FINANCIAL AND COMMERCIAL

The Outrage of Jay Gould's Election as a Director of the Union Pacific Railroad Almost Condoned.

A FRESH SENSATION IN ERIE.

An Active Stock Market, Governments Strong, Money Easy, Gold Quiet and Foreign Exchange Steady.

WALL STREET,
THURSDAY, March 12—6 P. M.

The election of Jay Gould as a director of the Union Pacific Railroad and the outspoken expression of opinion on behalf of the people contained in this column this morning produced a profound sensation on the street to-day. It is very evident, however, that the feeling that has grown out of this result is one of smothered indignation, and not of the character of a bold, fearless opposition. It was admitted that the baleful shadow which for so long shed its sombre, terrifying gloom over the Erie Railroad; which stood between the toiling widow and the income she expected from her railroad shares, far worse in England than here; which for one eventful night encircled the Grand Opera House of this city with the palpable presence of a great danger, had at last enveloped the people's trans-continental highway, had perhaps wrested the Union Pacific Railway from the purposes of legitimate traffic and made it a plaything for stockjobbers; but there was no help for it. So much for

ONE SINGLE DAY'S WORK IN THAT GRAND OLD COMMONWEALTH

revered beyond all others for stern watchfulness of the people's rights, even while the ashes of its latest great departed were yet warm with the lingering instinct of life, and the author, exemplar and martyr of the party which now rules the nation, founded by him on the moral sense of the people, was yet before the judgment seat of heaven. It was a great wrong perpetrated, and the greater that so few there are who dare boldly question it. There are too many interests involved, and this daring arch-conspirator of Erie knew their antagonisms too well to be fearful of the results of his intrigue. He has been successful, and those whom he defeated dread his *væ victis*. A terrorism seems to possess them in the presence of this man's name, as though he were another Hannibal, and they almost tremble at the danger of incurring his enmity. Another class are only too glad to welcome him back to the arena as

ONE WHO HAS THE POWER TO CONTROL THE SPORT.

Knowing his habits and instincts they anticipate lively times in Union Pacific stock and advancing prices, which anticipation was reflected in the dealings in the stock to-day. To this class it is no matter whether a stock goes up or down—whether the road it represents be well or ill administered. Movement is all they want, and this movement the new director is likely to give them. He kept Erie pretty lively in his time, and so he is likely to do with Union Pacific. In the meantime those interested in the bonds of this road are anxious to create the impression that the calamity is less than it really is, and would have the world believe that Jay Gould has been recently converted, and means to mend his ways. This, it is hoped, will give assurance to the foreign bondholders that their interests are safe in his hands, and they will be the more likely to believe it from the reports published daily of the doings of praying bands throughout the country, which will lead them to the conclusion that this great American country is in the midst of a great religious revival, which has reached even the ex-President of the Erie Railroad. Then when the famished English stockholders remember

HIS RECENT GREAT ACT OF RESTITUTION,

what visions may they not have of hitherto unpaid dividends flowing into their empty pockets through the conscientiousness of this man, whom the American people in his new born zeal so delighted to honor. Then, too, can the publishers of that excellent series of moral stories known as "Claude Melnotte's Adventures," add another to the long catalogue of their yellow covered library in "Jay Gould; or, The Hero of the Modern Highway. His Life and Experiences, the last especially, in Religion." There is talk on the street of an effort to set aside this election, but it does not seem to amount to anything, and in the dulness which now prevails in regard to everything it is not probable much will be done. Consolation is drawn from the fact that, with the government directors, Gould will be in such a minority as to be harmless. To which we can only answer, by way of caution, don't underrate Mr. Gould's peculiar abilities. As if in sympathy with its former chief, who had just resuscitated himself into respectable association,

ERIE FURNISHED A SENSATION TO-DAY

in the announcement that a committee had been appointed at a meeting of the directors this morning to examine the books of the Erie Railway Company since the time of General Dix's administration, such committee to be composed of Messrs. Courtland Parker, John Taylor Johnston, Frederick Schuchardt, George H. Brown and Herman R. Baltzer. This action grew out of the resignation of Auditor Dunan, who, it is stated, has been hawking around newspaper offices recently a statement, claimed to be correct, of the financial condition of the Erie Railroad, such exhibit being exceedingly damaging. The following is the official report of the proceedings of the meeting:—

At a specially called meeting of the Board of Directors of the Erie Railway Company, held in the city of New York, March 12, 1874, present Messrs. Robinson, Brown, Baltzer, Barlow, Duncan, Johnston, Ramsdell and Schuchardt, the following preamble and resolutions, on motion of Mr. Duncan, duly seconded by Mr. Johnston, were adopted:—

Whereas it is reported to this Board by the Hon. Lucius Robinson, acting President, that S. H. Dunan, late Auditor of this company, did, at the time of tendering his resignation as Auditor, on the morning of the 11th inst., make certain statements in regard to the past policy of this company, and especially with reference to its accounts, by which such policy and the method of keeping the said accounts are attacked; and whereas statements injurious to the credit of this company of the same general character as those suggested by said Dunan, simultaneously with his resignation, have been circulated for ten days past by persons whose avowed purpose was to depreciate the market value of the stock of this company and to prevent the successful negotiation of the company's bonds now consummated by the President in London; therefore

Resolved, That Messrs. Cortlandt Parker, Frederick Schuchardt, John Taylor Jonnson, George H. Brown and Hermann R. Baltzer, be and they are hereby appointed a committee of this Board, to examine and report forthwith as to the total amount of the floating debt of this company, and that their report as to the same be published; and also to examine and report upon all the accounts of the company, from the date of its reorganization under General Dix to the present time, and to fully investigate the statements of said Dunan or of any other persons who may present themselves to the said committee as to said accounts; and that said committee be requested to report their conclusions thereon as speedily as possible.

Resolved, That the Directors of this company, now present, do hereby reassert to the stockholders of the Erie Railway and to the public their unlimited confidence in the integrity and ability of the President of this company, the Hon. Peter H. Watson, whose openly avowed policy is again attacked in his absence by a subordinate through charges which have already been investigated by a legislative committee, and freely discussed in the public prints for more than a year past, and which are revived for no good or proper purpose.

STOCKS WERE MORE ACTIVE

to-day, the interval of postponement of Congressional action upon the financial question, induced by the condition of mourning into which the nation has been so suddenly plunged, together with the growing expectation of inflation, prompting an effort for a short turn. A statement appeared on the street to the effect that Mr. Richardson had stated as his opinion that Mr. Dawes would be Mr. Sumner's successor, in which case Mr. Kelley would succeed Mr. Dawes in the chairmanship of the Committee of Ways and Means. Without stopping to question the good taste or propriety of the early expression of administration preferences or dictation to Massachusetts what she is to do in the premises, call it what you will, the presumption gained from it was that if the combination succeeded, inflation would be the *rôle* of Congress. So the market went up, Western Union being particularly active and strong, Northwest and Lake Shore being leading features of the railway speculation. The course of the market will be better seen in the printed table of sales given below. Prices were firm up to near the close, when there was a reaction of ¼ to ¾ per cent. The following were the highest and lowest prices of stocks to-day:—

	Highest.	Lowest.
N. Y. C. and Hudson consolidated	105½	105
Lake Shore	80¾	79½
Rock Island	106¾	105⅞
Del., Lack. and Western	110¾	110½
Wabash	48½	47⅞
Western Union Telegraph	76¾	75¼
Northwestern	55⅝	53⅞
Northwestern preferred	73	72½
Milwaukee and St. Paul	44¼	43½
Panama	117	116¾
Pacific Mail	43¾	42¾
Erie	44½	42¾
Ohio and Mississippi	31⅞	31¼
Union Pacific	34½	33⅞
C., C. and I. C.	31	30⅞
Atlantic and Pacific preferred	18¾	18
Hannibal and St. Joseph	31⅞	31¼
United States Express	72	71¾

THE MONEY MARKET

continues easy at merely nominal rates—3 to 4 per cent.

GOLD RANGED

from 111⅞ to 112¾, closing at 112¼. The rates paid for carrying to-day ranged from 3¼ per cent to flat. The final rates were 2 per cent. The Sub-Treasury was closed to-day on account of the funeral of ex-President Fillmore. The day's business at the Gold Exchange Bank was:—

Gold cleared	$27,213,000
Gold balances	1,033,135
Currency balances	1,160,381

FOREIGN EXCHANGE

was quiet at 4.81½ a 4.82 for commercial, 4.83½ a 4.84 for bankers' sixty days' sterling, and 4.86½ a 4.87½ for demand. There was no packet to-day, and consequently the mail on Saturday, it is expected, will be a heavy one.

GOVERNMENTS WERE STRONG,

closing at the following figures:—United States sixes, currency, 116¾ a 116¾; do. do., 1881, registered, 119¼ a 119¾; do. do., do., coupons, 119¾ a 119⅞; do. five-twenties, 1862, registered, 116½ a 117; do. do., do., coupons, 117 a 117¼; do. do., 1864, registered, 119 a 119½; do. do., do., coupons, 119¼ a 119½; do. do., 1865, registered, 119 a 119½; do. do., do., coupons, 120 a 120¼; do. do., 1865, new, registered, 118¾ a 118¾; do. do., do., coupons, 118⅝ a 118⅞; do. do., 1867, registered, 118½ a 118¾; do. do., do., coupons, 119¼ a 119⅝; do. do., 1868, registered, 118¼ a 118¾; do. do., do., coupons, 119 a 119¼; do. ten-forties, registered, 113¾ a 114; do. do., coupons, 113¾ a 114; do. fives, 1881, registered, 114¼ a 114¾; do. do., do., coupons, 114⅞ a 114¾.

FOREIGN ADVICES

were received as follows. Market quiet and firm:—

	11:45 A. M.	1 P. M.	4:30 P. M.
Consols for money	92 a 92⅛	92 a 92⅛	92 a 92⅛
Consols for acc'nt	92⅛ a 92⅛	92⅛ a —	92⅛ a —
Five-twenties, '65, old	109⅛ a 109⅛	109⅛ a 109⅛	109⅛ a 109⅛
Five-twenties, '67	109 a 109⅛	109⅛ a —	109⅛ a —
Ten-forties	103⅛ a	103⅛ a 103⅛	103⅛ a —
New issues	104⅛ a 104⅞	104⅛ a 104⅞	104⅛ a 104⅞
Erie	40¾ a 40¾	40¾ a —	40¾ a 40¾
New York Central	96¾ a 97	97 a —	97 a —

London, 12:15 P. M.—The Bank of England rate of discount is unchanged, standing at 3½ per cent. 1 P. M.—To-day is ticket day, and to-morrow, fortnightly settling day in the London Stock Exchange. 3:30 P. M.—The bullion in the Bank of England decreased £179,000 during the past week. The proportion of bank reserve to liabilities, which was last week 47⅞, is now 47⅞ per cent. Erie, 40½ a 40¾; Illinois Central, 97, buyers. Paris.—The bullion in the Bank of France has increased 24,061,000 francs during the past week.

The following were the bids to-day on the regular call for

RAILWAY MORTGAGES:

	Bid.		Bid.
New York Cen 6's, '83	96	C. C. C & I 1st m 7's, s f	102
New York Cen 6's, '87	95	Han & St Jo land grant	96
New York Cen 6's, r e	91	Han & St Jo, 8's, conv.	79½
New York Cen 6's, sub.	91	Del, Lack & W 1st m	102⅝
New York Cen 7's, '76	102	Del, Lack & W 2d m	103
New York Cen 1st m, r	106	Del, Lack & W 7's con	108¾
New York Cen 1st m, c	106	Toledo & Wabash 2d m	89
Erie 1st m ex	102¼	Ill Western 1st m, '98	92½
Erie 2d m, 7's, '79	100	Great West 2d m, '93	83½
Erie 4th m 7's, '80	98¾	Quincy & Tol 1st m, '90	88
Long Dock Bonds	99¾	Galena & Chi 2d m	98
Buff, N Y & E 1st m, '77	89	Chi, Rock Island & Pac	105½
Hud R 7's, 2d m, s f, '85	104	Morris & Essex 1st m	106
Hud R 7's, 3d m, '75	102	N J Cen 1st m, new	106
Alb & Susq 1st bds	102	N J Central, general	101¾
Alb & Susq 2d bds	99	Pitts, Ft W & Chi 1st m	105
Mich Cen con 7's, 1902	98¼	Pitts, Ft W & Chi 2d m	101
Mich Cen 1st m, 8's, '82	108	Pitts, Ft W & Chi 3d m	96½
Mich South 7 p c, 2d m	100	Clev & Pitts 3d m	100
Mich So & N I s f 7 p c	104¾	Clev & Pitts 4th m	88½
Clev & Tol s f	102½	Chi & Alton sink fund	109
Clev, P & A old bds	103	Chi & Alton 1st m	103
Clev, P & A new bds	96¾	Ohio & Miss con s f	93½
Buff & Erie new bds	97	Ohio & Miss con	91
Lake Shore div bds	96¾	Ohio & Miss 2d m, con	80
Lake Shore con c bds	96¼	St Louis & I M 1st m	95
Lake Shore con r bds	96¼	St Louis & I M 2d m	83
Cen Pac gold bds	96	M & St P 1st, 7 3-10, PD	98
Western Pacific bonds	87	Mil & St P 1st, La C D	90¾
Union Pac 1st m bds	84½	Mil & St P 1st, I & M D	87
Union Pac l g 7's	82¾	Mil & St P 1st m, C & M	80¼
Union Pacific 10's, inc	75½	Chi & Mil 1st m	92¼
Bel & So Ill 1st m, 8's	94	Col, Chi & Ind 1st m	90½
Alton & T H 2d m, pref	86	Tol, Peoria & War, ED	75
Chi & N W s f	102¾	N J & N H 6's	101
Chi & N W exten bds	89	Bos, H & E 1st m	30
Chi & N W 1st m	102	Cedar F & Minn 1st m	75
Chi & N W cou g bds	87½	Bur, C R & M 1st, 7's, g	60

And as follows for

STATE SECURITIES.

	Bid.		Bid.
Tennessee 6's, old	91	South Carolina 6's, A&O	18½
Tennessee 6's, old, sx c	70	S C 6's, Fund act, 1866	16
Tennessee 6's, new	9 ¾	S C 6's, 1st lien, J & J	15
Tennessee 6's, new, x c	70½	Missouri 6's	94½
Tennessee 6's, new, n s	70¾	Missouri 6's, H & St J	92½
Tennessee 6's, new, old	32	Missouri 6's, Asy or Uni	91
Virginia 6's, con bds	50¾	Connecticut 6's	101
Virginia 6's, del bds	15¾	Rhode Island 6's	101
Georgia 7's, new	57½	Ark 7's, L R & Ft S	10
Georgia 7's, endorsed	77	Ark 7's, Ark Cen RR	15
N C 6's, old, J & J	28½	Kentucky 6's	100
N C 6's, old, A & O	28½	Indiana 5's	101
N C 6's, N C RR, J & J	35	New York b l, reg	106½
N C 6's, N C RR, A & O	35	New York b l, coupon	106½
N C 6's, 7 off, J & J	25	New York 6's, c l, 1871	110
N C 6's, 7 off, A & O	25	New York 6's, c l, 1873	110
N C 6's, Fund act, 1866	25½	New York 6's, c l, 1877	110
N C 6's, Fund act, 1868	25	New York 6's, c l, 1878	110
N C 6's, new bds, J & J	20	New York 5's, c l, 1875	103
South Carolina 6's	25	New York 6's, gold, 1887	112
South Carolina 6's, J&J	8½		

And as follows for

CITY BANK SHARES.

	Bid.		Bid.
New York	125	Irving	124
Manhattan	145	Nassau	101
Mercantile	117	Corn Exchange	115
Mechanics'	136	Continental	75
Union	136	Marine	145
City	265	Park	141
Mechanics & Traders'	115	N. Y. Nat. Exchange	85
Gallatin National	132	Central National	101
Merchants' Exchange	80	Fourth National	104½
State of New York	109	Ninth National	100
Commerce	117½	Gold Exchange	115
Mercantile	112	Bankers & Brokers' A	90
American Exchange	111	Germania	113
Bank of the Republic	106¾		

MEMORANDA.

The earnings of the Chicago, Milwaukee and St. Paul Railway for the first week in March are stated as follows:—

1874	$144,000
1873	100,273
Increase	$43,727

It was stated this morning on the street, on behalf of Mr. L. P. Morton, that the proceedings at the meeting of the Union Pacific Railroad yesterday were harmonious. Mr. Gould held a majority interest and the ticket was agreed upon between Mr. Oliver Ames and Mr. Gould. The officers elect are:—Sidney Dillon, President; Elisha Atkins, Vice President; E. H. Rollins, Treasurer.

SALES AT THE NEW YORK STOCK EXCHANGE.

Thursday, March 12—10 A. M., Before Call.

700 shs West Un Tel	75½	300 shs Chi & NW RR	55¼
500 do	75⅝	100 do	55⅛
400 do c	75⅝	400 Chi & NW RR pf	72½
800 do b3	75⅞	100 Erie RR	43⅝
1600 do	75¾	300 do	43¾
300 do s3	75⅞	100 do	43¾
600 do	75¾	200 do	43⅞
2200 do	75⅞	100 do	44
1000 do	75⅞	200 Mil & St P RR	43⅝
12 do	75	500 do s3	43⅝
500 do	75¼	200 do	43⅝
100 do b3	75⅞	100 do	43⅝
600 do	75⅞	200 do	43⅝
100 do	75⅞	100 do s3	43⅝
100 do b3	75⅞	200 do	43⅝
100 do	75⅞	100 do c	43⅝
100 Pac M SS Co	43	200 do	43⅝
200 do	42¾	2500 do	79¼
100 do b3	42¾	700 do c	79
200 do	42¾	200 Un Pac RR	34
500 N Y C & H R RR	105¼	1800 do	33⅞
1600 do	105⅛	1400 do	33⅝
329 do	105¼	5300 do	33⅝
100 do b3	105¼	200 do s3	33⅝
600 Chi & R I RR s3	106¼	100 do	33⅝
400 do	106	900 At & Pac RR pf	18
200 do s3	106⅞	500 do b3	18⅛
800 L S & M S RR	79½	200 do	18⅛
500 do	79½	400 do b3	18⅛
1200 do	79½	200 Tol & Wab RR	48
200 do s3	79½	200 do	48⅛
200 do s3	79½	500 do	48
700 do	79⅝	800 do	47⅞
200 do	79½	300 do	47⅞
800 do	79½	100 do b3	47⅞
900 do s3	79¼	1000 do	47⅞
400 do	79¼	200 do	47¾
800 do	79¼	200 do	47⅞
200 do s3	79⅝	300 do	48
200 do s3	79⅝	400 do	48⅛
200 do b5	79¾	500 do b3	48¼
300 do	79⅝	300 do	48⅛
600 Chi & NW RR	54⅛	200 do	48⅛
1000 do	54¼	300 Bos, H & E RR s3	13
1200 do	54⅛	100 do	13
2000 do	54	300 Han & St Jo RR	31¼
1500 do	53⅞	1000 Del, L & W RR	110⅛
2300 do	54	900 do	110⅛
300 do	54⅛	1100 Ohio & Miss RR	31½
400 do	54⅛	100 do s3	31¼
100 do	54⅛	200 do	31¼

1000 do	55	300 C, C & I C RR s3	30¾
400 do	55¼	1600 do	30¾
400 do	55¼	400 do	30¾
200 do	55¾		

10:15 and 11:30 A. M.

$1000 US 5-20, c, '65	119	$1000 US 5-20, c, '67	119¾
4000 US 5-20, c, '65	120	2000 do	119½
2000 US 5-20, c, '65 n	118⅝	500 US 5-20, c, '68	119¼
25000 do b c	118⅞	4000 do b c	119¼

First Board—10:30 A. M.

$10000 Ark 7's, is Cen R	17	3600 shs L S & M S RR	80¼
5000 Ark 7's, M, O & R R	17	600 do	80⅜
1000 N C 6's, old, A&O	25⅝	600 do c	80⅜
1000 N C 6's, n, A & O	20	500 do b60	80⅞
5000 NY Cen 6's, '83	96	200 Panama RR b c s3	117
3000 Erie 3d m	98	300 do	117
1000 Erie 4th m	98¾	50 do c	117
3000 Alb & Sus 2d m	99½	25 Han & St Jo RR b c	31¼
3000 Cen Pac gld bds	95	100 do	31⅛
1000 Un Pac RR 1st m	85	100 do	31⅛
6000 do	81¾	100 do b3	31⅛
1000 Un Pac 7's, g bds	82¾	200 Un Pac RR b c	33¾
5000 North Mo 1st m	85⅝	900 do	33⅞
5000 Mich Cen 7's, b c	98⅝	300 do	34
10000 C & NW c c gd bds	87½	200 do s3	33⅞
5000 N J Cen conv	101⅞	1100 do	34
10000 St L & I M 1st	86¼	1000 do	34⅛
11000 C, C & I C 1st	91	2300 do	34⅛
1000 C, C & I C 2d	67	700 do s3	34
20000 Bos, H & E 1st	30	2800 do	34⅛
5 shs Contin'l Bk	75	11 Clev & P. guar b c	87½
20 Fourth Nat Bk	105	100 Chi & NW RR b c, b3	55⅛
10 Bank of Repub	106¾	300 do	55⅛
15 do	106	600 do	55½
49 Del & H Can Co	116¼	100 do b5	55⅛
100 Pac M SS Co b c, b3	43	100 do c	55⅛
900 do	43¼	100 do	55⅛
400 do	43¼	600 do	55
200 do	43	300 do	54⅞
300 do b3	43¼	1200 do	55
200 do b3	43¼	200 do	54⅞
300 do c	43¼	800 do	55
225 US Ex Co	72	100 do b3	55⅛
100 do b c	71¾	700 do c	55⅛
160 do	72	200 do s3	55⅛
5 West Un Tel b c	75	100 Chi & NW RR pf b c	73
100 do b3	75⅛	100 do	72¾
800 do	75⅛	300 do	72¾
200 do b3	75⅛	100 Chi & R I RR b c	106
1700 do	75⅛	500 do	106¾
500 do b3	75⅛	200 do	106⅝
1500 do	75⅛	200 do	106¾
1700 do	75⅛	900 do	106⅝
100 do s3	75⅛	100 do	106¾
500 do	75⅛	200 do	106½
900 L S & M S RR	79½	400 do	106½
200 do	79½	200 Ohio & Miss RR b c	31⅜
700 do	79½	100 do	31⅜
500 do	79½	100 do	31⅜
1000 do	79½	100 do	31⅜
400 do b3	79½	200 do	31⅜
1300 do	79⅝	100 Mil & St P RR b c	43½
200 NYC & H R RR b c, s3	105½	500 do	43⅞
800 do	105½	100 do b3	44
100 do b3	105½	18 do	43¼
300 do c	105⅜	200 do	43⅞
200 do s3	105⅜	200 do	43⅞
100 do	105⅜	200 do	43⅞
100 do	105⅜	200 do	43⅞
200 do b3	105⅜	200 do b3	44
200 Erie RR b c	44	300 do	44
100 do	44¼	100 do	44¼
1000 do	43⅞	100 B, H & E RR b c	12
100 Harlem RR b c	131¾	400 Tol, W & W RR b c	48⅞
100 Ill Cen RR	105¾	200 do	48⅛
11 Mich Cen RR b c	87½	400 do	48⅛
100 do b3	88¼	200 do	48⅛
900 L S & M S RR b c	79¾	160 do	48
200 do c	79¾	200 do	47⅞
200 do	79½	300 do	48
400 do	79½	300 do c	48⅛
200 do	79½	100 do	48⅛
300 do	80	1000 do	48⅛
200 do	80⅛	500 St L & I M RR b c	60
100 do b3	80⅛	600 Del, L & W RR b c	110¼
2600 do	80⅛	200 Chi, B & Q RR b c	103½
4400 do	80	25 New Jersey RR	123½
500 do s3	80	100 Pac RR of Mo b c, b3	39¾
200 do s3	79⅞	100 do b30	39¾
300 do c	80⅛	100 do	39¾
900 do	80⅛	200 At & Pac RR pf b c	18¾
1000 do	80	200 do b3	18¾
1000 do	79⅞	300 do	18¾
200 do	80	300 C, C & I C RR b c	31
200 do b3	80⅛	100 do	30⅞
200 do s3	80	100 do	30¾
400 do	8 ⅛	100 do	31

12:30 P. M.—Before Call.

1600 shs West Un Tel	75⅞	100 shs D, L & W RR	110¾
500 do s3	75⅞	400 Un Pac RR	34¼
1100 do	75¾	100 do s3	34⅛
200 do	75⅝	4200 do	34⅞
200 do	75⅝	600 do	34⅛
300 do	75⅝	600 do s3	34⅛
100 do s3	75¼	700 do b3	34⅞
100 Pac M SS Co	43⅛	400 do	34⅞
300 do	43¼	500 do	34⅛
400 do	43⅜	500 do	34⅛
200 do	43⅜	1000 do	34
300 do	43	200 do c	34
400 do	42⅞	200 do s3	34
100 do	43	200 do	34⅛
200 N Y C & H R RR s3	105¼	100 St L & I M RR	60
100 do	105⅝	100 do	60¼
200 do	105¼	500 Chi & NW RR c	55
200 do	105⅛	600 do	55⅛
500 do	105	200 do b3	55⅛
100 Tol & Wab RR s3	48¼	1200 do	55⅛
100 do c	48¼	400 do	55⅛
100 do	48	100 do s3	55
300 do	47⅞	700 do	54⅞
200 do	47⅞	400 do	54⅞
700 do	47⅞	500 do	54⅞
500 do	47⅞	300 do	54⅞
100 do	47⅞	200 do	54⅞
200 do	48	100 do	55
1200 Erie RR	43½	100 Chi & NW RR pf	73
400 do	43½	200 do	72¾
200 do s10	43	200 do	72½
200 do	43¼	100 Chi & R I RR	106⅛
400 do s3	43	100 do	106½
100 do	43	200 do	106
200 do	42⅞	800 do	105⅞
1100 do	42¾	300 Mil & St P RR	44¼
100 do s10	42⅞	200 do	44¼
200 do s30	42⅞	200 do	44
100 do s3	42⅞	200 do	43⅞
200 do	42⅞	200 do	43¾
100 C, C & I C RR b3	31	100 do s10	43¼
100 do	31	700 do	43⅝
100 do	30¾	100 Han & St Jo RR b3	31¾
800 L S & M S RR	80¼	100 Ohio & Miss RR	31¾
500 do	80⅛	100 do b3	31¾
500 do	80⅛	100 do s30	31¾
500 do s3	80	100 do	31¾
1000 do	80	300 do	31¾
100 do b3	80	200 At & Pac RR pf	18¾
100 do	79⅞	200 do	18¾
200 do	79⅞	200 do	18¾
100 do	79⅞	100 do	18¾
200 do	79⅞		

2:15 P. M.

$15300 US 6's, c '81 b c	119⅝	$5000 US 5-20, c, '64 b c	119¼
1000 do	119⅝	5000 US 5-20, c, '65 n b c	118¾

Second Board—1 P. M.

$2000 Tenn 6's, old, x c	70½	800 shs Chi & NW RR	54⅞
2000 Tenn 6's, n s	70	200 do	54⅞
7000 Missouri 6's	94½	300 do b3	54⅞
12000 Alt & T H 1st m bc	100	400 do s3	54⅞
1000 C & NW c c g bds	87¼	100 do	54⅞
3000 do	87	100 Chi & NW pf b c, s3	72¾
5000 Un Pac RR 1st m	84½	200 do s & M S RR b c	79⅞
1000 do	84¼	1100 do	80
5000 do	84⅛	800 do	79⅞
5000 Un Pac 7's, l g bs	82⅝	900 do b3	79⅞
3000 do b c	82⅝	500 do s3	79⅞
5000 M & St P, C & M D	81	800 do	79⅞
2000 Morris & Es 2d m	99½	1500 do	79⅞
5000 B, H & E RR 1st	80	900 do	79⅞
8000 H & St Jo 8's, con	80	300 do	79⅞
1000 Buff & Erie, new	97¼	300 do s3	79⅞
6 shs Cent Nat Bk	100¾	1700 do	79⅞
34 Leather Man Co	117	500 do	79¾
10 Adams Ex	96	300 Un Pac RR b c	34¼
9 do	96¼	300 do b3	34¼
100 Am Express	64	100 do b3	34¼
50 Wells-Far Ex b c	76	300 do	34¼
200 Pac M SS Co b c, b3	43½	200 do s3	34
100 do	43⅛	300 do	34
100 do	43	300 do b3	34
100 do b3	43	1300 do	33⅞
800 do	42⅞	600 do b3	33⅞
300 West Un Tel b c	75⅞	1000 do	34
200 do	75⅞	100 Clev & P RR g b c	87½
800 do b3	75⅞	100 N J Cen RR b c	106
500 do	75⅞	100 Mil & St P RR b c, s3	43⅞
200 do b3	75⅞	100 do b5	43⅞
200 do	75⅞	500 do	43⅞
200 do	75⅞	100 do	43⅞
200 do s3	75⅞	200 do	43⅞
1900 do	75⅞	700 Mil & St P scrip b c	78¼
200 do b3	75⅞	700 do	79
500 do	75⅞	100 T, W & W RR b c	48
100 do b3	75⅞	200 do	48⅛
15 do	75⅞	200 do	47⅞
100 do b3	75⅞	500 do	47⅞
30 do	75⅞	300 do	47⅞
600 do	75⅞	300 do	47⅞
400 do b3	75⅞	100 do s3	47⅞
1500 do	75⅞	100 do	47⅞
10 Mich Cen RR	88⅛	300 do	47⅞
100 Panama RR b c	116⅞	200 Chi & R I RR b c	106¼
200 N Y C & H R RR b c	105⅞	S P, Ft W & Chicago RR	10
700 do	105⅞	86 Del, L & W RR	110⅞
300 do s3	105⅞	300 Bos, H & E RR b c, b3	13
100 do	105⅞	100 Chi & Alt RR	105
300 do	105⅞	50 St L & I M RR	60
600 Erie RR b c	43	20 do	60⅛
300 do	42⅞	100 do b c	60
200 do b3	43	200 Ohio & Miss RR b c	31⅞
200 do s3	43	300 do	31⅞
500 do	42⅞	200 do	31⅞
500 do	42⅞	400 do	31⅞
300 do s60	42⅞	14 Pac RR of Mo b c	38
100 Chi & NW RR b c, b3	54⅞	200 At & P RR pf b c	18¾
100 do	54⅞	300 do	18¾

3:30 to 3 P. M.

$7000 NC 6's, F a, '66	26½	10 shs Pac RR of Mo	40¾
5000 Un Pac incomes	77½	500 shs Un Pac RR	34
3000 North Mo 1st	86	1000 do	34⅛
100 shs of M SS Co	43	800 do s3	34⅛
200 do	43½	100 do b3	34⅛
200 do	43	200 do	34⅛
4100 N Y C & H R RR	105¼	200 Chi & R I RR	106⅛
600 West Un Tel	75¾	200