STOCKS WERE IRREGULAR.

Weakness of Missouri Pacific and Burlington Stimulated Traders to Sell.

The Latter Stock Was Depressed by the Poor Showing of the Quarterly Income Report.

FATE OF COAL TRUST UNCERTAIN.

Prospective Legislation Depressed Jersey Central 1 1-4 and Reading 3-4 Per Cent.—B. & O.'s New Collateral Trust Loan Anxiously Awaited.

Wall Street, Tuesday, Feb. 18.

A little character was given to the market to-day by purchases for foreign account in St. Paul and Louisville & Nashville. This buying was inspired by the favorable report of earnings by the St. Paul for the second week of February, and the inside information that the report of Louisville & Nashville, due to-day, would be equally favorable. Outside of London operations the market had the same narrow professional tone that characterized it yesterday.

In sympathy with the international stocks prices advanced somewhat in the morning. In the afternoon the weakness of Missouri Pacific and Burlington stimulated selling by traders and the market closed very irregular, with advances and declines equally distributed. Burlington was depressed by the anticipation that the quarterly dividend would be declared to-day and poor showing made by the quarterly income report.

The stock closed with a net decline of ½ per cent. Missouri Pacific, after advancing ½ point, dropped 1⅛, closing with a net loss of ⅝ per cent. The sales were based on the information, whether true or false, that the annual report would show less improvement in earnings than has been the case with other great railroads in 1895.

Both the cotton and winter wheat crop were short in 1895, while the low price of corn has retarded the movement of that cereal. It is asserted, moreover, that the Missouri, Kansas & Texas Railroad, through its new branches, notably the Kansas Eastern, has cut into the business of the Missouri Pacific. There has been liquidation in this stock for some reason and perhaps the real reason has at last been elicited.

AFRAID OF INVESTIGATION.

The apparent determination of the New York and New Jersey Legislatures to press the investigation of the Coal Trust depressed Jersey Central 1¼ and Reading ¾ per cent. Insiders profess to believe that the investigations will come to naught.

Northern Pacific preferred was firm, and advanced ½ for the reasons given in this column yesterday. There was good buying of Long Island Traction stock on account of increasing earnings, resulting from better management of the system. The other stocks were erratic in movement and not worthy of note.

While there were no dealings in Baltimore & Ohio, there is much interest in the meeting of directors to-morrow, when some definite information regarding the new collateral trust loan may be made public. An expert is at work upon the books for the new management. It may be stated that while no irregularities in bookkeeping, such as was discovered in the Atchison investigation, by the same expert, have come to light in Baltimore & Ohio, many charges which properly belong to operating expenses have been made to construction account and advances to branch lines. This method of apparently increasing the net earnings has been used by a majority of railroads during the trying times of the past two years.

The excessive reduction in operating expenses of many roads can be explained in no other way, and it will be developed that the actual net profit of operating the Baltimore & Ohio is much less than has appeared in the official reports.

Bankers are interested in the fact that exchange on New York is at a discount in Chicago, indicating an outward movement of currency to the Western city. The best explanation offered is that Chicago made over shipments to New York on account of the bond issue, and is taking back funds that were not used for this purpose on account of unsuccessful bids.

Following are the sales of stocks and range of prices:

Sales.		Open.	High.	Low.	Clos.
24722	Am Sug Ref	116	116½	115½	115⅝
100	American Cable	93	93	93	93
2525	American Tobacco	80¾	80⅝	79½	79⅝
55	Am Tobacco pf	102	102	102	102
40	American Exp	112½	112½	112½	112½
136	Am Cotton Oil pf	68	68	68	68
2040	Atch, Top & S F	16⅝	16¾	16⅝	16⅝
920	A, T & S F pf w i	26¼	25½	25¼	25⅜
1021	Ann Arbor pf	27	28½	26⅞	28½
1051	Brooklyn R T	24	24¼	24	24¼
202	Canada Southern	50¼	50¼	50	50
600	Ches & Ohio	17½	17½	17½	17½
5280	Chicago Gas	68⅝	69⅛	68	68
322	C, C, C & St L	38¼	38¼	38	38
553	Chic & N W	104⅝	104¾	104¼	104¼
60	Chic & N W pf	146¼	146¼	146¼	146¼
7830	Chic, Bur & Q	80⅝	80⅝	79½	79¾
23855	C, M & St P	77	78	77	77
280	C, M & St P pf	129⅝	129¾	129¼	129¼
6310	C, R I & Pac	72⅝	73¼	72⅝	72⅞
940	Colorado Fuel	30	31½	30	31½
250	C, L & W pf	50	51½	50	51½
100	Col Coal & I D	3¼	3¼	3¼	3¼
205	Consol Gas Co	158	158	158	158
108	Del & Hudson	128	129	128	128¼
100	Del, S, S & A pf	13½	13½	13½	13½
230	Denver & R G	46⅝	47	46⅝	47
2953	Distilling & C F	18⅝	18⅞	18¼	18¼
2956	General Electric	31⅛	31⅞	30⅝	31
25	Harlem	283	283	283	283
590	Iowa Central pf	36⅝	36⅝	36¼	36¼
100	Kingston & P M	25	25	25	25
53	L E & West pf	75	75	75	75
45	Lake Shore	145	145½	145	145½
100	Long Island	84	84	84	84
1838	Long Island Trac	21½	21⅝	21½	21⅝
200	Laclede Gas	22⅝	22⅝	22⅝	22⅝
15737	Louis & Nash	51½	52¼	51	51
2910	Lous, N A & C	10	10½	9⅞	9⅞
408	L, N A & C pf	23¼	24½	23¼	24½
4755	Manhattan con	106¼	107	104⅝	104⅝
100	Minn Iron	71½	71½	71½	71½
57	M & St L 1st pf	80	80	80	80
9385	Missouri Pac	23⅝	24	22⅝	22⅞
600	Mo, Kan & T pf	29⅞	29⅞	29¼	29¼
2306	N J Central	108½	108½	107½	107½
385	N Y Central	98	98⅛	98	98⅛
110	National Lead	27	27	27	27
5	National Lead pf	89¼	89¼	89¼	89¼
1645	North American	5⅝	5⅝	5⅛	5⅛
650	N Y, L E & W	16⅝	16⅝	16⅛	16⅛
290	N Y, S & W	10	10	9⅝	9⅝
370	N Y, S&W pf	27½	27½	27½	27½
600	Northern Pacific	4⅛	4⅛	4⅛	4⅛
200	Northern Pac pf	15	15½	15	15½
710	Ontario & West	15⅝	15⅝	15¼	15¼
305	Oregon R & N	10	10	10	10
100	Oregon S Line	7⅝	7⅝	7⅝	7⅝
2425	Pacific Mail	29⅝	29⅝	29	29
1900	Phil & Reading	13⅝	13¾	13¼	13¼
325	Pull Palace Car Co	161½	161½	161½	161½
100	P, C, C & St L	18	18	18	18
200	St L S W pf	12¼	12¼	12¼	12¼
100	St P & Dul pf	90	90	90	90
250	Southern Pacific	20⅝	20⅝	20¼	20¼
301	Southern Railway	10¼	10¼	10⅛	10⅛
1244	South R'way pf	31⅝	31⅝	31⅛	31⅛
3720	Tenn C & I	33½	34	33½	33½
100	Texas Pacific	8⅝	8⅝	8⅝	8⅝
770	Union Pacific	7⅝	7⅝	7	7
135	U S Rubber	27⅝	27⅝	27⅝	27⅝
155	U S Cordage	5½	5½	5¼	5¼
100	U S Cordage pf	13⅝	13⅝	13⅝	13⅝
400	U S Leather	11	11	10⅞	10⅞
4110	U S Leather pf	66⅝	67½	65⅝	66¼
10	W. St L & P	7	7	7	7
935	W, St L & P pf	18⅝	18⅝	18½	18½
1325	West Union Tel	85⅞	85⅞	85⅝	85⅝
5220	Wheel & L Erie	12⅝	12⅞	12	12⅛
100	Wn Un Beef	9¼	9¼	9¼	9¼

Total sales of stocks, 153,760 shares.

Following are the sales of bonds, expressed in $1,000's, and range of prices:

10	Atchison gnl, 4s w. i	78½	78½	—
8	Atchison adj, 4s w. i	47⅝	47⅝	—
13	Atchison 4s t. r	77	77	77⅛
40	Atchison 2ds a. t. r	25⅝	26	26⅛
12	Ann Arbor 4s	72	72	—
8	Bur, C, R & N 1st	106½	106½	106⅝
19	Brooklyn W. & W. 8s	99½	99½	—
8	Brooklyn Elevated 1st	100	100	100½
5	Brooklyn Elevated 2d	72	72	—
18	Ches. & Ohio Cn. 5s	108½	108½	109¼
6	Ches. & Ohio gnl. 4½s	76½	76½	—
17	Ches & Ohio R. & A. 1st cn. 4s	93	93	—
11	Chic., Bur. & Q. cons. 7s	103½	103½	103⅝
5	Chic., Bur. & Q. 4s Neb. ex	91	91	—
2	Chic., Bur. & Q. 7s	117	117	117¼
20	Chic., Bur. & Q. 4s I Div	99½	99½	—
1	Chic., Bur. & Q. deb. 5s	99½	99½	—
10	C., C., C. & St. L. 4s St. L. Div.	93½	93½	—
2	Canada Southern 1st	103½	103½	—
1	Cleveland & Canton 1sts	110	110	—
7	Central Pacific 6s	102	102	—
8	Central Pacific 7s	102½	102½	—
12	Central Pacific '98s	103½	103½	—
17	Chic. & Erie 1st	110	110	110½
25	Den. & R. G. cn	89½	89½	—
10	Duluth & Iron R. 1st	102½	102½	—
2	Duluth, S. S. & Atl. 5s	98	98	—
10	Erie prior. bds	93½	93½	—
5	Erie cn. 1st	139	139	—
10	East Tennessee 5s	108½	108½	—
1	Edison E. I. 1st	108½	108½	—
3	Edison E. I. cn. 5s	100	100	—
10	Fort Worth 1st t. r	68	68	68½
10	G., H'g & S. A. 2ds	100	100	—
12	Harlem 1st c	114½	114½	—
2	Hocking Valley 5s	89	89	—
8	Houston & Texas Cent. gnl. 4s	69½	69½	—
4	Iron Mountain 1st	100	100	—
2	Int. & Great Northern 1st	117½	117½	—
15	Kansas & Texas 4s	85⅝	85½	85½
3	Kansas & Texas 2s	60½	60½	60⅝
5	Laclede Gas 1st	95	95	—
5	Lexington Ave. & P. F. 1st	113⅝	113⅝	—
6	Lake Shore 1st c	113	113	—
1	Lou. & N. cn	107	107	—
1	Lou. & N. 2 4s	79½	79½	—
1	Lou. & N. P. & A. 1st	101	101	—
10	Mo., Kan. & E. 1st	92½	92½	—
10	Min'ps & St. L. cn. 5s	101	101	—
1	Min'ps & St. L. i. ex	125	125	—
3	Mam. R'way 4s	97	97	—
6	Northern Pacific 2d c	109¾	110¼	—
39	Northern Pacific 3d c	75	75	75¼
105	Northern Pacific cn. 5s	39⅝	40⅝	40⅝
73	Northern Pacific cn. 5s t. r	39½	40	40¼
15	Northern Pacific c. t. r	86	86	—
1	N. Y. & Lack. 1st	131½	131½	—
5	N. J. Central gnl. 5s R	116½	116½	—
8	N. J. Central gnl. 5s	118	118	—
10	Nash. & Chat. 1st	127	127	—
27	N. Y., Chic. & St. L. 4s	103⅝	103⅝	—
19	Northern Ill. 1st	102½	102½	—
4	N. Y., N. H. & H. 4s deb. ctfs	157	157	—
3	N. W. S. F. deb. 5s 1933	111	111	—
1	N. W. deb. 5s 25 yr	106	106	—
2	N. Y., O. & W. r. 4s	93	93	—
6	Oregon S. L. 6s	109	109	109½
19	Oregon S. L. 6s t. r	109	109	—
11	Oregon S. L. nn. cn. U. r	64	64	—
2	Oregon Imp. 5s	28	28	29
5	Oregon Imp. 5s t. r	28	28	28¾
1	Peo., Dec. & Evr. 1st	101½	101½	—
1	Peoria & Eastern 1st	79	79	—
10	Pitts. & West 1st	75½	75½	75⅝
10	P., C., C. & St. L. 4½s S. A.	110½	110½	—
2	P., G. & C. 1st cn. 6s	102	102	—
3	Rock Island ex. 5s	103½	103½	—
35	Reading gnl. 4s t. r	78½	78½	78⅞
12	Reading 1st pf. inc. 1st. i. p	34½	34½	—
15	Reading 3d pf. inc. 1st i. p	18	18	—
11	Rio Grande West. 1st	76½	76½	76⅞
10	Southern Pac. of Cal. cn	90½	90½	—
2	St. P. & K. C. 1st con. 6s	121	121	—
1	St. L. & S. F. 2d cl. A	113½	113½	—
6	St. L. & S. F. gnl. 6s	106⅝	106⅝	—
7	St. P. gold	124½	124½	—
4	St. P. 1st C. & P. W. d	112½	112½	—
8	St. P. 1st L. & D. 5s	107½	107½	—
1	Southern Railway 5s	93	93	—
4	Seattle L. S. & E. t. r	40½	40½	—
1	Texas Pacific 1st 5s	87	87	—
12	Texas & New Orleans cn. 5s	96	96	96½
10	Tol., St. L. & K. C. 1st t. r	74	74	74½
1	Union Pacific '96s	102½	102½	—
9	Union Pacific C. T. 4½s t. r	51½	51½	—
1	Union 1st	99	99	—
46	Union Pacific, D. & G. 1st	37½	38	38
30	U. S. Cordage 1st t. r	34	34	—
17	Wabash 1st	105½	105½	105½
5	Wabash 2ds	74⅝	74⅝	74⅞
1	Wabash D. & C. ex	99½	99½	—
1	West. Union col. 5s	103⅝	103⅝	—
5	West Shore 4s	105	105	—
9	West Va. Cent. & P. 1st	108	108	—
5	Wheeling & L. E. 1st	101½	101½	—
1	Wheeling, L. E. & P. cl. 5s	70½	70½	—
4	Wisconsin Central 1st t. r	43	43	—

Total sales of railway bonds (par value), $1,089,000.

Government bonds strong. The 4s of 1925 closed ¼@⅜ per cent higher, but the 4s of 1907 closed ½ per cent higher bid, and the 5s closed ½@¾ per cent higher bid. Railway bonds quiet, but firm. The features were Atchison 4s t. r., Ann Arbor 4s, Brooklyn Wharf and Warehouse 5s, Chesapeake & Ohio consols 5s, Chicago & Erie 1sts, Denver & Rio Grande consols 4s, Kansas & Texas 4s, Reading General 4s t. r., Union Pacific, Denver & Gulf 1sts, United States Cordage 1sts t. r., Wabash 1sts, Northern Pacific and Oregon Short Line issues. The more important net advances were in Atchison 4s t. r., ½ per cent; Ann Arbor 4s, ½; Brooklyn Wharf and Warehouse, 5s, ½; Chesapeake & Ohio consol 5s, ⅜; Chicago & Erie 1sts, 1; Kansas & Texas 4s, ½; Oregon Short Line 6s t. r., ½, and Union consols t. r., ½; Union Pacific, Denver & Gulf 1sts, ¾; Wabash 1sts, ⅜ per cent. The noteworthy declines were in Denver & Rio Grande consol 4s, ½ per cent; Northern Pacific 3d c., ⅝; Reading General 4s, t. r., ⅝, and United States Cordage 1sts t. r., ½ per cent.

Sales of United States bonds were as follows: $24,000 United States 4s, r. of 1907, at 109¾; $500,000 United States 4s, c. of 1925, at 116⅜@117⅛, and $5,000 United States 5s, r., at 113⅝.

Commercial price of bar silver in New York, 67⅝c. Bar silver in London closed at 30⅞d. Exports to Europe to-morrow, 773,000 ounces.

The market for foreign exchange held steady in the morning, but declined 1-32 in the afternoon, owing to the lack of inquiry from remitters. The close was easy at the following quotations for actual business: Sterling cables, 4.88; demand, 4.87⅝@4.87¾; 60 days, 4.86½. Francs, cheques, 5.16⅞; 60 days, 5.18⅛, less 1-16. Reichsmarks, demand, 95⅝; 60 days, 94⅞@94 15-16.

Domestic exchange on New York: Boston, 15@20 cents discount; Charleston, buying, par; selling ⅛ premium; Savannah, buying, 1-16 off; selling, par; New Orleans, bank, 150 premium; commercial, 50 cents discount; San Francisco, sight, par; telegraph, par; St. Louis, 50 cents premium, offered at 75 cents premium; Chicago, 75 cents discount.

Money on call, 3½@4, closing at 3½ per cent. Time money is inactive at 5 per cent for all periods. Banks are buying commercial paper more freely and the tone is much easier. Choice double-name bills bring 5½, choice single-name 6 per cent and names not so well known 7 per cent.

The Pittsburg, Cincinnati, Chicago & St. Louis Railroad reports gross earnings for January of $1,226,544, an increase of $118,738 as compared with the same month of last year, and net $293,384, an increase of $34,715. Fixed charges were $296,882, leaving a surplus of $6,502, an increase of $5,379.

The Erie Railroad reports gross earnings for December of $2,518,728, an increase of $284,367 as compared with the same month of the previous year, and net $606,242, an increase of $104,399.

Railway gross earnings for the second week in February compared with those of the same week last year.

Buffalo, Roch. & Pitts	$42,430	Inc.	$2,999
Balt. & O. Southwestern	112,680	Inc.	4,903
Canadian Pacific	307,000	Inc.	83,000
Columbus Street Railway	11,018	Inc.	1,332
Chicago & E. Illinois	68,700	Inc.	10,900
Denver & Rio Grande	126,100	Inc.	4,200
Ft. Worth & Rio Grande	7,246	Inc.	573
Iowa Central	38,644	Inc.	9,397
Inter. & Gt. Northern	60,803	Inc.	3,692
Long Island	49,752	Inc.	13,942
Minneapolis & St. Louis	35,687	Inc.	8,922
Mexican Central	174,343	Inc.	777
Mexican National	80,500	Inc.	7,707
Missouri Pacific	384,000	Inc.	29,000
Central Branch	11,000	Inc.	1,000
Norfolk & Western	199,596	Inc.	70,300
Rio Grande Western	35,200	Inc.	2,600
St. Louis Southwestern	94,100	Inc.	3,200
St. Paul	549,311	Inc.	125,514
Texas Pacific	116,779	Inc.	16,003
Toledo & Ohio Central	30,893	Dec.	2,206
Wheel. & Lake Erie	15,683	Dec.	8,297
Wisconsin Central	73,818	Inc.	14,085

The annual report of the Chicago & Alton Railroad Company for the year ending December 31 shows:

	1895.	1894.	Changes.
Gross earn	$9,802,486	$8,292,236	Inc. $510,250
Op'ng exp	3,982,992	3,628,687	Inc. 354,303
Net earn'gs	$2,819,494	$2,663,549	Inc. 51,121

The total receipts in 1895 were $7,044,011; the total disbursements $6,763,831, leaving a surplus of $280,179, against 196,986 in 1894.

The Lehigh Coal & Navigation Company reports for the year ended December 31, 1895:

	1895.	1894.	Changes.
Gross earn	$1,692,878	$1,838,732	Dec. $145,854
Disburs'm'ts	1,253,945	1,202,824	Inc. 51,121
Balance	$438,933	$635,908	Dec. $196,975
Dividends	573,866	645,599	Dec. 71,733
Deficit	134,933	$9,691	Inc. $125,242

The Union Railway Company, of New York, reports for quarter ended December 31:

	1895.	1894.	Changes.
Gross earn	$111,099	$107,489	Inc. $4,510
Oper'ng exp	82,209	61,758	Inc. 20,451
Net earn'gs	29,790	$45,731	Dec. $15,941
Other income	166	250	Dec. 84
Total	$29,790	$45,981	Dec. $16,025
Fixed charges	31,963	30,596	Inc. 1,367
Deficit	$2,007	$15,385	Inc. $17,329

Cash on hand, $15,150; profit and loss surplus, $213,700.

The exports of general merchandise from the port of New York for the week ending to-day were valued at $4,433,817, against $8,127,242 last week, and $5,472,475 for the corresponding week of last year.

The latest London quotations were as follows:

Atchison A. A. P.	17⅛	Nor. & West. pf	7¾
Canadian Pacific	59⅝	Northern Pac. pf	15⅝
Ches. & Ohio	18	Ontario & West	15⅝
Erie com. A. A. P.	17⅛	Pennsylvania	54⅝
Erie 2d consols	75½	Reading 1st A. P.	7
Illinois Central	98	St. Paul	79¾
Kansas & Texas	13¼	Southern Ry	10½
Lake Shore	149½	Southern Ry pf	32½
Louis. & Nash.	52½	Union Pacific	17
N. Y. Central	100½	Wabash pf	19⅛

Money in London ½@¾ per cent. Rate of discount in open market, for both short and three months' bills, 1⅛ per cent. Paris advices quote 3 per cents at 102 francs 72½ centimes; exchange on London, 25 francs 21 centimes. The statement of the Imperial Bank of Germany shows an increase in specie of 8,460,000 marks.

Mining Stocks.

The transactions in mining stocks on the Consolidated Exchange were limited. Prices ranged as follows:

1000 Brunswick	.08	400 Victor	6.37½
1100 Creede and Cripple Cr'k.	.08	500 G'den Fleece	1.70
		1100 Crocsus	.04

INTO MR. MORGAN'S NET.

Bonds That Escaped Weaker Fishermen Will Be Caught by the Syndicate.

According to statements made yesterday by well informed persons in Wall Street it has practically been decided that the forfeited bonds of the new Government issue will be awarded to the Morgan syndicate. At the Sub-Treasury no confirmation of the statement could be obtained. As far as can be learned, the total amount of forfeited bonds will be about $5,500,000.

Deputy Assistant Treasurer Muhleman, assisted by a corps of clerks, is now busy on a detailed statement showing the transactions at the Sub-Treasury in connection with the new bond issue. This report will probably be ready to-day.

The receipts of gold at the Sub-Treasury amounted to about $2,500,000. Of this sum $737,957 was definitely turned in on account of bonds and the greater portion of the remainder will be placed to the same account later. At the Assay Office $2,250,000 was received for examination. This gold is said to belong to J. P. Morgan & Co. and will be deposited later on bond account.

Zimmermann & Forshay withdrew their customary $500,000 gold from the Sub-Treasury yesterday. It is said that a large portion of the withdrawals of this firm ultimately finds its way into the vaults of well-known banks and other institutions which do not wish to figure directly in the matter.

The Ward Line steamer Seguranca, from Havana, yesterday brought $600,000 in Spanish gold to the Western National Bank. The shipment was made by a big banking and commercial house in Cuba. It was reported that this gold, together with other recent small shipments, was sent here for safe keeping and belongs to persons in Cuba who wish to get a portion of their possessions out of the island.

IMPORTANT B. & O. MEETING.

New Yorkers to Be Put on the Board of Directors.

Baltimore, Feb. 18.—Much interest is taken in the meeting to be held to-morrow by the directors of the Baltimore & Ohio Railroad Company. It is expected that some action will be taken looking to the organization of the Baltimore & Ohio Northwestern system, which will include the lines now controlled by the Baltimore & Ohio Company between Pittsburg and Chicago. Should the new organization be effected, Vice-President King would, it is understood, retire from the parent company and become president of the new company with headquarters at Pittsburg.

The Board will confirm the election of Mr. Oscar G. Murray as first vice-president of the Baltimore & Ohio, succeeding General Orland Smith.

Another promised feature for to-morrow's meeting is the possible further changes in the Board of Directors. At the special meeting held January 24, when Mr. John K. Cowen was elected president of the road, Mr. George C. Jenkins temporarily retired from the Board in order that Mr. Edward R. Bacon, president of the Baltimore & Ohio Southwestern, could be elected a director. It was then announced that Mr. William F. Burns, who has been a member of the Board for many years, would offer his resignation at the February meeting. Mr. Burns now says that he does not know what he will do.

It is also said that Mr. Maurice Gregg will retire from the Board to make way for a New Yorker or some one in close sympathy with the New York interests.

Mr. Charles F. Mayer, late executive head of the Baltimore & Ohio Railroad Company, will also be retired from the presidency of the Consolidation Coal Company. Mr. Charles K. Lord, third vice-president of the Baltimore & Ohio Railroad Company, will succeed Mr. Mayer as president of the coal company. The selection will be made directly by the stockholders.

Both His Feet Frozen.

Newark, N. J., Feb. 18.—A young man named Messler, while driving from New York to Brookdale, on Monday night, had his feet badly frozen and was taken to the Essex House, near Bloomfield. Later he was sent to his home, as it is thought one of his feet will have to b amputated.

MARINE NEWS.

PORT OF NEW YORK.

ALMANAC TO-DAY.

Sun rises.....6:48 a. m. | Moon rises...11:45 a. m.
Sun sets.....5:40 p. m. | Moon sets.....

HIGH AND LOW WATER TO-DAY.

GOVERNOR'S ISLAND		SANDY HOOK.	
H. W.	L. W.	H. W.	L. W.
11:00 a. m.	5:15 a. m.	10:40 a. m.	4:43 a. m.
11:31 p. m.	5:20 p. m.	11:10 p. m.	4:40 p. m.

High water at Hell Gate is 1 hour and 49 minutes later than at Governor's Island.

Incoming Steamships.

ARRIVED YESTERDAY.

Ss. Wordsworth (Belg.), Hairby, Rio Janeiro January 29 and Bahia February 2, with mdse. and three passengers to Rubk & Irvons.

Ss. Rio Grande, Barstow, Fernandina and Brunswick, with mdse. and passengers, to C. H. Mallory & Co.

Ss. Jersey City (Br.), Lewis, Bristol January 30 and Swansea February 1, with mdse., to James Arkell & Co.

Ss. El Rio Quirk, New Orleans, with mdse., to J. T. Van Sickle.

Ss. Spain, Foote, London, January 31, with mdse., to F. W. J. Hurst.

Ss. Washington (Ger.), Dinklage, Bremen, February 4, in ballast to Gust Heye.

Ss. Bonn (Ger.), Winckel, Bremen, February 1, with mdse. and 372 steerage passengers, to Oelrichs & Co.

Ss. Yorktown, Dole, Norfolk and Newport News, with mdse. and passengers to Old Dominion Steamship Co.

DUE TO-DAY.

Ss. Schiedam, Amsterdam, February 1; ss. Hildawell, Gibraltar, January 30; ss. Britannia, Gibraltar, February 1; ss. Kara, Glasgow, January 30; ss. Navigation, Gibraltar, January 29; ss. Southwark, Antwerp, February 8; ss. Munchen, Bremen, February 9; ss. Massachusetts, London, February 6; ss. Leona, Galveston, February 11; ss. Alleghany, Kingston, February 13; ss. Knickerbocker, New Orleans, February 13; ss. Nacoochee, Savannah, February 16; ss. Teutonic, Liverpool, February 12; ss. Havel, Bremen, February 11; ss. Werra, Gibraltar, February 10; ss. Vigilancia, Havana, February 5; ss. Richmond Hill, London, February 5; ss. Seminole, Jacksonville, February 16.

DUE TO-MORROW.

Ss. Phoenicia, Hamburg, February 7; ss. Weimar, Bremen, February 11; ss. Manhattan, Madiana, St. Thomas, February 11; ss. Valencia, Navassa, February 15; ss. El Paso, New Orleans, February 15.

Outgoing Steamships.

SAIL TO-DAY.

	Mails close.	Vessels sail.
St. Louis, Southampton	8:00 a. m.	11:00 a. m.
Yermania, Liverpool	7:00 a. m.	10:00 a. m.
Westernland, Antwerp	10:00 a. m.	12:00 m.
Normannia, Genoa	8:00 a. m.	11:00 a. m.
Orizaba, Havana	1:00 p. m.	3:00 p. m.
Trinidad, Bermuda	8:00 a. m.	10:00 a. m.

SAIL TO-MORROW.

Ciudad Condal, Havana	11:30 a. m.	1:30 p. m.
Alliance, Colon	10:00 a. m.	12:00 m.
Seminole, Charleston		3:00 p. m.
Andes, Hayti	10:00 a. m.	12:00 m.

PRODUCE MARKETS LOWER

Wheat, Corn, Oats and Provisions All Sold Off and Closed at Lowest Prices.

The Net Losses Were of a Fractional Sort, but Indicated the Uncertainty of the Speculation.

FOREIGN ADVICES OF BROKERS.

One Big Bear Runs to Cover—Cotton Sold Up and Closed with a Net Gain of 2 and 3 Points—Coffee Strong.

On 'Change, Tuesday, Feb. 18.

The produce markets in volume were fair only and in tone they were lower all around. The final prices were at the lowest of the day, and they were ¼ @ ⅜ below yesterday's closing figures for wheat and ¼ for corn and oats. The tone of the market was reflective of Chicago, where the final figures were at ½ @ ⅝ recession for the day. Provisions of all selections were in the same range as regards prices, closing at the lowest quotations. The sales on the Produce Exchange were 1,675,000 bushels wheat, 225,000 bushels corn, 45,000 bushels oats and 9,000 barrels flour.

The cable advices of effect in the Street showed that the Liverpool markets at the opening ranged ¼ to ½ lower on free offerings of Russian wheat, which was put upon the market at 3 to 6d. per quarter under the price of American wheat. Later cables made the Liverpool markets quiet and rather easier, with buyers supplying immediate demands only. None of the foreign advices were encouraging to higher prices, and a late London dispatch reporting the wheat and corn markets dull stated that the "re-sellers were offering wheat at less than the American quotations." The world's shipments of wheat to Europe last week, from all sources, are given at 5,578,000 bushels, against estimates yesterday of 6,750,000 bushels. This is very materially under the European requirements, but with a possible increase in the Argentine shipments and the shipments of Russian wheat, in the immediate future, the trade is very much inclined to await developments.

The world's visible supply, as stated in the Bradstreet report, an increase of 897,000 bushels for the week, was used as a factor in breaking the price, and the drop was ⅝ in New York and ⅞ to 1 in Chicago. The loss of ½ cent in the price of March wheat, also was a weakening factor. This wheat has been held at a premium of 2¼ cents over the May option price, practically barring out the exporters, as other countries were offering supplies based on the price of actual cash wheat, carrying no premium.

Perhaps the strongest feature of the day's market was the covering of a million short wheat by a prominent operator. The buying for this account held the market for the time being, and when it was accomplished prices sagged off, closing at the lowest range for the day.

The Chicago curb prices were: Puts, 64½@64⅝; calls, 65½, 65⅝, 65¾, 65⅝; closing quotations, 65c. bid and 65@65¼c. asked.

A private market study summary dispatch, after the close, said: "There were some outside buying orders in wheat at the opening this morning, but the volume was not large. The smaller local traders seem to be bearish and have sold wheat steadily until the price got down to 65¼, and were getting short, while some big buying was going on for a local trader. Then, in an effort to get their wheat up, these same traders put wheat up and got their supply from commission houses. So far as the Bradstreet report of visible supply has any effect, it is bearish."

The cables to brokers say that the foreigners are buying at less figures than quoted from America. The Western traders (the Chicago operators), it is figured, have bought a great deal of wheat "from the bottom to the top," and they are holding on to it, and it may take a sharp advance to shake much of it out and give activity to the market.

The demand for No. 2 red Winter wheat continues large, and some 75,000 bushels were sold in Chicago to-day to go into the Winter wheat districts. The clearances of wheat in Chicago were very small, but were rather liberal for flour.

The market for corn was dull, and the crowd were sellers in anticipation of heavy receipts. The feeling in the West is favorable to corn and, in speaking of the receipts, one broker telegraphed: "No doubt we will get them, but now is the time to buy corn." Oats were dull and featureless, and the active operators in the market are inclined to sell upon every stiffening up of quotations.

The feature of the provision market is that everybody has the "tip" to sell lard, and the present price is at the lowest range known in the history of the trade. There were small fluctuations fo-day and the final figures showed no material change from yesterday.

The following shows the range of prices:

NEW YORK.

WHEAT.

	Open.	High.	Low.	Close.
February	..	..	..	72¼
March	73⅝	73⅝	73¼	73
April	71⅝	72	71⅝	71⅝
June	71⅝	71⅝	71⅛	71¼
July	71⅝	71⅝	71	71
CORN.				
February	..	..	..	36
May	36¼	36¼	36	36
July