FINANCIAL AND COMMERCIAL.

An Animated Stock Speculation.

GOLD 105 A 104 7-8.

Government Stocks in Fair Demand and Steady—Railroad Bonds Irregular.

Money 2 1-2 a 5 a 4 Per Cent on Call.

WALL STREET,
MONDAY, April 2—6 P. M.

The Baltimore and Ohio Railroad having been accused of sharp practices in the way of freight cutting, it was eminently fitting that the allegation should be disproved by a proper authority. Concerning, as it does, a breach of Attic faith, it follows philologically that Mr. Garrett is the man to heal it. Consequently the board room has been on the *qui vive* in expectation of this gentleman's arrival, and his advent in this city, momentarily expected, was regarded as offering the olive branch to wrangling railways. Whether Mr. Garrett has arrived or has not matters little; it was quite sufficient that the operations of the day were predicated upon that event and that the tone of the market after the first hour decidedly improved in consequence. Early dealings were effected to a declining market, the chief favorites showing a sensible depression from Saturday's prices; but later on, when it became rumored that a strong attempt would be made to heal existing difficulties between the railroads, a general improvement set in which particularly benefited the shares of the trunk lines and extended to the rest of the list. A story, rife at one time, that the Baltimore and Ohio road were in the market as borrowers of half a million of money, though made the most of by the bears, failed to check the rally or prevent the whole list closing up strong at the finish. A rumor that Mr. Orton had resigned the presidency of the Western Union Company was used to disparage the stock; but the inventors had the trouble for their pains, as the price closed up at the best figures of the day, with the depression of the morning more than recovered from. The coal stocks were left quite in the background, operators being inclined to fight shy until the result of Wednesday's meeting shall be made known. Meanwhile the Reading Company is reported to have taken time by the forelock by contracting with the New England States to the extent of 1,000,000 tons of coal, which they engage to deliver within the coming twelvemonth. Although this cannot be deemed any great matter, it is suggestive of anything but a strong appetite for the proposed combination. Beyond the interest expressed in the probable arrangements of the belligerent railways the market was noticeably free from exciting causes, and closed up firmly, principally on the settlement of short contracts.

THE SALES TO-DAY.

The sales of active stocks to-day aggregated 284,000 shares, the principal transactions of which being as follows:—Chicago, Rock Island and Pacific, 9,600; Delaware, Lackawanna and Western, 41,400; Lake Shore, 55,600; Michigan Central, 28,600; Milwaukee and St. Paul preferred, 6,900; New York Central, 28,500; Pacific Mail, 8,800; Western Union Telegraph, 78,000.

OPENING, HIGHEST AND LOWEST.

The following table shows the opening, highest and lowest prices of the day:—

	Opening.	Highest.	Lowest.
New York Central	89⅛	90⅛	89⅛
Erie	4⅞	5⅜	4⅝
Lake Shore	45⅛	47	45⅛
Northwestern	31½	32	31⅜
Northwestern preferred	50	50⅝	49⅞
*Rock Island	97½	98	96¾
Pittsburg	89½	89½	89⅛
Milwaukee and St. Paul	18	18	18
Milwaukee and St. Paul pf	45⅝	46	45⅝
Del., Lack. and Western	58	60¼	58
New Jersey Central	9	9	8⅞
Ohio and Mississippi	3⅞	4	3⅞
Western Union	57⅝	58⅛	57
Pacific Mail	19	19⅛	17⅞
Panama	120	120	119⅞

*Ex-dividend.

ADVANCE AND DECLINE.

The following shows the advance and decline in the closing prices of the principal active stocks, as compared with those of Saturday:—

ADVANCE.—Western Union, ½; New York Central, 1; Erie, ¾; Lake Shore, 1⅛; Northwestern, ¼, do. preferred, ¼; Wabash, ⅛; Delaware and Lackawanna, 1⅜; Hannibal and St. Joseph, ¼; Delaware and Hudson, ⅜; Michigan Central, 1⅞.

DECLINE.—Pacific Mail, ⅜; Panama, 2; C., C., C. and I., 2; Rock Island, 2¾; St. Paul preferred, ½; Burlington and Quincy, 1¼.

CLOSING PRICES—3 P. M.

The closing prices were:—

	Offered.	Asked.		Offered.	Asked.
Pacific Mail	18⅛	18⅜	Mil & St P pf	46	46⅛
Western Un	58⅛	58⅜	C, C, C & I	22	24
At & Pacific	22½	23¼	C, C & I C	2	2½
Quicksilver	14	14⅜	D, L & West	60½	60¾
Quicksilver pf	21½	23	Erie	5⅜	5⅝
Mar L & M Co	4⅞	6	Han & St J	11¼	11½
Mar L & M pf	5½	7	Han & St J pf	21¾	22
Adams Exp	100	100¼	L S & M S	47	47⅛
Amer Exp	52	52½	Mich Central	38⅛	38⅜
U S Exp	43	44½	N Y & Har	136½	137½
Wells F Exp	83	83½	N Y C & H R	90⅝	90⅞
Chi & Alton	90½	91½	N J Central	8⅛	8⅜
Clev & Pitts	89¼	89¾	Ohio & Miss	3⅞	4
Chi & N W	32	32⅛	Panama		118
Chi & N W pf	50½	50¾	Tol & Wabash	3½	4
Chi & R I	97¾	97⅞	Union Pacific	67	68
Mil & St P	18	18¼	Del & Hud	50	50¼

THE MONEY MARKET.

The money market was easy this forenoon at 2½ a 3 per cent on call. In the afternoon there was a hardening, when money, advancing to 5 per cent, closed at 4 per cent on call. The following were the rates of exchange on the undermentioned cities to-day:—Savannah, buying ¼, selling ¼; Charleston scarce, ⅛ a ¼ premium; Cincinnati steady, buying par, selling 1-10; St. Louis, 100 premium; New Orleans, commercial 5-16, bank ⅜; Chicago, par. Foreign exchange was quiet to-day at 4.84 for bankers' sixty days' sterling bills and at 4.86 for demand.

THE GOLD MARKET.

Gold opened at 105, and closed at 104⅞, all the sales of the day having been at those figures. The carrying rates were ½, 1, 2, 1½, 3 and 4 per cent. Loans were also made flat. Gold clearings at the National Bank of the State of New York:—

Gold balances	$1,279,790
Currency balances	1,357,276
Gross clearances	24,617,200

CLEARING HOUSE STATEMENT.

Currency exchanges	$94,218,878
Currency balances	4,301,174
Gold exchanges	12,767,333
Gold balances	1,959,471

THE FOREIGN MARKET.

In London and Paris to-day, being Easter Monday, was held as a strict holiday. In Montreal stocks were very weak this morning. Bank of Montreal sold at 166; Merchants' Bank, 74; Montreal Telegraph, 105.

UNITED STATES TREASURY.

The revenue receipts to-day were $530,000; customs receipts, $410,000; bank notes received, $660,000. The exports of bullion from June 13, 1876, to February 28, 1877, were:—Gold, $906,000; silver, $7,350,000, and the imports, gold, $1,880,000; silver, $2,760,000. The following are the Treasury balances in connection with the debt statement:—Currency, $8,180,000; coin, $68,800,000; less coin certificates, $48,280,000. The public debt statement for March shows a decrease of $14,107,000, of which $9,552,000 are cancelled Geneva award bonds. The total coinage for the month of March was:—Gold, $6,770,000; silver, $1,670,000.

GOVERNMENT BONDS.

Government bonds were firm and in good demand and they closed steady at the following quotations:—United States currency sixes, 123 a 123½; do. do., 1881, registered, 111¾ a 112; do. do., do., coupon, 112½ a 112¾; do. do., 1865, registered, 108⅜ a 108¾; do. do., do., coupon 108⅜ a 108¾; do. do., do., new, registered, 108⅛ a 108¼; do. do., do., coupon, 108½ a 108¾; do. do., 1867, registered, 111¼ a 111¾; do. do., do., coupon, 111⅝ a 111¾; do. do., registered, 113 a 113⅛; do. do., coupon, 113 a 113½; do. ten-forties, registered, 110¾ a 110¾; do. do., coupon, 111¼ a 111¾; do. fives, 1881, registered, 110⅝ a 110¾; do. do., do., coupon, 110⅝ a 110¾; do. 4½'s, 1891, registered, 106⅛ a 106½.

RAILROAD BONDS.

Railroad bonds were irregular, with the following changes in prices compared with last previous sales:—An advance of ⅜ in Union Pacific sinking funds, ⅛ in New Jersey Central firsts, new, and ⅛ in Pittsburg, Fort Wayne and Chicago firsts. There was a decline of 2 per cent in Milwaukee and St. Paul consolidated sinking funds, ¾ in Michigan Central sevens, ⅛ in Lehigh and Wilkesbarre consols, ¼ in Union Pacific firsts and St. Louis and Iron Mountain firsts and ⅛ in Erie third mortgage and Pacific Railroad of Missouri firsts.

The following were the latest bids:—

Albany & Susq'a 1st	108	Clev, P'ville & Ash. new	105
B, CR & Minn 1st 7's g	44½	Buffalo & Erie, new	104¼
Ches & Ohio 6's 1st	29	Kal & Wid P 1st	88½
Chic & Alton 1st	113½	Det, M & T 1st 7's, 1906	106¾
Chi & Alton inc's	102	Lake shore Dividend	104
Louisiana & Mo 1st g'd	85½	Lake Shore con cp 1st	106
Stl, Jacks'n Chi 1st	x	Lake Shore con rg 1st	105½
Col, Hc I & Pac 1st 7's	107¼	Marietta & Cin 1st	107
Chi, Kk I & P s f 1867's	95 102½	Mich C 1st, 8's, '82 s f	110
Central N J 1st new	104	N Y Central 6's, 1883	108¼
Central N J convert	46½	N Y Central 6's, 1887	108
Leh & WB'c con g'd	27¼	N Y Cen 6's, real est	102½
Am D'k & Imp'mnt bds	45	N Y Cen 6's, subsch	102½
Mil & St P 1st 8's PD	115	N Y Cen 1st, coup	114
Mil & St P 20 7's s f PD	102	Had R 7's, 2d, W P 1875	114
Mil & St P 1st La C Div	99⅝	Harlem 1st, 7's, reg	118
Mil & St P 1st I & M D	84½	North Missouri 1st	97¾
Mil & St P 1st, H & D	82	Ohio & Miss con s f	87½
Mil & St P consol s f	80⅝	Ohio & Miss consol	86½
Chic & N W sinking fund	108	Ohio & Miss 2d, con	40⅛
Chic & N W int bonds	105	Central Pac State Aid	107
Chi & N W ext bonds	100	Union Pac 1st	104
Chi & N W 1st s	106	Union Pac ind gts 7's, x	95⅝
Galena & Chi extend	106	Union Pac Sink Fund	92⅛
Chi & Milwaukee 1st	106	Pac R of Mo 1st	97½
Winona & St P 1st	70	Pitts, Ft W & Chi 1st	112¾
Del, L & West 2d	106¾	Pitts, Ft W & Chi 3d	x
Del, L & West 7's con	103¾	Cleve & Pitts cons s f	113
Morris & Essex 1st	116	Cleve & Pitts 4th	106
Morris & Essex 2d	108½	Col, Chi & Ind 1st	30
Mor & Ess 1st cons'd	91½	St Louis & Iron M 1st	94½
Erie 1st m, extended	113	Alton & Terre H 1st	100
Erie 2d, 7's, 1879	102½	Biton & T H 2d, pref	87½
Erie 3d, 7's, 1883	102½	Alton & T H 2d, inc	70½
Erie 4th, 7's, 1880	104¼	Bellv & So Ill 1st 8's	84
Erie 5th, 7's, 1888	101½	Tol, P & War, E D	85
Long Dock Bonds	107	Tol, P & War, W D	85
Buff, N Y & Erie 1st	78	Tol & Wab 1st, ext	102
Buff, N Y & Erie, large	98	Tol & Wab 1st, St L div	75
Han & St Jo convert	74	Tol & Wab cons conv	45
Ind's, Bloom'n & W 1st	21½	Han & Naples 1st	38
Michigan 7 p c 2d	104	Great West 1st, 1888	109
Mich & Ni's 1 7 p c	111	Great West, ex coup	87
Clev & Tol sinking fd	109	Quincy & Tol 1st, 1890	69
Clev & T's fd new bds	104	West Un bds, 1900, cp	105
Clev, P'ville & Ash. old	105¾	West Un bds, 1900, rg	104½

STATE BONDS.

State bonds at the Board sold at 100 for Georgia sixes, at 105¾ a 105¾ (ex-interest) for Georgia sevens, gold bonds; at 105 for Missouri long sixes and at 42½ for Tennessee sixes, new. District of Columbia three-sixty-fives sold at 74¼ a 74¾. In New Orleans Louisiana consols sold at 61½ a 62½.

BANK SHARES.

The sales of city bank shares were 18 Commerce at 111, 20 Fourth National at 99¾ and 10 Central National at 101.

PHILADELPHIA STOCKS.

The closing prices of Philadelphia stocks were:—

City sixes, new	112		112¼
United Railroads of New Jersey	134½		135
Pennsylvania Railroad	39		39⅝
Reading Railroad	13⅛		13½
Lehigh Valley Railroad	40½		40¾
Catawissa Railroad preferred	30		32
Philadelphia and Erie Railroad	10⅛		11
Schuylkill Navigation preferred	7½		Sales.
Northern Central Railroad	19⅛		20⅜
Lehigh Navigation	22⅝		22¾
Oil Creek and Allegheny Railroad	6		6½
Hestonville Railway	14		14¼
Central Transportation	38		38½

MINING SHARES.

The opening quotations for mining shares in San Francisco were:—Gould & Curry, 12; Savage, 5; Cholar Potosi, 53; Ophir, 20; Isle & Norcross, 4; Crown Point, 6; Yellow Jacket, 9; Belcher, 6; Imperial, 1⅛; Virginia Consolidated, 42; California, 45; Overman, 63; Raymond & Ely, 5; Eureka, G. V., 3; Best & Belcher, 26; Kentuck, 6; Union consolidated, 7; Alpha, 15; Meadow Valley, ½; Sierra Nevada, 6; Mexican, 14; Caledonia, 6; Silver Hill, 5; Eureka consolidated, 17; Justice, 10; Julia consolidated, 3½.

The closing prices in San Francisco were:—

Alpha	15½	Justice	11
Belcher	7	Kentuck	4¾
Best & Belcher	27¾	Leopard	4
Bullion	13	Mexican	14¾
Consolidated Virginia	43	Northern Belle	23½
California	45	Overman	66
Cholar	52	Ophir	20
Confidence	7	Raymond & Ely	5
Caledonia	6¾	Silver Hill	4¾
Crown Point	7¼	Savage	5¾
Exchequer	5¼	Segregated Belcher	50
Gould & Curry	12¼	Sierra Nevada	6
Hale & Norcross	4½	Union consolidated	7
Imperial	1¼	Yellow Jacket	10¾
Julia consolidated	3½	Eureka consolidated	17½

The following were the closing prices of mining shares in New York as officially reported:—

FIRST BOARD—11 O'CLOCK A. M.

100 shs Alpha	b30 17	200 shs Hukill	be.c 4½
do	b30 17½	100 do	be.c 4¼
100 Belcher	b10 7¼	100 do	be 4¼
300 do	b10 7½	25 do	be 4½
100 Bertha Gold Co	8½	200 do	s7 4¾
100 do	8½	500 Gould & Curry	12
200 do	8½	700 do	b3 4½
100 do	8½	200 Lucerne	1⅛
100 Bullion	b30 14½	100 Merrimac	6⅛
20 California	48½	100 do	6⅛
100 Caledonia	b60 7	100 do	6⅛
100 do	b60 7⅛	100 do	b5 6⅛
100 do	b60 7½	100 do	b3 6⅛
100 Cleveland	be.c 6	100 do	c 6⅛
100 do	be.c 6	100 do	c 6⅛
100 do	be 6⅛	100 do	be 6⅛
200 do	c 6	100 Seaton Con	be b3 4½
100 do	6⅛	200 do	be b3 4½
25 Consol Virginia	s10 46	200 do	be.c 4½
100 Confidence	7½	500 do	be 4½
200 Granville	2¾	100 do	be b3 4½
100 Hale & Norcross	4½	300 do	b3 4½
100 Hukill	be b5 4½	100 do	s30 4½
100 do	be.c 4¼		

SECOND BOARD—1:30 P. M.

100 shs Cleveland	c 6	100 shs Hukill	c 4½
100 do	6⅛	100 Lucerne	1½
300 Bertha	8½	100 do	1⅜
200 Gould & Curry	2⅜	200 Merrimac	6⅛
100 Hukill	be.c 4½	100 do	b3 6⅛
100 do	b10 4⅝	300 do	6⅛
100 do	4½	100 St J. lead	5⅞
100 do	b7 4½	100 Seaton	be 4½

SALES AFTER CALL.

100 shs Hukill	4½	100 shs Hukill	4½
100 do	4½	100 do	4½
100 do	4½		

MEMORANDA.

It was stated to-day that Mr. J. W. Garrett, the President of the Baltimore and Ohio Railroad, has left Baltimore for New York, and it is generally supposed that his visit is in reference to the present trunk line war. The stock of the Baltimore and Ohio Railroad, which sold in Baltimore on Saturday at 125 cash and 124, "seller" 60, sold to-day at 120, closing at 119 bid and offered at 120.

The following is the report of the executive committee of the Panama Railroad Company, to be submitted to the new Board of Directors at their meeting to-morrow:—

Receipts for New York business	$468,681
Receipts in London	243,608
Receipts on the Isthmus and miscellaneous	134,679
Total	$846,968
Interest on bonds	$105,000
Subsidy to United States of Colombia	125,000
Operating expenses	161,000
	391,000
Net	$455,968

The foregoing are the net profits for the current six months, ending March 31, 1877, based upon official returns for October, November and December, nearly complete returns for January and February and estimating the business for March.

The following is the official report of sales at the open Board of Stock Brokers April 2, 1877:—

FIRST CALL—9:45 A. M.

100 shs Erie Railway	5⅛	100 shs St Paul pfd	s3 45¾
100 New York Cen	89⅛	100 West Union Tel	57⅛
300 Lake Shore	45⅝	200 D, L & West	b3 58⅜
100 do	s3 45⅝	100 Northwest	31⅜
200 do	45⅞	100 Pacific Mail	19⅛
100 Mich Cen	38⅛	100 Rock Island	99⅝
100 St Paul pfd	45⅞		

SECOND CALL—12:30 P. M.

200 shs D & Hud Can	49⅝	200 shs St Paul	17⅜
100 West Union Tel	58⅛	200 Del, Lack & West	59⅛
100 Erie Railway	5	200 St Paul pfd	45⅝
500 Lake Shore	46⅛	100 do	s3 45⅝
200 do	s3 46⅛	100 Ohio & Miss	4⅛
200 shs Lake Shore	s3 46⅛	200 shs Del, Lack & W	59⅛
100 do	b3 46⅛	100 West Union Tel	b3 58
500 do	47	100 do	57⅞
200 Mich Central	37⅞	100 Atlan & Pac Tel	23

THIRD CALL—3:15 P. M.

100 shs N Y Central	90⅛	300 shs D & Hud Canal	50
200 Western Union	b3 58⅛	100 Lake Shore	s3 47
200 do	s3 58	200 do	b3 47⅛
100 do	b5 58⅛	100 do	47
100 do	58⅛	100 St Paul	s3 18
200 Michigan Central	38⅛	700 St Paul pref	46
100 do	b3 38⅛	200 do	45⅝
100 do	s3 38⅛	100 do	b3 46
200 Del & Lack	60⅛	200 Northwest pref	50⅝
400 do	60	100 Ohio & Miss	4⅛
100 N J Central	8⅛	100 A & P Tel	b3 23

THE PUBLIC DEBT STATEMENT.

The following is a recapitulation of the public debt statement issued to-day:—

Debt Bearing Interest in Coin.	
Bonds at 6 per cent	$934,877,050
Bonds at 5 per cent	703,266,650
Bonds at 4½ per cent	50,000,000
Total principal	$1,688,143,700
Total interest	26,757,995
Debt Bearing Interest in Lawful Money.	
Navy pension fund at 3 per cent	$14,000,000
Interest	105,000
Debt on which Interest Has Ceased since Maturity.	
Principal	$6,062,390
Interest	158,279
Debt Bearing No Interest.	
Old demand and legal tender notes	$362,721,296
Certificates of deposit	35,155,000
Fractional currency	23,440,612
Coin certificates	48,279,400
Total principal	$469,596,208
Total unclaimed interest	8,707
Total Debt.	
Principal	$2,177,802,298
Interest	27,029,976
Total	$2,204,832,275
Cash in the Treasury.	
Coin	$86,818,285
Currency	8,184,863
Special deposit held for redemption of certificates of deposit, as provided by law	35,155,000
Total	$130,158,148
Debt Less Cash in the Treasury.	
March 1, 1877	$2,088,781,143
April 2, 1877	2,074,674,126
Decrease of debt during the month	$14,107,016
Decrease of debt since June 30, 1876	24,765,218
Bonds Issued to Pacific Railroad Companies, Interest Payable in Lawful Money.	
Principal outstanding	$64,623,512
Interest accrued and not yet paid	969,352
Interest paid by United States	34,018,923
Interest repaid by transportation of mails, &c	8,044,094
Balance of interest paid by the United States	25,974,829

NEW YORK STOCK EXCHANGE SALES

MONDAY, April 2, 1877.

BEFORE CALL—10 A. M.

$1000 Dis of Col 3.65's	74½	600 shs Lake Shore	45½
5000 do	74½	500 do	45½
5000 do	74½	1000 do	45⅝
1000 Del & Hud, '91, rg	95¾	800 do	45½
1000 Nash & Dec't'r 1st	88	500 do	45½
8000 Ohio & Miss 2d	40⅞	600 do	45½
200 shs Del & Hudson	49⅛	800 do	45⅝
250 do	49⅛	500 do	45⅞
100 do	49⅝	1000 do	46
100 A & P Telegraph	22½	1000 do	46⅛
300 Western Union	57⅞	1000 do	46
2000 do	57⅞	1000 do	45⅞
1500 do	57¼	250 Illinois Central	40¼
1300 do	57⅛	200 do	40¼
1000 do	57	100 do	40¼
1000 do	56⅞	100 do	41⅛
1000 do	57⅛	400 Mich Central	35¼
4200 do	57⅛	100 do	35⅛
3500 do	57⅛	300 do	35¼
1000 do	57⅛	100 do	35⅞
500 do	57⅛	200 do	36
400 do	57⅛	700 do	36⅛
2100 do	57⅛	100 do	36¼
100 Wabash R rec'pts c	3½	200 do	36⅛
200 do	s3 3¼	600 do	36⅛
300 Pacific Mail	s3 19	100 do	36⅛
200 do	c 19⅛	100 do	b3 36⅛
200 do	c 19⅛	500 Central of N J	9
100 do	c 19	200 do	c 8⅞
600 do	18⅞	50 do	8⅞
200 do	18⅞	170 Rock Island	ex d 97½
300 do	18⅞	200 do	97⅞
100 Northwestern	31⅛	2700 do	97⅞
37 do	31	100 St Paul pref	45⅞
200 do	b3 31⅛	100 do	45⅞
100 Northwestern pref	50	1000 do	45⅞
39 do	49⅞	100 do	s3 45⅞
700 do	50	200 do	45⅞
1000 N Y C & Hudson	89½	200 do	45⅞
1000 do	89	100 do	c 45⅞
100 do	88⅞	200 St Paul	b3 18
1100 do	89	2700 Del, Lac & West	58
600 do	89⅛	300 do	58⅛
400 do	89⅛	100 do	58⅛
300 do	89⅛	200 do	58⅛
100 do	89⅛	700 do	58⅞
1000 do	89⅛	1800 do	59
300 do	89⅛	1500 do	58⅞
200 do	89	200 do	58⅞
100 do	90	200 do	58⅞
100 do	90⅛	300 do	58⅞
1400 do	89⅞	1000 Del, L & W RR	58⅞
2000 do	89⅞	100 do	59
2800 do	s3 89⅞	200 do	59⅛
1300 Pac Mail	19	100 do	c 59⅛
200 do	18⅞	800 do	59⅛
10 American Ex	53	1400 do	59⅞
70 do	52⅞	600 do	59⅞
50 do	52⅞	700 do	59⅞
20 Adams Ex	be 100	97 do	59⅞
10 Wells-Fargo	be s3 93¼	800 do	59⅞
500 NYC & H R RR	be 91	3200 do	59⅞
200 do	89⅞	100 Chic & Alton RR	91
100 do	89⅞	100 do	be 91½
300 do	89⅞	200 Chic, Bur & Q RR	99½
100 do	89⅞	100 do	be 99½
100 do	89⅞	100 Erie Railway	be 5
320 do	90	100 Morris & Essex RR	80½
200 do	90⅛	100 do	be 80½
200 do	90¼	100 do	80⅞
300 do	90⅞	35 NY, NH & H RR	be 152
1000 do	90⅞	100 Han & St Jos RR	11
400 do	90	100 O & Mis RR	be s15 3⅞
200 do	89⅞	300 do	3⅞
500 do	89¾		

BEFORE CALL—12:30 P. M.

$100 U S 5-20, c, '68	113½	3500 shs Mich Cen RR	36½
21000 Tenn 6's, old	43½	500 do	36¾
6300 Virginia 6's, con	82½	1200 do	37
9000 M & St P con s f	80½	800 do	37⅛
3000 C Pac, St J br, x i	86	300 do	36⅞
500 shs West Un Tel	58⅛	600 do	37
400 do	58	500 do	36¾
500 do	57⅞	100 Ill Cen RR	41½
300 do	57⅞	50 Union Pacific RR	67⅛
400 do	57⅞	100 C, C, C & I RR	24
2200 do	57⅞	800 Lake Shore RR	s3 45⅞
700 do	57⅞	100 do	s3 46
900 do	57⅞	200 do	s3 46⅛
500 do	57⅞	900 do	46⅛
100 do	57⅞	300 do	46⅛
400 do	57⅞	3500 do	46⅛
3500 do	58	3100 do	46⅛
400 do	58⅛	700 do	s3 46⅛
1700 do	58⅛	10 Pittsburg RR	89
800 do	58⅞	100 do	s3 91½
500 do	s3 58⅞	300 Northwest RR	c 31½
100 Del & Hud Canal	49⅛	100 Northwest RR pf	49½
100 do	49⅛	1300 Rock Island ex d	96½
20 Adams Express	100½	100 do	96½
300 Pacific Mail SS	19	200 do	96½
200 do	18⅞	200 do	96½
500 do	s60 18⅞	5 do	96½
600 do	19	200 do	s3 96⅞
200 Erie RR	5	500 do	96⅞
400 N Y C & H R RR	89⅞	200 St Paul RR pf	45⅞
600 do	89⅞	50 Chi, B & Q RR	98½
100 do	89⅞	10 do	98½
400 do	89⅞	100 Wab RR Receipts c	3½
5 do	89⅞	1100 Del, L & W RR	59⅛
500 do	89⅞	100 do	s3 59
110 do	90	300 do	59⅛
200 do	90⅛	1300 do	59⅛
200 do	90⅛	3200 do	59⅛
500 do	90⅛	29 N Y, N H & H RR	151½
200 do	90⅛	50 Ohio & Miss RR	4⅛
10 Panama RR	122	200 Morris & Ex RR	81

2 P. M.

$48000 U S 5-20, c, '67	111⅝	$10000 U S 5's, c, '81	110⅝
25000 U S 10-40, r	110⅝		

SECOND BOARD—1 P. M.

$2000 Ga St 7's new	108½	600 shs N Y C & H R	90½
1000 Ch B & Q 7's	109	100 do	90⅛
1000 L & W B con	27	200 do	b3 90⅛
1000 do	26	100 Erie RR	b c b3 5⅛
30000 do	26	300 do	5⅛
2000 Ch & A 1st m	114⅛	300 Mich Cen RR	36⅞
3000 M & St P I & M d	84½	200 do	36⅞
1000 M & St P con s f	87	1000 do	36⅞
3000 Ch & M 1st m	106½	100 do	36⅞
9000 Ch & N W con	105½	700 do	37
6000 C & NW con g b	86	300 do	37⅛
5000 O & M con s f	88	1200 do	37⅛
1000 Un Pac 7's i g	99⅝	1800 do	37⅛
5000 N Y U 1st m reg	115½	700 do	37⅛
5000 do do	115½	400 do	37⅛
2000 Tol & W 1st m	103	300 L S & M S RR	be 46⅛
5000 Erie 3d m	102¾	1300 do	46⅛
3000 P RR of M 1st m	97½	900 do	46⅛
100 sha Quicksilver M	15	2100 do	46⅛
200 Con Tel of Md	26	3100 do	46⅛
50 do	25	500 do	46⅛
200 D & H C Co	49⅞	300 Panama RR	be 119½
300 do	50	100 do	b3 120
700 West Un Tel	be 58⅛	100 Un Pac RR	be 67⅛
700 do	58⅛	50 Ill Central	be 41⅛
500 do	57⅞	100 C, C, C & I RR	be 23⅛
1500 do	57⅞	11 do	23⅛
600 do	57⅞	100 C & R I RR	be x d 97
1000 do	58	100 do	s3 96⅞
1100 do	58⅛	400 do	97
1400 do	58	100 C M & St P pf	be s3 45⅞
700 do	s3 57⅞	200 do	s3 45⅞
15 Adams Ex	100½	100 W R P Co rec	be 3⅞
300 Pac Mail SS	be 19	500 D, L & W RR	be 59⅛
100 do	be 18⅞	1800 do	59⅛
100 N Y C & H R	be s3 90⅛	1800 do	s3 59⅛
1000 do	90⅛	100 do	59⅛
100 do	90⅛	700 do	59⅛
100 do	90⅛	500 do	59⅛
100 do	90⅛	100 N J South RR	1
500 do	90½	100 H & St J pf	21⅞
100 do	90⅞	20 A & Susq RR	be 60
1200 do	90⅞		

2:30 TO 3 P. M.

$5000 Del & Hud, r, '91	96	100 shs Mich Central	37½
10000 M & St P con s f	79½	100 do	37⅛
5000 Lehigh & W B c	26	500 do	37⅛
602 shs Del & Hudson	50	100 do	37⅛
200 do	50⅛	1300 do	37⅛
200 do	50⅛	900 do	b3 37⅛
100 Quicksilver	14⅛	1000 do	37⅛
100 Quicksilver pref	21⅞	300 do	37⅛
800 At & Pac Tel	b3 23	100 do	38
40 do	22⅞	900 do	38⅛
500 Western Union	57⅞	600 do	38⅛
500 do	57⅞	200 do	38⅛
200 do	c r c 57⅞	400 do	38⅛
100 do	57⅞	500 do	38⅛
1800 do	57⅞	500 do	38⅛
300 do	58	500 do	38⅛
300 do	57⅞	200 do	38⅛
700 do	58	400 do	38⅛
400 do	58⅛	500 do	s3 38⅛
800 do	58⅛	700 do	38⅛
500 Erie Railway	5⅛	100 Lake Shore	b3 46
1000 do	5⅛	3200 do	46