛		
5 Mich Cent 7s	118	9	105		
10 Mil & L S 1st	134	1 Wab 2d	64		
1 Mutual Un 6s	112	5 West Un col 5s	107⅞		
10 Nor Pac 1st, r	116	2 West Sh 4s	107½		
18 Nor P prior 4s	86⅝	1 West Sh 4s, r	106¼		
21	86¾	6 W N Y & Pa gnl	48		
5	86⅝	2 Wis Cen 1st, s r	34		
17 N P prior 4s, r	85				
3 Nor Pac gnl 3s	53⅝				
10	53¾				

Total sales of railway bonds (par value), $747,000.

RAILROAD AND OTHER SHARES.

Sales.	Open-ing.	High-est.	Low-est.	Closing-Bid.	Closing-Asked.
130 Ad's Ex	148½	148½	148½	148	150
10614 Am S R	111⅛	111½	110⅞	110⅝	110⅞
126 Am S B	102¼	102¼	102¼	101⅞	102¼
1000 Am S M	12⅞	12⅞	12½	12½	12⅝
840 Am S M p	32	32½	32	31½	32⅝
50 Am Cabl	88	88	88	87	89
2702 Am Tob	74⅝	74⅝	73⅛	73¼	74
100 A Tob pf	106	106	106	106	108
10 Am Ex	112½	112½	112½	111	113
100 Am Coil	10⅞	10⅞	10⅞	10⅞	12
1185 Atch, T & S Fe	10⅝	10⅝	10⅝	10⅝	10½
2680 Atch, T & S Fe p	20	20⅝	19⅝	19⅝	19¾
100 A Arb pf	25½	25½	25½	24⅝	25½
350 Balt & O	13¾	13¾	13¾	13¼	13½
200 Bay St G	9½	9½	9½	9½	10
100 Can Pac	48½	48½	48½	47½	48½
337 Ches & O	16⅝	16⅝	16⅝	16½	16⅝
4310 Chic Gas	78½	79	78¼	78½	78⅝
650 C, C, C & St L	30	30¼	29⅞	29	29⅝
5 C, C, C & St L p	76	76	76	76	80
1475 C & N W	104¾	105¼	104	104	104⅛
16484 C, B & Q	71⅞	72	70⅛	70⅛	70⅝
16325 C, Mil & St P	73	73⅛	72⅛	72⅛	72⅝
2515 C, R I & P	62½	62¾	62	61⅞	62⅛
10 Con Gas	156	156	156	155	157
7935 D & Hud	103	103⅞	101⅛	102⅛	102⅝
400 D, L & W	152	152	151	150¼	151½
100 D & R G pf	39	39	39	38¼	39
100 D M & Pd	7⅞	7⅞	7⅞	7⅞	8
100 Erie 1st p	29½	29½	29½	29¼	30¼
4 Edi El	108	108	108	106¼	108
600 Gen Elec	31¾	31¾	31¼	31¼	31½
85 Ill Cent	94	94	92	92	94
5125 Lou & N	45⅝	46¼	45⅛	45⅝	45⅞
1430 Man Con	83⅛	83⅝	83¼	83⅛	84
100 M & St L	18	18	18	17	18
15 M & St L 1st p	76	76	76	76	78
565 Mo Pac	15⅛	15⅛	15	15	15¼
910 M, K & T p	27¼	27¼	27¼	27	27⅝
36881 N J Cent	78⅛	80⅝	76¼	77¼	77⅞
5845 N Y Cent	100¼	100⅝	99⅝	99¼	99⅝
120 Nat Lead p	92	92	92	91	92
100 Nor Am	4¼	4¼	4¼	4	4¼
200 N Y, S & W	7⅝	7⅝	7⅛	7	7½
20 N Y, S & W pf	23⅛	23⅛	23⅛	22½	23⅛
50 Nor Pac	12⅞	12⅞	12⅞	12¼	12⅞
3281 N Pac p	36	36⅝	35⅝	35⅝	35⅞
100 Ont & W	13⅝	13⅝	13⅝	13⅝	13⅝
50 Ont'l, w i	11¼	11¼	11¼	11	11½
400 Pac Mail	26⅝	27¼	26⅝	26⅝	27
6394 Phil & R	21¼	21⅝	20⅝	20⅝	20⅞
1354 Phil & R p, w i	42	42⅝	41⅝	41⅛	41⅝
1010 Phil & R p, w i	26	26¼	25⅝	25⅝	25⅝
8 Phil Pal	159	159	159	157	159½
800 Rich L & S	37	38¼	37⅛	37⅛	38⅛
100 Rich L & S pf	13⅝	13⅝	13⅝	13	13½
25 Rich L S W	3	3	3	2¾	3
435 Rich S Wp	6	6¼	6	5⅞	6¼
4399 St P & O	58⅝	59⅝	58¼	58¼	58⅝
900 Stan R & T	6⅝	6⅝	6⅝	6⅛	6⅝
100 So Pac	15	15	15	14½	15
100 So Rwy	8⅛	8⅛	8⅛	8	8⅝
471 So Ry p	25⅝	26	25⅝	25⅝	26
310 Stand Oil	1.65	1.65	1.65	—	—
1100 T C & I	25⅝	25⅝	25⅝	25	25¼
140 U P, D & G	1⅛	1⅛	1⅛	1⅛	1⅛
200 U S Ex	39⅛	40	39⅛	39	40
5660 U S L p	55	55⅝	54⅝	55	55⅝
700 Wab p	13	13	12⅝	12⅝	12⅝
1920 W U Tel	79⅝	80¼	79½	79⅞	80

Total sales, 143,118 shares.

BOSTON CLOSING QUOTATIONS.

	Bid.	Asked.		Bid.	Asked.
Am S & M	—	212½	Domin'n C	8¼	—
Bos & Me	160½	—	Am Bell Tel	216	218½
Chic J com	102¾	103	Gen Elec p	73	75
Chic J pf	106	106½	Bos & Mon	120	120¼
Fitchburg p	92	92½	Cal & Hecla	—	375
Rex Con 4s	66¼	67	Osceola	—	30
Old Colony	178¼	179	Quincy M	107	110
W E R com	71½	72¼	Tam Min	119	120

PHILADELPHIA CLOSING QUOTATIONS.

	Bid.	Asked.		Bid.	Asked.
Leigh Val	23½	23¾	U G Imp Co	72	72½
L C & N Co	38¼	—	W G L Co	39½	40¼
Penn R R	52¾	52⅞	El S B com	22½	23
C P R of I	17	19	El S B pf	24	25
Phila Trac	70⅛	70⅝	PH, L & Pc	14¼	14⅝
Union Trac	11	—	PH, L & Pp	33	33¼
E & P C	71¼	71½	Weis C com	13	14
Nat Trac	104	105	Weis C pf	58	60
C Tr'n'g'n	26	28¾	W N Y & P	2¼	2½
O E N'g'n	89⅝	89⅞	Salt Trac	19⅞	20

CHICAGO CLOSING QUOTATIONS.

	Bid.	Asked.		Bid.	Asked.
Am Str'bd	25	—	L Str "L" ctfs	12¼	12½
Canal & D	62¼	—	N Y Biscuit	45	45½
City R'way	220	226	*N Ch St Ry	222½	230
Diam'd M	144	144¾	W Ch St Ry	103¼	103½
Lake S "L"	14¾	15			

*Ex dividend.

LATEST LONDON QUOTATIONS.

Atchison, a s p	10⅝	Norfolk & W pf, n	26½
Canadian Pacific	49½	Northern Pacific pf	37
Chesapeake & Ohio	17	Ontario & West	14
Erie con, a s p	13½	Pennsylvania	53⅝
Erie 1st pf	30½	Reading, 1st a p	10¾
Illinois Central	94½	St Paul	75
Kansas & Texas	11⅞	South Railway	8⅝
Lake Shore	169	South Railway pf	27
Louisville & Nash	47	Union Pacific	5⅞
New York Central	102¼	Wabash pf	13⅝

MONDAY, April 5.

Two elements of uncertainty affecting stock values were removed to-day. The quarterly dividend on Jersey Central, concerning which there has been a good deal of conjecture, was declared, and the Supreme Court of the United States announced that it would not hear the case of the Government against the Joint Traffic Association, on appeal, until Oct. 18. The reduction of ¼ of 1 ⅌ cent. in the Jersey Central dividend was preceded by a decline of nearly 3 points in the price of the stock. A part of this had been recovered when the dividend was announced, and after that event the stock made a maximum advance of 4½ points from the lowest. The improvement, however, was not maintained, and the stock closed 1⅜ ⅌ cent. lower than on Saturday. Judging from the fluctuations, it looked as if the short interest had made a sharp drive for the purpose of recovering stock in case the action of the company's management should be favorably construed, had been forced to cover, to an extent, after the dividend had been announced, and subsequently the selling movement was renewed. There was apparently a speculative contest in the stock the greater part of the day.

The Street seemed to attach a good deal of importance to the decision of the Supreme Court to defer a hearing in the Joint Traffic case until next fall. It is reported from Washington that the court has really advanced the case in deciding to hear it at that time. Pending a decision on the appeal, the Joint Traffic Association will, it is understood, maintain that it is entitled to continue in existence under the decision in its favor by the Appellate Court. So far as the Western roads are concerned, and for that matter all companies not members of the Joint Traffic Association, no evidence has yet come to hand of their intention to needlessly diminish their traffic returns because of the Trans-Missouri decision. The improvement in gross earnings for March as compared with a year ago, printed further on in this column, furnishes some basis for the belief that approach is being made to the time when the business of the railroads will preclude any possibility of disastrous rate cutting. The professional element in the stock market does not care about the future, but is seeking immediate results, and it found in to-day's ruling of the Supreme Court ample pretext for selling the Granger stocks, particularly Chicago, Burlington and Quincy, with the result of lowering the price of that stock 1½ ⅌ cent. These were the only noteworthy movements, and they influenced the remainder of the list fractionally. The only exceptions were a few comparatively inactive stocks. Outside of Jersey Central and the Granger shares the dealings were almost nominal. Even Sugar Refining was dealt in to the extent of barely 10,000 shares. The closing was heavy at about the lowest prices.

Final sales compare with those of Saturday as follows:

	April 3.	April 5.		April 3.	April 5.
A, T & S Fe	10⅝	10⅝	N Pac pf	36¼	35¾
A, T & S Fe p	20½	19⅝	N Y Cent	100⅝	99¾
Am S Ref	111⅛	110⅝	N J Cent	79⅛	77⅞
Am Tob	74	73½	Omaha com	59⅛	58¼
Am Sp M	12¾	12½	Ont & W	13¾	13¾
Am Sp M p	32¼	32	Pac Mail	27⅛	26¾
C, C, C & St L	29⅞	29⅞	Rock Island	62⅞	62
C, B & Q	71⅞	70⅝	Reading	21	20⅞
Ches & O	16½	16¾	St P com	73⅛	72¼
Chic Gas	78⅝	78¼	So R'way	8⅛	8⅛
Del & Hud	102⅝	102¾	So R'way p	26¼	25⅝
Gen Elec	31¾	31½	St L S W p	6¾	6
Kan & T pf	27⅝	27¼	Stand R & T	6⅛	6⅝
Lou & Nash	45⅞	45½	T C, I & R	25⅛	25¼
Manh Con	83¾	83¾	U S Leath p	55	55⅛
Mo Pacific	15⅝	15¼	Wabash pf	13	12¾
N W com	105	104	W Un Tel	80	79⅞

Government bonds easier. The 4s of 1925 closed ⅛ ⅌ cent. lower bid. Railway bonds dull. The features were Ann Arbor 4s, Chesapeake and Ohio general 4½s, Denver and Rio Grande Consol 4s, St. Louis Southwestern 1sts, Texas Pacific 2ds, Reading 1st preference incomes, Jackson and Northern Pacific issues. The more important net declines were in Atchison adj. 4s, ⅜ ⅌ cent., to 44¼; Ann Arbor 4s, ½, to 78½; Denver and Rio Grande Consol 4s, ½, to 88; Northern Pacific 1sts, r, ½, to 116, and general 2s, ¼, to 53⅝, and Texas Pacific 2ds, ⅜ ⅌ cent., to 19¼. The noteworthy advances were in Chesapeake and Ohio general 4½s, ⅜ ⅌ cent., to 73½; Reading 1st preference incomes, 3, to 42, and St. Louis Southwestern 1sts, ¾ ⅌ cent., to 66.

In bank stocks 10 shares of Bank of Commerce sold at 206, 6 shares of Fourth at 178½, and 10 shares of Shoe and Leather at 90.

Commercial price of bar silver in New York, 61¾c. Bar silver in London closed at 28⅝c. Mexican silver dollars were quoted at 48⅛@49½c. Exports to Europe to-morrow, 225,000 ounces.

Money on call, 1½@1¾ ⅌ cent. Time money is quoted as follows: Sixty days, 2 ⅌ cent.; ninety days, 2½ ⅌ cent.; six months, 3 ⅌ cent.; and balance of the year, 3½ ⅌ cent. on good mixed Stock Exchange collateral. Commercial paper quiet. Prime indorsed bills receivable are quoted at 3½@3¾ ⅌ cent., choice and prime single names at 3¾@4 ⅌ cent., and good names at 4@5 ⅌ cent.

Sterling exchange opened steady, but closed a little weaker, particularly for short, on the ease in discount in the open market at London. A very moderate business was transacted. Continental exchange was dull. Posted asking rates for sterling, $4.86½ for long bills and $4.88 for demand. Actual rates are: Long bills, $4.85¾; sight drafts, $4.87, and cable transfers, $4.87¼. Francs are quoted at 5.18⅛@5.17½ for long and 5.21¼ for short; reichsmarks, 95⅝@95⅛ for long and 95⅞@95¾ for short; guilders, 40 1-16@40⅛ for long and 40¼@40 5-16 for short.

Domestic exchange on New York: Boston—par and 5 cents discount. Charleston—Buying, par; selling, ⅛ premium. Savannah—Buying, 1-16 off; selling, par. New Orleans—Bank, $1 premium; commercial, 25 cents discount. San Francisco—Sight, 20 cents premium; telegraph, 25 cents premium. St. Louis—40@75 cents premium. Chicago—25 cents premium. Cincinnati—Between banks, 40 cents discount; over counter, par.

The all-rail east-bound shipments of dead freight from Chicago last week were 62,824 tons, against 77,061 tons the previous week and 82,694 tons the corresponding week of the previous year.

The Central Railroad Company of New Jersey has declared a quarterly dividend of 1 ⅌ cent., payable May 1.

The Laclede Gas Light Company reports net earnings for March of $73,218, an increase of $11,490 as compared with the same month last year. For the three months ending March 31 the net earnings were $225,112, an increase of $14,689 as compared with the corresponding period last year.

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

	1897.	Changes.	
B. and O. Southwestern	$517,966	Dec.	$12,671
Buffalo, Roch. & Pittsburg	244,410	Inc.	13,804
Chesapeake and Ohio	1,635,886	Inc.	222,186
Chicago & Eastern Illinois	326,935	Dec.	15,716
Canadian Pacific	1,509,000	Inc.	18,000
Central of Georgia	395,528	Dec.	27,542
Col., Hocking Valley & Tol.	188,990	Dec.	20,767
Denver and Rio Grande	514,000	Dec.	25,100
Elgin, Joliet and Eastern	100,154	Dec.	34,041
International & G't North'n	287,376	Inc.	60,500
Iowa Central	132,502	Dec.	39,669
Louisville and Nashville	1,681,735	Inc.	100,905
Lake Erie and Western	269,644	Inc.	6,748
Louisville, Evans. & St. L.	119,975	Dec.	2,279
Michigan Central	1,183,212	Inc.	818,409
Mexican National	506,880	Inc.	107,436
Minneapolis and St. Louis	102,481	Inc.	55
Mobile and Ohio	318,908	Inc.	30,579
N. Y., Ontario & Western	297,764	Inc.	41,755
Ohio River	78,208	Dec.	2,898
Peoria, Decatur & Evans.	72,577	Inc.	384
Philadelphia and Western	201,612	Dec.	18,649
Rio Grande Southern	27,173	Dec.	5,791
St. Joseph & Grand Island	85,553	Inc.	37,948
St. Louis Southwestern	340,260	Dec.	21,100
Toledo and Ohio Central	138,729	Dec.	13,977
Wabash	936,436	Dec.	65,924
Wheeling and Lake Erie	79,018	Dec.	17,254
Wisconsin Central	841,994	Inc.	8,145

The Union Pacific, Denver, and Gulf Railroad reports gross earnings for February of $235,385, an increase of $28,618 as compared with the same month of last year, and net $73,726, an increase of $44,236. For the two months ending Feb. 28 the gross earnings were $483,632, an increase of $36,482 as compared with the corresponding period of last year, and net $154,529, an increase of $65,759.

The Panama Railroad Company reports for the year ended Dec. 31:

	1896.	1895.	Changes.	
Gr. earnings	$2,271,141	$2,440,043	Dec.	$168,902
Op. expenses	1,235,838	1,887,180	Dec.	651,342
Net earn'gs	$1,035,303	$552,863	Inc.	$482,440
Fixed ch'ges	482,619	489,919	Dec.	800
Surplus	$553,684	$62,944	Inc.	$483,240

The report of the Twin City Rapid Transit Company for the year ended Dec. 31 shows:

	1896.	1895.	Changes.	
Gr. earnings	$2,059,217	$1,988,803	Inc.	$70,414
Op. expenses	995,158	979,485	Inc.	15,673
Net earnings	$1,064,059	$1,009,318	Inc.	$54,741
All charges	764,061	750,839	Inc.	13,222
Surplus	$299,998	$258,479	Inc.	$41,519

A representative of the receivers of the Baltimore and Ohio Railroad Company says: "It is not true that the receivers will ask for an additional issue of receivers' certificates. No such action has even been contemplated. The receivers have expended for the year to Feb. 1 about $7,000,000 for improvements and for equipment. This sum came partly from receivers' certificates and partly from the earnings. Since Feb. 1 the receivers have purchased 58,000 tons of steel rails at a cost of about $1,200,000, and 2,500 cars, costing about $1,250,000. The rails have been or will be paid for out of the company's earnings, and the cars will be provided for on the car trust certificate plan. Some 5,000 tons of the new rails will be used on the Baltimore and Ohio Southwestern, 3,000 tons on the Pittsburg and Western and the rest on the Baltimore and Ohio proper. It is not likely that the company will need any further large amount of money for some time to come; at least nothing more than the company's earnings will supply. The policy of the receivers has been and continues to be to put the road in first-class physical condition that it can handle economically its legitimate business."

The statement of the General Electric Company, as filed with the Commissioners of Corporations of Massachusetts as of March 1, shows: Assets—Buildings, $444,437; cash and debts receivable, $10,176,755; manufactured and merchandise, $3,988,757; patent rights, $8,000,000; debentures in treasury, $512,132; miscellaneous, $11,787,682; profit and loss deficit, $12,697,685; total assets, $47,607,448. Liabilities—Capital stock, $34,712,000; debts and reserve, $12,895,448; total, $47,607,448.

The receipts of the Government to-day were: Customs, $682,170; internal revenue, $805,074, and miscellaneous, $35,665, a total of $1,522,909. The disbursements were $1,499,000, an excess of receipts over expenditures of $23,909. The receipts of the fiscal year to date have been $250,072,568, and expenditures $286,253,332, an excess of expenditures over receipts of $36,180,764.

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

	April 3.	April 5.
Gold coin and bullion	$151,705,216	$151,782,085
Silver dollars and bullion	19,475,156	19,531,827
United States notes	26,105,850	26,074,649
Other assets in excess of demand liabilities	26,706,061	27,701,279
Available cash balance, including gold balance	$224,142,013	$225,089,839

Money in London, 1 ⅌ cent. Rates of discount in open market for both short and three months' bills, 1⅛ ⅌ cent. Amount of bullion arrived into the Bank of England on balance to-day £20,000. Paris advices quote 3 ⅌ cents at 102 francs 65 centimes. Exchange on London, 25 francs 14 centimes.

Maitland, Coppell & Co. announce that owners of over $1,000,000 first mortgage bonds of 1926 of the Wheeling and Lake Erie Railway Company have already deposited their holdings under the recent invitation looking to the protection of the bondholders' interest.

Electric Stock Quotations.

BOSTON, April 5.—The closing quotations of electric stocks to-day were:

	Bid.	Asked.
Edison Electric Illuminating	148	150
General Electric	31¼	31¾
General Electric pf	73	75
Lamson Consolidated Store Service	21	21½
Westinghouse Electric	—	24
Westinghouse Electric pf	50	51
Fort Wayne Electric	⅛	1
Fort Wayne Electric (series A)	2	3½
Thomson-Houston (series C)	3	—
Thomson-Houston (series D)	3½	4

COMMERCIAL COMPEND.

MONDAY, April 5.—GRAIN—Wheat—Spot was easier and quiet. Sales 20,000 bush. for export. Of No. 1 Northern spring New York 8,000 at 80¼c. free on board, and 12,000 do. Duluth on private terms. Free on board afloat: No. 2 red, 80¾c.; No. 1 Northern spring New York, 80½c.; No. 1 Northern spring Duluth, 81¾c. Duluth received to-day 106,085 bush., against 103,829 last year; Minneapolis, 141,340, against 160,380; Chicago, 8,744, against 6,949; Milwaukee, 26,000, against 11,050; St. Louis, 21,000, against 29,716; Toledo, 8,925, against 2,101; Detroit, 3,567, against 5,692 last year. Futures declined 1c. to 1⅜c. Future sales 3,065,000 bush., as follows:

	Opening.	Highest.	Lowest.	Closing.	Sat.
May	76⅛	76¼	75½	75⅝	77⅝
July	74⅝	75⅛	74⅛	74⅞	76⅛
Sept	72⅞	73⅛	72½	72⅞	73⅝

Barley was firm. New feeding, 26c. cost and freight to Buffalo; malting, 35@42c. as to quality. Rye was easier. State, 39@40c.; No. 2 Western, 35c. cost and freight to Buffalo. Corn—Spot was easier; sales 62,000 bush., including 40,000 No. 2 mixed at 31c., and 16,000 at 31¼c., free on board afloat for export; No. 2 mixed, 29½c. in elevator; No. 3 do., 3,000 at 29c.; No. 2 do., 3,000 at 30½c., delivered; steamer yellow, 29½c.; steamer, 29½c. Futures declined ¼c. to ½c. Future sales 155,000 bush., as follows:

	Opening.	Highest.	Lowest.	Closing.	Sat.
April	—	—	—	29¾	30¼
May	29¾	29¾	29¾	29¾	30¼
July	31¼	31⅜	31¼	31⅜	31⅞
September	32⅝	32⅝	32⅝	32⅝	32⅞

Oats—Spot was strong. Sales 35,000 bush. None for export. No. 2 white, 24½c.; No. 3 do., 3,000 at 23c.; No. 2 white, clipped, 25½c.; No. 3 do., 24c.; No. 2 mixed, 22½c.; No. 3 do., 21¼c.; rejected mixed, 21c.; rejected white, 22c.; No. 2 mixed, delivered, 23½c.; track mixed, 21@24c.; track white, 32,000 at 23@30c. Futures declined ¼c. Future sales 5,000 bush., as follows:

	Opening.	Highest.	Lowest.	Closing.	Sat. Night.
May	—	—	—	21⅝	22
July	22⅛	22⅛	22⅛	22⅛	22¼

The visible supply is as follows:

	April 3, '97.	Week's Changes.		April 4, '96.
Wheat, bu	58,612,000	Dec.	411,000	60,332,000
Corn, bu	25,518,000	Dec.	166,000	16,989,000
Oats, bu	13,796,000	Dec.	180,000	9,020,000
Rye, bu	3,652,000	Dec.	53,000	1,523,000
Barley, bu	2,812,000	Dec.	353,000	1,140,000

The New York stock is given below:

	April 3, '97.	Week's Changes.		April 4, '96.
Wheat, bu	1,735,512	Dec.	317,328	1,374,461
Corn, bu	3,997,480	Dec.	288,880	197,800
Oats, bu	1,804,878	Dec.	38,906	1,353,625
Rye, bu	234,448	Dec.	17,938	20,070
Barley, bu	180,689	Dec.	129,034	62,509

The news in wheat to-day was in the main of a bearish character, and prices declined, closing at near the lowest figures of the day. There was a slight rally before the close on covering of shorts, but the last prices showed a net loss for the day. The Liverpool cables were lower, the crop news was generally favorable, local longs liquidated, the world's shipments were larger, and the quantity on passage showed an increase. The Ohio State report, giving the condition of winter wheat at 85c., against 86c. a year ago, was also a bearish factor. Liverpool declined ¾d. to 1½d. Berlin declined ⅜c. Paris declined ¼c. after an advance at the opening. The world's shipments last week were 4,544,645 bales, against 3,725,419 in the previous week, and 4,245,927 in the same week last year. The visible supply decreased 41,000 bush. The quantity on passage increased 480,000 bush. The English visible decreased 717,500 bush. The New York stock decreased 317,300 bush. The Northwestern receipts were 240 cars, against 944 last week and 376 last year. Corn declined with wheat. The visible supply increased 166,000 bush. The world's shipments last week were 5,386,127 bush., against 6,143,287 in the previous week and 2,408,000 last year. Chicago received 195 cars and expects 190 to-morrow. Oats were also lower. The visible supply decreased 180,000 bush. Chicago received 203 cars; the receipts here are now estimated at 250 cars. Chicago, April 5.—The heavy feeling with which our market closed Saturday further asserted itself at the opening this morning, on a decline in Liverpool of 1½d. more favorable crop reports as published in the papers, an increase of passage of 480,000 bush., and larger world's wheat shipments. Initial transactions were at a decline of ¾@c. to ⅞c. per bush. below Saturday's final figures, which brought out considerable selling by holders. Shorts, however, seemed good buyers, which held prices steady during the greater portion of the session around opening prices. But there was very little vim to the market, with apparently little or no demand from bulls, who seem inclined now to wait till the liquidation has completed itself before taking any chances of buying, with the possibility of having to liquidate a second time. As a result the market is left in the hands of the bears and scalpers. The strong statistical position of wheat, with which every trader is acquainted, has been talked to death. The trade is now so familiar with it that it has lost its effect. The political situation is as uncertain as ever, perhaps more so, but it is being entirely ignored, and while a short time ago traders would not venture out over night with much of a short line, they now appear to have no fears. That something fresh is needed to bull the market seems quite evident. Crop reports will likely be the dominating influence for some time to come, and prices will probably move up and down according to the nature of these reports. At present the bears feel encouraged at the better showing the fields are making, and, flushed with success, may, perhaps, oversell the market, in which case anything of a bullish nature might cause a quick upturn. The large shipments out at the opening of navigation may have a strengthening effect on prices. Advices from Duluth state that they expect 4,000,000 bush. to be shipped. Clearances were large, 511,000. Cash sales a