

NEWS FROM THE BULLS.

Good Report of Atchison Road for February Helped Boom Grangers.

Gold Shipments Reduced Owing to Action of the Bank of England on Gold Bars.

ST. PAUL STOCK NOT BUOYANT.

Curious Reason for Selling That Security Quick Deal Accomplished by Insiders in Tobacco Common Stock.

Wall Street, Monday, March 30.

The feeling in Wall Street to-day was decidedly more cheerful, and found manifestation in the tendency of speculators to magnify bullish factors, and minimize bearish features. The news, however, favored the bulls. The report of the Atchison road for February, following the Burlington report of Saturday, with an increase of \$238,434 in net earnings, clinched the opinion that the corn movement is beginning to assume greater proportions. The Bank of England reduced the price of gold bars one penny, insuring a relief from probable gold shipments until the end of the week at least. Information also came to hand that the Southern Iron companies had a preliminary agreement for thirty days, and would form a permanent pool to prevent cutting of prices. Money also continued low, despite the approaching April disbursements, and the prospects of a Treasury call for 20 per cent of the bond deposits from the national bank deposits before the end of the week. One large operator also covered his short contracts in Burlington and Rock Island, while another operator espoused the long side of the market.

The market hesitated somewhat at the opening, as London showed no response to the better feeling which began to develop here on Saturday. The tobacco insiders also let the common stock drop 3 per cent on a rush to realize profit by traders. They almost immediately showed that it was a scoop by bidding up the stock and buying heavily until the close, when it advanced 1/2 cent. The stock closed at 18 1/2, a net gain of 1/2 per cent.

Immediately after the opening the market began to gather strength, and continued firm until the close, which was at net gains ranging from 1/2 to 3/4 per cent. The Atchison, Burlington and Rock Island, Tennessee Coal and Iron jumped 1/4 on the iron pool. The corn roads led the upward movement. Rock Island advanced 1/2 per cent early in the day, and closing with a net gain of 1/4 per cent. Burlington was very active, and made a net gain of 1 per cent.

ST. PAUL OVERLOOKED. St. Paul did not share in the general strength of the Granger shares and closed unchanged from Saturday.

Foreign exchange made a further advance, but sterling is still well under export rates, on account of the reduction in the price of gold in London. No gold shipments are expected for Wednesday or Thursday. The calling in of portions of the gold deposits from the banks will probably avert any shipments next Saturday. It is not believed that over \$1,000,000 of gold will be sent out on United States bonds to be disbursed April 1, and it is thought that interest checks will probably be cashed at the Sub-Treasuries in other cities.

The Cleveland, Cincinnati and St. Paul railroad reports gross earnings for February of \$774,848, a decrease of \$183,350 as compared with the same month of last year, and net \$253,301, an increase of \$441,749. For the eight months ending February 29 the net earnings were \$5,945,945, an increase of \$400,139 as compared with the corresponding period of last year, and net \$2,243,424, an increase of \$180,000. Freight charges were \$1,890,420, leaving a surplus of \$544,337, an increase of \$187,058.

The Canadian Pacific railroad reports gross earnings for February of \$1,323,250, an increase of \$33,724 as compared with the same month of last year, and net \$423,125, an increase of \$127,111. For the eight months ending February 29 the net earnings were \$10,000,000, an increase of \$635,886 as compared with the corresponding period of last year, and net \$2,820,852, an increase of \$276,271.

The Chicago, Milwaukee and St. Paul railroad reports gross earnings for February of \$2,305,679, an increase of \$378,157 as compared with the same month of last year, and net \$748,000, an increase of \$147,111. For the eight months ending February 29 the net earnings were \$18,000,000, an increase of \$1,200,000 as compared with the corresponding period of last year, and net \$4,500,000, an increase of \$2,800,000.

Railway gross earnings for the third week of March, compared with those of the same week last year: C. & N. Y. 111,000, 111,000; C. & St. L. 111,000, 111,000; C. & O. 111,000, 111,000; C. & P. 111,000, 111,000; C. & M. & St. P. 111,000, 111,000; C. & W. 111,000, 111,000; C. & N. W. 111,000, 111,000; C. & S. W. 111,000, 111,000; C. & T. 111,000, 111,000; C. & U. 111,000, 111,000; C. & V. 111,000, 111,000; C. & W. 111,000, 111,000; C. & X. 111,000, 111,000; C. & Y. 111,000, 111,000; C. & Z. 111,000, 111,000; C. & AA. 111,000, 111,000; C. & AB. 111,000, 111,000; C. & AC. 111,000, 111,000; C. & AD. 111,000, 111,000; C. & AE. 111,000, 111,000; C. & AF. 111,000, 111,000; C. & AG. 111,000, 111,000; C. & AH. 111,000, 111,000; C. & AI. 111,000, 111,000; C. & AJ. 111,000, 111,000; C. & AK. 111,000, 111,000; C. & AL. 111,000, 111,000; C. & AM. 111,000, 111,000; C. & AN. 111,000, 111,000; C. & AO. 111,000, 111,000; C. & AP. 111,000, 111,000; C. & AQ. 111,000, 111,000; C. & AR. 111,000, 111,000; C. & AS. 111,000, 111,000; C. & AT. 111,000, 111,000; C. & AU. 111,000, 111,000; C. & AV. 111,000, 111,000; C. & AW. 111,000, 111,000; C. & AX. 111,000, 111,000; C. & AY. 111,000, 111,000; C. & AZ. 111,000, 111,000; C. & BA. 111,000, 111,000; C. & BB. 111,000, 111,000; C. & BC. 111,000, 111,000; C. & BD. 111,000, 111,000; C. & BE. 111,000, 111,000; C. & BF. 111,000, 111,000; C. & BG. 111,000, 111,000; C. & BH. 111,000, 111,000; C. & BI. 111,000, 111,000; C. & BJ. 111,000, 111,000; C. & BK. 111,000, 111,000; C. & BL. 111,000, 111,000; C. & BM. 111,000, 111,000; C. & BN. 111,000, 111,000; C. & BO. 111,000, 111,000; C. & BP. 111,000, 111,000; C. & BQ. 111,000, 111,000; C. & BR. 111,000, 111,000; C. & BS. 111,000, 111,000; C. & BT. 111,000, 111,000; C. & BU. 111,000, 111,000; C. & BV. 111,000, 111,000; C. & BW. 111,000, 111,000; C. & BX. 111,000, 111,000; C. & BY. 111,000, 111,000; C. & BZ. 111,000, 111,000; C. & CA. 111,000, 111,000; C. & CB. 111,000, 111,000; C. & CC. 111,000, 111,000; C. & CD. 111,000, 111,000; C. & CE. 111,000, 111,000; C. & CF. 111,000, 111,000; C. & CG. 111,000, 111,000; C. & CH. 111,000, 111,000; C. & CI. 111,000, 111,000; C. & CJ. 111,000, 111,000; C. & CK. 111,000, 111,000; C. & CL. 111,000, 111,000; C. & CM. 111,000, 111,000; C. & CN. 111,000, 111,000; C. & CO. 111,000, 111,000; C. & CP. 111,000, 111,000; 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C. & LK. 111,000, 111,000; C. & LL. 111,000, 111,000; C. & LM. 111,000, 111,000; C. & LN. 111,000, 111,000; C. & LO. 111,000, 111,000; C. & LP. 111,000, 111,000; C. & LQ. 111,000, 111,000; C. & LR. 111,000, 111,000; C. & LS. 111,000, 111,000; C. & LT. 111,000, 111,000; C. & LU. 111,000, 111,000; C. & LV. 111,000, 111,000; C. & LW. 111,000, 111,000; C. & LX. 111,000, 111,000; C. & LY. 111,000, 111,000; C. & LZ. 111,000, 111,000; C. & MA. 111,000, 111,000; C. & MB. 111,000, 111,000; C. & MC. 111,000, 111,000; C. & MD. 111,000, 111,000; C. & ME. 111,000, 111,000; C. & MF. 111,000, 111,000; C. & MG. 111,000, 111,000; C. & MH. 111,000, 111,000; C. & MI. 111,000, 111,000; C. & MJ. 111,000, 111,000; C. & MK. 111,000, 111,000; C. & ML. 111,000, 111,000; C. & MM. 111,000, 111,000; C. & MN. 111,000, 111,000; C. & MO. 111,000, 111,000; C. & MP. 111,000, 111,000; C. & MQ. 111,000, 111,000; C. & MR. 111,000, 111,000; C. & MS. 111,000, 111,000; C. & MT. 111,000, 111,000; C. & MU. 111,000, 111,000; C. & MV. 111,000, 111,000; 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