T. PAUL WAS THE MAGNET

ying Orders from Investors for the Stock Helped the Market.

aneful Effects of Speculative Liquidation in the Street Checked by Timely Selling.

BEAR TIPS IN REGARD TO SUGAR.

An Unexplained Rise of Two Points in Chicago Gas Was Followed Almost Immediately by a Decline—N. P. Stock Advanced.

Wall Street, Tuesday, March 24.

Liquidation of a weak, speculative interest in Burlington, St. Paul and Sugar ran its course to-day, and the market immediately began to improve. While this liquidation was still in progress a large bear operator covered his short contracts. Traders, however, and Washington continued to sell in the morning, and their attitude as reinforced by London, which sent me selling orders. Prices declined ½ to per cent on an average before noon. hen it was discerned that the selling ressure had been removed from the maret, covering set in, which forced a sharp ally. The feeling was not confident, but as less pessimistic than in the afternoon. Reports of a good statement for the third week of March by the St. Paul, and the understanding that the Republican State Convention would offer Morton for the Presidential nomination on a flat gold platform, encouraged some buying of stocks. It was reasoned that New York was the leading State in the country and best known to the foreigners. A pronunciamento of its Republican State Convention for a gold currency, it was thought, might influence a better settlement in London, or at least mitigate the bearish feeling caused by the squinting currency platform of the Ohio convention.

Whatever the causes, the market closed firm, with the majority of the active railroad stocks well above the lowest prices, and many of them showing slight net gains.

ST. PAUL EAGERLY BOUGHT.

St. Paul showed great resistance to the oppressive effect of speculative liquidation. At every concession buying orders pour in for this stock, believed to come in a large measure from investors who feared that they would have no opportunity of picking up this stock so cheaply after the dividend declaration. This security appeals strongly to investors, as the company has already earned during the past half of its fiscal year sufficient to pay dividends on a 4 per cent basis for two years. For this reason only the most daring operators venture to sell it short, while it is a favorite purchase of the bulls on every reaction in sympathy with the general market.

When liquidation of the speculative interest to which reference has already been made appeared in Sugar, the bears seized the opportunity to make a raid upon the stock. It dropped 2½ per cent before the insiders made any effort to lend any support. From that point it rallied easily, but closed with a net loss of 1½ per cent. The Street was filled with the bear "tips," which usually accompany a reaction in price and an accumulation of stock by the manipulators of Sugar.

Chicago Gas had a little pyrotechnic display of its own, jumping 2 points in a few moments on the attempts of the shorts to cover. Rumors that Maloney had left the city satisfied that the consolidation of the Chicago gas companies could not be stopped naturally followed the sensational advance of the stock. As the price declined 1 point almost as quickly as it jumped, there was probably no basis for the report of a reformation of Maloney. A net advance of 1 per cent was recorded at the close, and the fact was revealed that all of the floating supply is in strong hands.

Northern Pacific preferred advanced ⅞ per cent from the lowest and closed with a net gain of ⅜ per cent. Buying was stimulated by the knowledge that a movement is being seriously discussed among the preferred stock holders to hold out against the reorganization plan for better terms. The lien of the preferred stock on the lands east of the Missouri River cannot be extinguished except by a foreclosure of the first mortgage.

This foreclosure is hardly a possible contingency, as the courts would not allow the company to default when it is earning the interest on the first mortgage twice over. The Reorganization Committee, moreover, does not control the first mortgage bonds. If any number of the preferred stockholders decline to accept the terms of the reorganization, their lien on the lands of the Northern Pacific in Minnesota and Montana would come ahead of all of the new securities. A foreclosure of the second mortgage would not affect this lien in any way. An awkward complication would consequently ensue from united action on the part of dissenting preferred stockholders.

Following are the sales of stocks and range of prices:

Sales.	Stocks.	Open.	High.	Low.	Clos.
48650	Am Sug Ref	116⅛	116⅜	113⅞	115
45	Am Sug Ref pf	100⅝	100⅝	100	100
10730	Amer Tobacco	83¼	83⅞	82⅝	83½
240	Amer Tobacco pf	100½	100½	100½	100½
60	Amer Express	111½	111½	110	110
400	Am Cot Oil	15	15¼	15	15¼
1335	Atch, Top & S F	14⅝	14⅞	14⅝	14⅝
200	A, T & S F pf w i	23⅝	23⅝	23¾	23⅜
106	Ann Arbor pf	26⅛	26⅛	26⅛	26⅛
572	Balt & Ohio	16½	17¼	16½	17¼
250	Brooklyn R T	21	21	21	21
400	Can Southern	48⅞	48⅞	48¾	48¾
200	Can Pacific	54⅝	54⅝	54½	54½
274	Ches & Ohio	15⅝	15⅝	15⅝	15⅝
3835	Chicago Gas	65½	67⅜	65⅛	66½
400	C. C. C & St L	35	35½	35	35½
150	C. C. C & St L pf	87½	87½	87½	87½
1801	Chic & N'west	102¼	102¼	101⅝	101⅝
15760	Chic, Bur & Q	74⅛	73⅝	73⅞	74⅝
24448	C, M & St P	74	74¼	73⅞	74⅛
204	C, M & St P pf	125⅝	125⅝	125½	125½
8895	C. R I & Pac	68⅝	69½	68½	69¼
600	Cleve, L & W pf	50¼	51	50	51
410	Consol Gas Co	148	148¼	148	148¼
110	Del & Hudson	126	126	126	126
300	Del, Lack & W	160⅝	161	160⅝	161
960	Den & R G pf	46	46	45⅝	45⅝
3500	Dist & Cat F Co	17⅝	17⅝	17	17½
737	Erie R R	14½	14½	14	14
635	Erie R R 1st pf	38⅛	38⅛	37	37⅝
257	Erie R R 2d pf	22½	22½	22½	22½
6850	General Electric	35¼	35¼	34½	35
100	Illinois Central	95	95	95	95
100	Iowa Central pf	34½	34½	34½	34½
200	Lake E & W	18	18¼	18	18¼
200	Lake E & W pf	70	70	70	70
115	Lake Shore	146	146	146	146
2750	Laclede Gas	27	27⅛	26⅛	26¾
12130	Louis & Nash	49	49⅝	48⅝	49⅝
515	Manhattan con	103½	104¼	103⅜	104¼
200	Met Traction	103¼	103¼	103	103
10	M & St L 1st pf	80	80	80	80
485	Missouri Pacific	22¾	23	22⅝	23
550	Mo, K & Tex	11¼	11¼	11	11
2075	Mo, K & Tex pf	24⅝	25¼	24⅝	25¼
100	Nat L Oil	15	15	15	15
690	N J Central	104½	104½	104	104
310	N Y Central	96	96	95½	95½
375	Nat Lead	22¾	23	22¾	23
139	Nat Lead pf	86	86	86	86
700	North American	5⅛	5⅛	5	5⅛
200	N Y, C & StL 2dpf	30½	30½	30½	30½
210	N Y, S & W	8¾	8¾	8¾	8¾
550	N Y, S & W pf	24	24¼	24	24
1930	North Pacific	1⅜	1⅜	1⅜	1½
925	North Pacific pf	11	11½	10⅝	11½
400	Ont & West	14⅛	14⅛	14	14⅛
222	Oregon S L	3⅝	3⅝	3⅝	3⅝
1100	Pacific Mail	26¼	26⅝	26	26⅝
2850	Phil & Reading	9⅞	10¼	9⅝	10¼
150	P, C, C & St L pf	56⅝	56⅝	56⅝	56⅝
700	St P & Omaha	38	38	38	38
400	St P M & M	110⅛	110⅛	110⅛	110⅛
500	Southern Pacific	18½	18¾	18½	18¾
1080	Southern R R	8⅞	8⅞	8⅝	8¾
932	Southern R R pf	28½	28½	28¼	28½
2785	Tenn Coal & Iron	25½	26⅛	25½	25⅞
500	Texas Pacific	7⅞	7⅞	7¾	7¾
911	Union Pacific	6⅝	6½	6⅝	6½
806	U S Rubber	26	26½	26	26½
165	U S Rubber pf	84⅝	85	84	84
840	U S Cordage	4½	4½	4⅜	4½
432	U S Cordage pf	8¾	8¾	8¾	8¾
5580	U S Cordage gtd	18	18	17½	17½
525	U S Leather pf	60¾	60¾	60⅛	60½
10	W, S, L & P	6¾	6⅝	6¾	6⅝
1133	W. St L & P pf	16½	16⅝	16½	16⅝
787	West Union Tel	83	83½	82⅞	83½
35	Wheel & L E	9⅝	10	9⅝	10
30	Wheel & L E pf	33	33	33	33

Total sales, 181,640 shares.

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

20 Atchison gen. 4s w. i.	77½@ 78¼
5 Atchison adj. 4s w. i.	44 @ 45
4 Atchison 4s t. r.	75⅝@ 76
162 Atchison 2d a. t. r.	23½@ 24¼
5 Atlantic & Pacific in.	2 @—
1 Ann Arbor 4s	76 @—
3 American C. O. 8s	109¾@110
5 Bur., C. R. & N 1st	106½@106⅞
2 Cleveland & Canton 1st t. r.	80½@—
2 Chic. & East Illinois 1st	115¼@—
10 Chic. & East Illinois gen. 5s	101 @—
1 Erie gen. lien 3-4s	64⅝@—
4 East Tennessee 5s	107½@—
1 East Tennessee 1st	109 @—
1 Fort Worth 1st t. r.	66 @—
1 Brooklyn W. & W. 5s	100½@—
7 Ches. & Ohio gen. 4½s	72 @ 72¼
3 C., B. & Q. conv. 5s	99½@100
1 C., B. & Q. 4s Neb. ex.	91 @—
3 C., B. & Q. 7s	117⅜@117¼
1 Cent. Wash. 1st t. r.	32½@—
10 Den. & Rio Grande cn.	88½@—
1 Detroit & Mack. gen. 4s	67 @—
3 Duluth S. S. & A. 5s	97 @ 97½
1 G., H. & S. A. 2d	102½@—
11 G., H. & S. A. M. P. 5s	92 @—
1 Hock. Valley 6s	89 @—
1 Houston & Texas Central 1st 5s	108 @—
5 Houston & Texas Cen. deb 4s	90 @—
6 Iron Mountain 5s	80 @ 81
1 Int. & Great North. 2d	71½@—
10 Int. & Great North. 3d	25 @—
52 Kansas & Texas 4s	84 @ 84⅛
62 Kansas & Texas 2s	54½@ 55¼
1 Kentucky Cen. 1st	88½@—
1 Mo., Kan. & E. 1st	92½@—
1 Minneapolis & St. L. cn.	101 @—
50 Northern Pac. 1st c.	114½@115½
75 Nor. Pacific t. r.	114½@115⅜
14 Nor. Pacific 2d c.	109½@110
10 Nor. Pacific 3d c.	73½@—
80 Nor. Pacific cn. 5s	46½@ 47¼
34 Nor. Pacific cn. 5s t. r.	46½@ 47
18 Nor. Pacific c. t. r.	89½@ 89½
1 Laclede Gas 1st	95 @—
1 Louisville & Nash. gen. 4s	77½@—
33 Lex. Ave. & P. F. 1st	111½@111⅝
25 Lehigh & N. Y. 1st	92 @—
20 Man. Railway 4s	96 @ 96½
6 Met. Elevated 1st	118 @—
1 N. J. Central cn. 1899	109 @—
6 N. J. Central gen. 5s r.	115 @—
1 N. Y. Central deb. 5s	106 @—
5 Nash. & Chat. 1st	127 @—
1 Nash. & C. 6s M. M. W. & A.	108 @—
5 N. W. S. F. deb. 5s 1933	111 @—
5 N. Y., O. & W. r. 4s	89½@—
1 Peo., D. & E. 1st	101½@—
10 Pitts. & Western 1st	70 @—
5 P., G. & C. 1st cn. 6s	102½@—
1 R. & Pitts. cn.	118 @—
8 Rock Island ex. 5s	103¼@103⅜
10 So. Pac. of Cal. cn.	91 @—
10 So. Pac. of N. M. 1st	105½@—
1 So. Pac. of Arizona 1st	95½@—
5 St. P. & M. M. ex. 4s	86 @—
1 Ohio & Miss. 1st sp. d.	105¼@—
1 Ohio Southern 1st	94 @—
29 Reading gen. 4s t. r.	76⅝@ 77⅜
20 Reading 1st pf. inc. 1st I. P.	29 @—
2 Reading def. inc. 1st I. P.	1⅜@—
2 Rio Grande W. 1st	75 @—
1 St. P. gen. 4s	94 @—
6 St. P. con.	128 @—
10 St. P. 1st W. & M. 5s	112¼@—
31 St. Louis So. W. 1st	73½@ 74¼
20 St. Louis So. W. 2d	28½@ 29
46 Southern Railway 5s	90 @ 90¼
1 St. Louis So. 1st	80 @—
3 Seattle, L. S. & E. t. r.	36 @—
40 Texas Pacific 2d in.	22 @ 22½
1 Third Avenue 5s	120 @—
15 Union Pacific D. & G. 1st	36½@—
7 Wabash 1st	107 @—
13 Wabash 2d	72½@—
1 Tenn. C. & R. 6s Tenn. div.	91 @—
2 Tol., St. L. & K. C. 1st t. r.	74½@—
5 Union Pacific '96	103⅞@—
9 Union Pacific '97	104 @—
4 Union Pacific g. 6s c. t. n.	95 @—
30 West Shore 4s	105½@105¾
1 West Shore 4s reg	106 @—

Total sales of railway bonds (par value), $1,231,000.

Government bonds firm. The 4s of 1925 closed ⅛ per cent higher, bid. Railway bonds weak. The features were Chicago & Eastern Illinois general 5s, Manhattan Elevated 4s, Reading general 4s, t. r., Union Pacific, Denver & Gulf 1sts, Wabash 2ds, Atchison, Kansas & Texas, Northern Pacific, and St. Louis Southwestern issues. The more important net declines were in Chicago & Eastern Illinois general 5s, ½ per cent; Northern Pacific 1sts, r., ¼; 2ds, c., 1¼; 3ds, c., ½; consol 5s, ⅜, and consol 5s, t. r., ¼; Reading general 4s, t. r., ¼; St. Louis Southwestern 1sts, 1, and 2ds, 1½; Union Pacific, Denver & Gulf 1sts, ¼; Wabash 2ds, ⅝ per cent. The noteworthy advances were in Atchison general 4s, w. i., ¼ per cent; adj. 4s, w. i., ¾, and 2 A's, t. r., ⅝; Kansas & Texas 4s, ¼, and 2ds, ¼; Manhattan Elevated 4s, ½ per cent.

Sales of United States bonds were as follows: $21,000 United States 4s, r., of 1925, at 116⅜@116⅞, and $6,000 United States 4s, c., of 1925, at 116¾.

In bank stocks four shares of American exchange sold at 170.

Commercial price of bar silver in New York, 68¼. Bar silver in London closed at 31⅛d. Exports to Europe to-morrow, 375,000 ounces.

The strength of foreign exchange continued to-day, and a further advance of 1-32 per cent was recorded. The demand is not great, but is more than sufficient to absorb the meagre supply of bids offering. Posted rates for sterling were advanced ½ cent to 4.88 for long and 4.89 for short bills. Rates for actual business closed as follows: Sterling, cables, 4.88¼@4.88½; demand, 4.88@4.88¼; 60 days, 4.87@4.87¼; francs, 5.16¼@5.16⅞, less 1-16; 60 days, 5.18¾; reichsmarks, demand, 95 7-16@95½; 60 days, 95 1-16.

Domestic exchange on New York: Boston, 10 discount; Charleston, buying par, selling ⅛ premium; Savannah, buying 1-16 off, selling par; New Orleans, bank 150 premium, commercial 25 discount; San Francisco, sight 7½ cents premium, telegraph, 12½ cents premium; St. Louis, 50 cents premium, offered at 75 cents premium; Chicago, 10 cents discount.

Money on call, 3@3½ per cent, closing at 3 per cent. Time money is inactive at 4 per cent for 60 and 90 days, 4½ for four months, and 4½@5 for six months. No commercial paper sells under 6 per cent, at which rate choice names are salable.

The exports of general merchandise from the port of New York for the week ending to-day were valued at $6,304,832, against $8,545,226 last week and $6,381,174 for the corresponding week of last year.

The Edison Electric Illuminating Company of New York has declared a quarterly dividend of 1½ per cent, payable May 1.

The Spokane Falls and Northern Railroad reports gross earnings for February of $26,005, an increase of $11,462 as compared with the same month of last year, and net, $16,664, an increase of $9,681.

The Flint & Pere Marquette Railroad reports gross earnings for January of $229,123, an increase of $53,492 as compared with the same month of last year, and net, $56,174, an increase of $27,771. Fixed charges were $50,924, leaving a surplus of $5,250, an increase of $27,957.

The New Orleans Traction Railroad reports gross earnings for February of $115,325, an increase of $27,814 as compared with the same month of last year, and net, $56,069, an increase of $21,694.

Railway gross earnings for the third week of March, compared with those of the same week last year:

Denver & Rio Grande	$129,000	Inc.	$15,500
Rio Grande Western	40,700	Inc.	2,100
Toledo & Ohio Central	33,169	Inc.	681
Texas Pacific	108,293	Dec.	14,650
Wabash	229,592	Dec.	7,486

The latest London quotations are as follows:

Atchison A A P	15	Norfolk & West pf.	6⅞
Canadian Pacific	55¼	North Pacific pf	11½
Ches & Ohio	15⅞	Ont & Western	14⅝
Erie com A P	14⅝	Reading 1st A P	5⅛
Erie 2d consols	72	Pennsylvania	54⅝
Illinois Central	96⅝	Southern Railway	9
Kansas & Texas	11¼	Southern Ry pf	28⅞
Lake Shore	149¾	St. Paul	77⅜
Louis & Nash	50⅛	Union Pacific	6½
N Y Central	99⅝	Wabash pf	17

Money in London, ½ per cent. Rate of discount in open market for short and three months' bills, 11-16 per cent. Paris advices quote 3 per cents at 101 francs 45 centimes. Exchange on London, 25 francs 22½ centimes.

ERIE GETS A SMALL ROAD.

The New Jersey & New York Absorbed by the Larger Line.

Negotiations have been completed for the acquisition of the New Jersey & New York Railroad by the Erie Railroad.

The New Jersey & New York controls about forty-eight miles of road. The main line extends from a junction on the Erie Road, about eight miles out of Jersey City, twenty-nine miles to Garnerville, N. Y. From that town there are branches running to Stony Point, Mannet-New City and Haverstraw, N. Y. The present company is a successor to the Hackensack & New York Railroad which was consolidated with the Hackensack Railroad in 1886.

The control [illegible] the road is vested [illegible] $400,000 first [illegible] age bonds and $8[illegible] preferred sto[illegible]

HIGHER PRICES FOR WHEAT.

Active Options Had a Net Gain for the Day of One-Half to Three-Quarters.

Armour Was a Buyer in Chicago and Was Reported to Have Taken on Some Good Lines.

WEATHER REPORTS A BIG FACTOR.

The Cotton Market Was Fairly Active and Closed at a Loss of Two Points for the More Active Months. Coffee Was Strong.

On 'Change, Tuesday, March 24.

The speculation in wheat was smaller in volume to-day than yesterday, but prices were better. They were ½ to ¾ better at the close. The total sales of wheat were 1,435,000 bushels; of corn, 245,000 bushels, and of oats, 150,000 bushels. The gains in the New York market were reflective of those on the Chicago Board. Corn and oats were only fairly steady, and were fractionally lower at the close, and provisions were also marked down. The final prices for wheat were at the best range of the day, and the feeling at the close of the market was in favor of higher prices. The rather restricted volume of business was a disappointment to the operators for higher prices, who had anticipated active buying orders on any strengthening of the market. These operators are stubborn in their position, and, as expressed by one of the hard workers in the pit: "They'll all want this wheat when it is ten points higher, and it'll get there all right."

The Liverpool market opened ¾ lower and closed steady at the decline, influenced by liberal Russian offerings. Of the 369,000 bushels of wheat received there during the past week, 256,000 bushels came from Russian ports, and only 113,000 bushels was American wheat.

May wheat opened in Chicago at 61¾, and sold at 61⅝, and then up to 62¼, and closed at 62⅜ bid. The dispatches said the crowd were looking for some big lines of long wheat to come out on the break. They were disappointed, however, as Mr. Armour and some other friends of wheat absorbed all the offerings. The rallies and reactions were recurrent between 61⅜ and 62¼, but the option finally took a decided move upward on reports of liberal acceptances of wheat at the seaboard for early April shipments—given out as 248,000 bushels, all Spring wheat. There was also a report from the San Joaquin Valley, Cal., that the hot, scorching winds blowing over the wheat fields were doing serious damage, the thermometer in that section registering between 80 and 90 all day. This undoubtedly had a strengthening effect on prices. C. C. Pillsbury, the big Minneapolis miller, wires that he "expects to see wheat sell 10 cents higher before May," and that not 40 per cent of the Spring ploughing in the Northwest has been done yet, owing to the backwardness of the Spring weather. He declares that 10,000,000 bushels of the wheat held at Duluth is under contract, to be shipped East on the opening of lake navigation, and that the surplus of the Argentine wheat crop is owned and controlled by European holders.

These items and those forwarded by Prime, the crop expert, who said the Winter wheat crop was suffering severely from thawing and freezing weather, helped the bulls to put up the price of the active option.

"The market is half-hearted as yet," said one of the workers on the Exchange at the close, "but it is only a question of a few days when it will be active enough to suit everybody."

The clearances at the four ports of wheat and flour to-day were 392,000 bushels wheat, and for two days they are 531,000 bushels.

New York clears: Wheat, 73,088 bushels; corn, 48,330 bushels; oats, 4,705 bushels; flour, 7,441 barrels and 41,500 sacks. Boston clears: Flour, 1,585 barrels and 15,714 sacks; wheat, 81,349 bushels; corn, 5,000 bushels; oats, 150 bushels. Baltimore clears: Flour, 93 barrels and 1,025 sacks; corn, 51,429 bushels; oats, 20,980 bushels. Philadelphia clears: Wheat, 2,803 bushels; corn, 6,031 bushels, and oats, 14,524 bushels.

The final price of the May option in Chicago was 62⅜. On the curb Puts sold 61⅞, 62, 62⅛ and 62, and Calls, 62⅝, 62½.

The importations of wheat into Liverpool within the past three days were 375,000 bushels, of which 115,000 bushels are American. This is more liberal than for some time past.

Total receipts at Spring wheat points are 385,709 bushels, against 219,104 bushels for the corresponding date last year. Winter wheat receipts are 59,983 bushels, against 102,744 bushels last year.

The following shows the range of prices:

NEW YORK.

	Open.	High.	Low.	Clos.
WHEAT.				
May	68¾	69⅜	68¾	69⅛
June	69	69½	68¾	69½
July	68½	69⅛	68½	69⅛
September	69¼	69⅝	69	69⅝
CORN.				
May	35¼	35¼	35¼	35¼
July	36⅛	36¼	36⅛	36⅛
OATS.				
May	24¼	24¼	24⅛	24¼
LARD.				
May	—	—	—	5.45

CHICAGO.

	Open.	High.	Low.	Clos.
WHEAT.				
May	61⅝-¾	62¼	61⅝	62⅜
July	62⅝-½	63¼	62⅝	63⅛
CORN.				
March	28¼	28⅜	28¼	28⅜
May	29¼	29⅜	29⅛	29⅜
June	29⅛	9⅞	29½	—
July	30¼	30⅜	30⅛	30⅜
September	31½	31½	31¼	31⅜
OATS.				
May	19¼	19½	19⅛	19½
June	19⅜	19⅜	19⅜	19⅝
July	19⅞	20	19⅞	19⅞
September	20⅛	20¼	20⅛	20¼
LARD.				
May	5.20	5.20	5.17½	5.17½
July	5.35	5.35	5.30	5.32½
September	5.50	5.50	5.45	5.47½
RIBS.				
May	4.77½	4.77½	4.72½	4.75
July	4.87½	4.90	4.85	4.87½
PORK.				
May	8.90-7½	8.97½	8.77½	8.85
July	9.17½	9.17½	8.97½	9.02½

The Signal Service map shows a Spring-like condition throughout the wheat belt. In Minneapolis it is clear and pleasant; in Cincinnati, clear and 25; in Indianapolis, clear and frosty; in Louisville, cool and cloudy; in Terre Haute, clear and fine; in St. Louis, clear and pleasant; in Springfield, Ill., clear and cold; in Quincy, Ill., clear and pleasant; in Atchison, partly cloudy; in Sioux City, clear; in Lincoln, Neb., clear and very windy; in Omaha, Kansas City and Chicago, clear and cool. The forecast for Wednesday is fair and warmer for Indiana, Illinois, Wisconsin, Minnesota, Iowa, Missouri, Kansas and Michigan: fair and warmer to-day and colder Thursday for the Dakotas, Nebraska, Colorado and Wyoming.

L. G. Quinlin's Chicago special at the close said: "There has been no particular feature to the market to-day, aside from the fact that it was a narrow, scalping one, and the crowd were "whip-sawed" three or four times. The news is all bearish, but the market closed ½ cent higher than it opened. The market acts as though it were dragging around a price when wheat might be bought on every break."

Corn mild and dull. The trading was featureless, and prices showed small variation. There was no feature to the trading in oats, and the market was nominal. Provisions were lower in tone.

The Cotton Market.

The total sales of cotton were 79,900 bales, and the net result of the day's trading was a loss of two points in the more active months. There was little outside business. The news from New England was not encouraging, and one dispatch stated that, unless there was some improvement in the situation, some of Providence mills will shut down, or run on short time.

The total receipts for a day at the ports were 17,000 bales, against 14,096 bales last week, 24,901 bales last year and 9,680 bales in 1894. The total exports were 9,553 bales, including 5,052 bales for Great Britain and 4,501 bales to the Continent. Spot cotton was steady, with sales of 3,392 bales at 7⅞ for middling.

The following shows the range of prices for the day:

	Open.	High.	Low.	Closing.
March	—	—	—	7.51@7.53
April	7.55	7.57	7.54	7.53@7.54
May	7.60	7.63	7.59	7.59@7.60
June	7.60	7.63	7.59	7.59@7.60
July	7.61	7.63	7.59	7.59@7.60
August	7.61	7.63	7.59	7.59@7.60
September	7.31	7.32	7.31	7.30@7.31
October	7.21	7.23	7.21	7.20@7.21
November	7.16	7.17	7.15	7.15@7.16
December	7.19	7.20	7.17	7.17@7.18
January	7.23	7.23	7.23	7.22@7.23

The Coffee Market.

The general range for the coffee options at the close was five points advance over yesterday. The trading was limited, aggregating 14,000 bags for the day. The market was without special feature. Cables were about steady, and the receipts show some increase both in Rio and Santos. Spot coffee is steady on the basis of 13⅞ cents for 7s.

The following shows the range of prices:

	Opening. Bid.	Opening. Asked.	Closing. Bid.	Closing. Asked.
January	10.40	10.60	10.45	10.55
February	10.40	10.55	10.40	10.50
March	13.25	13.30	13.20	13.25
April	12.80	12.90	12.80	12.90
May	12.55	12.60	12.55	12.60
June	12.10	12.20	12.15	12.20
July	11.80	11.85	11.80	11.85
August	11.40	11.45	11.35	11.45
September	11.00	11.05	10.95	11.00
October	10.80	10.85	10.75	10.80
November	10.60	10.75	10.65	10.75
December	10.55	10.65	10.55	10.60

Gossip of the Exchanges.

J. W. Moore telegraphed from Chicago: "There is not as much wheat on the market as expected, and it looks as if most of the wheat that is sold was short wheat. I should not be surprised to see wheat do better."

Phillips covered good lines of short pork in the Chicago market and his buying checked the morning movement.

Baldwin & Cudahy, brokers, bought provisions and Lindbloom bought 8,000 barrels of May pork.

Counselman & Day and Barrett were free sellers of wheat, and Champlin and Patton were buyers.

August Brosseau sold wheat at 62.

LIVELY IN MINING SHARES.

A Large Volume of Trading, with Prices on the Advance.

Mining stocks in general moved to a higher plane at the New York Mining Exchange yesterday. The trading was brisk and brokers had many large buying orders on hand. The total sales were 127,400 shares, divided among twelve stocks. The largest transaction in any one security was the Summit Gold Mining Co., of which 34,600 shares were traded in.

Gold Hill and Montana Gold Bar were greatly in demand and both showed marked advances. The former gained a full point, while the latter moved up from 55 to 56¾, closing at the highest price of the day. A quiet buying of Justine is taking place in both Denver and New York. All the stock offered is absorbed without particularly affecting the price. Most of the buying is done by insiders who give out no reason for their purchases.

Prices in Denver came in higher. Blue Jay, which was quoted at .05⅝ bid, .07 asked here, was quoted at .03½ bid, .04 asked, in Denver. A bid of .51 for Isabella was made for 100 shares here. This stock sold at Denver yesterday at 55⅝ and 56¼. Late in the day word was received from Denver that Argentum, Creede and Cripple Creek and Enterprise had been temporarily taken off the call at Denver. The reason for this action was not made known.

The sales and quotations were as follows:

Sales.		High.	Low.	Bid.	Asked.
—	Apothecaries	..	..	..	3¾
2100	Bedford con	2.50	2.37½	2.37½	2.50
—	Bill-Jim	..	..	5½	
—	Bradley-Pioneer	..	..	..	39½
—	Blue Jay	..	..	5⅝	7
15500	Constitution	9¾	8½	8½	
—	Colorado Giant	..	..	..	23½
—	Dictator	..	..	3½	
—	Eagle Gold	..	..	51	57
20300	Gold Hill	24½	24	24½	25
1700	Gladys A.	5¼	4	5½	5⅝
—	Illinois	..	..	2¾	2⅞
—	Isabella	..	..	51	
—	Insley	..	..	7	11
3000	Justine	2¼	2¼	2	2½
—	Little Carlysle	..	..	..	5
100	Lincoln Boy	6	6	5	6¾
19400	Mineral Farm	6¾	6¼	6½	6⅞
2000	Mic-Mac	10½	10½	6½	10½
—	Manhattan	..	..	½	
21700	Mont. Gold Bar	56¾	55	56⅛	57⅛
—	Ontario	..	..	12.00	
5500	Old Gold	5	5	..	7
1500	Pike's Peak	9	9	8	9¼
34600	Summit	14	12½	13½	13⅜
—	Trail Run	..	..	4⅝	6
—	Work	..	..	15	17

Sales on the Consolidated Exchange.

300 So. Nevada	.73	100 Victor	6.62½
100 Crown Point	.65	100 Horn Silver	2.00
100 Iron Silver	.25	300 Leadville	.14
100 Plymouth	.20		

OBSTACLE TO REORGANIZATION

Northern Pacific Preferred Stockholders May Be Dissatisfied.

Interest in the Northern Pacific reorganization is not centred in what the third mortgage bondholders will do at their meeting to be held April 2, but what the preferred stockholders will do. It may be that the third mortgage men will fight the plan, but that is not seriously considered.

As far as the preferred stockholders are concerned, they have a lien on the company's lands in Minnesota and Dakota, and should they refuse to submit to the plan, their stock would still remain a lien on the valuable land grant in two States.

This lien is the only thing which makes the preferred stock valuable, and many holders refuse to surrender certificates with such security behind it to take in its stead stock which has no definite security.

The formation of a committee of stockholders is now being considered to insist upon better terms from the Reorganization Committee.

The only way in which this lien can be wiped out is by defaulting in the interest on the general first mortgage bonds. In that event the land can be sold, first to satisfy this mortgage, and the balance belongs to the preferred stock, which was created in the place of the 7 3-10 per cent bonds in the last reorganization. The Reorganization Committee does not desire a default in the interest of the first mortgage, nor is there any reason for it, as the earnings of the road are ample to provide for it.

FAVOR THE TAWNEY MEASURE.

Customs Officials Like the Bill Providing for Civil Pensions.

A meeting of the Custom House officials, with the exception of the Collector and Appraiser, was held in the Liquidation Room yesterday afternoon to hear the report of a committee appointed to investigate the Tawney bill, which provides for an annuity for Customs House employes. The committee consisted of Thomas W. Churchill, J. H. Wainwright, C. P. Miller, E. A. Horton, C. H. Heyzar, T. M. Brophy and S. E. Demorest.

Under the terms of the proposed bill provision is made for the retirement of employes upon an annuity to be provided by imposing an assessment of 2 per cent on salaries. Any person who is fifty years old and has been in the service twenty years can retire, and retirement is obligatory at seventy years of age after thirty-five years' service.

The committee reported unanimously in favor of the bill and another committee will be appointed to go to Washington to look after the interests of the bill.

Pool in Texas Railroad Business.

At a meeting of the representatives of the various roads in the Southwestern Traffic Association, held yesterday at the Windsor Hotel, a resolution was passed providing for a pooling of all Texas business from the seaboard, North and Northwest. Under the terms of the agreement the old association is practically reformed. The organization effected will be governed by a Board of Control of three members, of which Chairman Day will be the chief member. A penalty forfeit of $5,000 is provided for violations of the agreement between the railroads interested.

Peru Negotiating a Loan.

Information has been received in this city from Lima, Peru, to the effect that the Government of Peru is negotiating for a loan of $5,000,000. The loan, in which bankers of this city have been interested, is to be used in purchasing from Chili the territories of Tacna and Arica. These territories were ceded to Chili in the treaty of peace made by the two countries at the close of the Chili-Peru war.

FINANCIAL.

To Bondholders of the Northern Pacific Railroad Company and Holders of Mercantile Trust Company Certificates of Deposit, under the agreement of February 19, 1894.

Under and in conformity with the powers and provisions of the Bondholders' Agreement above mentioned, we hereby give notice that this Reorganization Committee has prepared and adopted a Plan and Agreement for the reorganization of the affairs of the Northern Pacific Railroad Company, and has duly lodged the same at New York City in the office of this Reorganization Committee, and with the Farmers' Loan and Trust Company and The Mercantile Trust Company; and at Berlin and London with the Deutsche Bank.

At each of said places also will be found printed copies of said Plan and Agreement for distribution to Bondholders and Certificate holders.

Dated New York, March 16th, 1896.

EDWARD D. ADAMS, Chairman,
LOUIS FITZGERALD, Vice-Chairman,
JOHN C. BULLITT,
CHARLES H. GODFREY,
J. D. PROBST,
JAMES STILLMAN,
ERNST THALMANN,
Reorganization Committee.
CHARLES C. BEAMAN,
WM. NELSON CROMWELL,
of Counsel.
A. MARCUS, Secretary.

TO THE HOLDERS OF

Northern Pacific R. R. Company's

**General First Mortgage Bonds,
General Second Mortgage Bonds,
General Third Mortgage Bonds,
Dividend Certificates,
Consolidated Mortgage Bonds,
Branch Road Bonds,
Collateral Trust Notes,
Preferred Stock,
Common Stock,
and
Northwest Equipment Stock,
and
Trust Company's Receipts for the above described bonds.**

New York, Philadelphia and Berlin, March 16, 1896.

Pursuant to the announcement of the Committees, of which Mr. Edward D. Adams and Mr. Brayton Ives, respectively, are Chairmen, a plan has been prepared for an INDEPENDENT REORGANIZATION of the Northern Pacific Railroad System on a basis of fair treatment to all classes of security holders, and of fixed charges on the reorganized property reduced to an amount believed to be well within its demonstrated earning capacity. This plan has been prepared by the Reorganization Committee with our joint approval and co-operation; and, in conformity with an arrangement with the Committees, we have undertaken to act in carrying it into effect.

In addition to the two Committees above named, the plan also has received the approval of the representatives of a majority of each issue of the mortgage bonds upon which the reorganization is based.

The conversion of the General First Mortgage bonds upon the terms set forth in the Plan is recommended by Messrs. J. P. Morgan & Co., August Belmont & Co. and Winslow, Lanier & Co., who originally issued those bonds, as well as by the German Committee of General First Mortgage Bondholders.

All holders of the above-described bonds, notes and stocks are notified to deposit the same as required by said plan.

Securities not so deposited will not be entitled to participate in the benefits of the reorganization.

Holders of receipts of the Mercantile Trust Company, of New York, for Bonds deposited under the existing Bondholders' Agreement of February 19, 1894, are invited, with the least possible delay, to signify their approval of this plan by producing their existing receipts at one of our offices, in order that we may stamp such approval thereon. Under the terms of the plan, the Managers have the right, which at any time hereafter, in their discretion, they may exercise, to exclude from the plan any holders of such receipts who shall not conform to the request to present their receipts for stamping, as expressly assenting to the plan.

Copies of the agreement and plan of reorganization are now ready for distribution, and all security holders are invited to obtain them from us, as all depositors are bound thereby. They set forth in detail many features which are of much importance to security holders.

We believe that the prompt consummation of the plan will result to the best interests of all security holders, and will place this vast property on a sound and conservative basis.

Any further information connected with the reorganization, which may be desired by security holders, will be furnished on application at any of our offices.

Holders of the bonds issued by the following Companies are requested to communicate with Messrs J. P. Morgan & Co., New York, or with the Deutsche Bank, Berlin, giving the amount of their holdings, and stating whether held in bonds or certificates of deposit:

Central Washington Railroad Company.
Coeur d'Alene R'way and Navigation Company.
Duluth and Manitoba Railroad Company (Minnesota Division).
Duluth and Manitoba Railroad Company (Dakota Division.)
Helena and Red Mountain Railroad Company.
James River Valley Railroad Company.
Northern Pacific and Montana R. R. Company.
Northern Pacific and Manitoba R'way Company terminal bonds.
Seattle, Lake Shore and Eastern R. R. Company.
Spokane and Palouse Railway Company.

In order to deal equitably with the holders of these Branch Bonds, it is deemed necessary to consider each case separately, and upon its own individual merits.

After hearing from a large proportion of each class of these bondholders, steps will be taken to arrive at some fair basis of adjustment, for which General Lien 3 Per Cent Bonds and new Preferred Stock Trust Certificates have been reserved under this Plan.

J. P. Morgan & Co.,
23 Wall st., New York.
Drexel & Co.,
5th and Chestnut sts., Philadelphia.
Deutsche Bank,
Berlin.

TOBACCO.

I advised my clients to buy Tobacco when it was selling around $72.50 per share. Those who took advantage of my information have reason to congratulate themselves.

I am in a position to get valuable information from time to time. It will only require a trial to demonstrate how money can be made in WALL STREET.

Send for my Special Letter on TOBACCO, AND PROSPECTUS of THE MONTANA GOLD BAR MINING CO.

I furnish the best service in STOCKS, BONDS, GRAIN, PROVISIONS, MINING STOCKS, ETC.

Commission 1-16.
E. MORTIMER PINE, Banker and Broker, 66 Broadway, New York.
Highest References.

The Nassau Bank,
Corner Beekman and Nassau Streets.

Judgment for an Enormous Sum.

Judgment for $83,549,280 was obtained through default against the Atchison, Topeka & Santa Fe Railroad Company in the Supreme Court, yesterday, by the Union Trust Company, of this city. For several years the Kansas courts have been occupied with the proceedings upon which the judgment was based. The plaintiff is trustee for the defendant's general mortgage bondholders under the issue of October 15, 1889. A deficiency judgment of $83,179,575.57 was decreed against the railroad in the Kansas court February 14. Thereupon the proceedings in this city were begun.

LEGAL NOTICES.

SUPREME COURT, City and County of New York. In the matter of the application of the Hastings Card Company, Limited, for leave to change its name to the "Hastings Card and Paper Company."

Notice is hereby given that the Hastings Card Company, Limited, a corporation organized under the laws of the State of New York, and having its principal business office in the City and County of New York, will apply to the Supreme Court of the State of New York, at a Special Term thereof, known as Special Term, Part I., to be held at the County Court House in the City and County of New York, on the 22d day of April, 1896, at 11 o'clock in the forenoon of that day, or as soon thereafter as counsel can be heard, for an order authorizing said corporation to change its name to the Hastings Card and Paper Company. That the said application will be made upon the petition of the said Company, dated and verified the 9th day of March, 1896, and filed in the office of the Clerk of the City and County of New York, on the 9th day of March, 1896.

Dated, New York, March 9, 1896.
HASTINGS CARD COMPANY, LIMITED.
By FRED C. LOUNSBURY, President.
GEORGE M. BROOKS,
Attorney for petitioner, No. 5 Beekman street, New York City.

SUPREME COURT, NEW YORK COUNTY.—Lizzie E. Stead, plaintiff, against William D. Stead, defendant.—Summons—Action for a Separation.

To the above-named defendant: You are hereby summoned to answer the complaint in this action, and to serve a copy of your answer on the plaintiff's attorney within twenty days after the service of this summons, exclusive of the day of service, and in case of your failure to appear or answer judgment will be taken against you by default for the relief demanded in the complaint.

Dated, New York, March 2, 1896.
OSGOOD SMITH,
Plaintiff's Attorney,
Post office address and office, No. 58 William street, New York City.

To the defendant, William D. Stead:
The foregoing summons is served upon you by publication, pursuant to an order of Hon. Henry R. Beekman, a Justice of the Supreme Court of the State of New York, dated New York, March 3, 1896, and filed with the complaint in the office of the Clerk of the City and County of New York, at the County Court House in said city.

Dated, New York, March 3, 1896.
OSGOOD SMITH,
Attorney for Plaintiff,
58 William street, New York City.

IN PURSUANCE of an order made by Honorable Henry R. Beekman, one of the Justices of the Supreme Court for the City and County of New York, on the 20th day of March, 1896, notice is hereby given to all creditors and persons having claims against Emil Seidenberg, Joseph Seidenberg and Adolf Stiefel, lately doing business in the City and County of New York under the firm name of E. Seidenberg, Stiefel & Co., that they are hereby required to present their claims with the vouchers thereof duly verified to the subscriber, the assignee of said Emil Seidenberg, Joseph Seidenberg and Adolf Stiefel for the benefit of creditors, at his office, No. 32 Liberty street, in the City of New York, on or before the 15th day of June, 1896.

Dated New York, March 23rd, 1896.
MILTON S. GUITERMAN, Assignee.
EINSTEIN & TOWNSEND,
Attorneys for Assignee, Office and P.-O. Address, No. 32 Liberty Street, N. Y. City.

IN PURSUANCE OF AN ORDER made by Honorable Henry R. Beekman, one of the Justices of the Supreme Court for the City and County of New York, on the 20th day of March, 1896, notice is hereby given to all creditors and persons having claims against Charles G. Steinheimer and Charles W. Fisher, lately doing business in the City and County of New York, under the firm name of Steinheimer & Fisher, that they are hereby required to present their claims with the vouchers thereof duly verified to the subscriber, the assignee of said Charles G. Steinheimer and Charles W. Fisher for the benefit of creditors, at his office, No. 32 Liberty street, in the City of New York, on or before the 15th day of June, 1896.

Dated New York, March 23d, 1896.
MILTON S. GUITERMAN, Assignee.
EINSTEIN & TOWNSEND,
Attorneys for Assignee.
Office and P. O. address, 32 Liberty st., N. Y. City.

BUREAU OF THE PUBLIC ADMINISTRATOR, 119 Nassau st., New York, March 17, 1896.

NOTICE is hereby given, pursuant to Chapter 610 of the laws of 1895, that the statement of the receipts and expenditures of the Public Administrator during the year 1895 was published in the City Record three times each week for three weeks, beginning January 20.

WILLIAM M. HOES,
Public Administrator.

WHEREAS, The undersigned will soon complete the purchase of goods, fixtures, good will and book debts of Mee Yuen Lung, 22 Pell st., notice is hereby given to persons holding bills against or owing to Mee Yuen Lung to settle same at 22 Pell st. on or before April 9, 1896, after which date the undersigned will not be responsible for said Mee Yuen Lung's debts.

(Signed.) WING CHUNG ON & CO,
New York City, March 25, 1896.

PROPOSALS.

PROPOSALS FOR $4,300,814.99 GOLD Bonds and Stock of the City of New York.
EXEMPT FROM TAXATION.
EXECUTORS, ADMINISTRATORS, GUARDIANS AND OTHERS HOLDING TRUST FUNDS ARE AUTHORIZED BY LAW TO INVEST IN THESE BONDS.
INTEREST THREE PER CENT PER ANNUM.

Sealed proposals will be received by the Controller of the City of New York, at his office, No. 280 Broadway, until Thursday, the 2d day of April, 1896, at 2 o'clock p. m., when they will be publicly opened, for the whole or a part of the following coupon or registered bonds and stock of the City of New York, principal and interest payable in gold coin of the United States of America, of the present standard of weight and fineness, to wit:

$1,575,000.00 "Consolidated Stock of the City of New York," issued for various public purposes—the principal payable November 1, 1921.

258,400.00 "Consolidated Stock of the City of New York," for a new site and building for the College of the City of New York, and for the purchase of new stock or plant for the Department of Street Cleaning—the principal payable November 1, 1915.

300,000.00 "Consolidated Stock of the City of New York," to provide for payments of awards, costs, etc., certified by the Change of Grade Damage Commission—the principal payable November 1, 1910.

175,000.00 "Consolidated Stock of the City of New York," known as "Additional Water Stock"—the principal payable November 1, 1915.

400,000.00 "Consolidated Stock of the City of New York," known as "Additional Croton Water Stock of the City of New York"—the principal payable November 1, 1915.

1,000,000.00 "Consolidated Stock of the City of New York," known as "Dock Bonds of the City of New York"—the principal payable November 1, 1926.

50,000.00 "Consolidated Stock of the City of New York," known as "Fire Hydrant Stock"—the principal payable November 1, 1925.

542,414.99 "Consolidated Stock of the City of New York," known as "School House Bonds"—the principal payable November 1, 1915.

The proposals should be enclosed in a sealed envelope, indorsed "Proposals for Bonds of the Corporation of the City of New York," and each proposal should also be enclosed in a second envelope, addressed to the Controller of the City of New York.

For full information see City Record.

ASHBEL P. FITCH, Controller.
CITY OF NEW YORK—FINANCE DEPARTMENT, Controller's Office, March 16, 1896.

DEPARTMENT OF STREET CLEANING—Attention is called to the advertisement in the City Record for the receiving of sealed proposals at the office of the Department of Street Cleaning, No. 32 Chambers st., for receiving and finally disposing of refuse, etc.

The proposals will be received until 12 o'clock m. of Monday, March 30, 1896.

Forms of proposals, specifications and contract may be had at the office of the Department.

GEORGE E. WARING, JR.,
Commissioner of Street Cleaning.

PUBLIC NOTICES.

PURSUANT to statutory requirement, notice is hereby given that an Act has been passed by both branches of the Legislature, entitled and worded as follows:

AN ACT

To amend Chapter 120 of the Laws of 1894, entitled "An Act to vacate an assessment for regulating, grading, setting curb, gutter and flagging and superstructure of the Tenth Avenue, now called Amsterdam Avenue, in the City of New York, from the northerly side of One Hundred and Fifty-fifth Street to One Hundred and Ninety-fourth Street, confirmed December 20, 1878, so far as the same remains unpaid."

Further notice is hereby given that a Public Hearing upon such bill will be held in the Office of the Mayor, in the City Hall, in the City of New York, on Friday, March 27, 1896, at 2 o'clock P. M.

Dated City Hall, New York, March 23, 1896.

DEPARTMENT OF STREET CLEANING.

ATTENTION is called to the advertisement in the City Record, for the receiving of sealed proposals at the office of the Department of Street Cleaning, No. 32 Chambers street, for receiving and finally disposing of garbage.

The proposals will be received until 12 o'clock M., of Thursday, March 26, 1896.

Forms of proposals, specifications and contracts may be had at the office of the Department.

GEORGE E. WARING, JR.,
Commissioner of Street Cleaning.

RAILROADS.

PENNSYLVANIA RAILROAD.

STATIONS foot of Desbrosses and Cortlandt sts.
In effect January 15, 1896.

9:00 A. M. FAST LINE.—Parlor Car to Pittsburg.

10:00 A. M. PENNSYLVANIA LIMITED.—Pullman Compartment, Sleeping, Dining, Smoking and Observation Cars. Arrive Chicago 9 a. m., Cleveland 5:25 a. m., Cincinnati 6:40 a. m., Indianapolis 8 a. m., Louisville 11:50 a. m., St. Louis 3 p. m., and Toledo 9 a. m.

2:00 P. M. CHICAGO AND ST. LOUIS EXPRESS.—Pullman Sleeping and Dining Cars to St. Louis, Louisville and Chicago. Arrives Cincinnati 10:45 a. m., St. Louis 7 p. m., Chicago 5:15 p. m.

6:00 P. M. WESTERN EXPRESS.—Pullman Sleeping and Dining Cars to Chicago and Cleveland. Arrives Cleveland 11:25 a. m., Chicago 9 p. m. next day.

7:45 P. M. SOUTHWESTERN EXPRESS.—Pullman Sleeping and Dining Cars to Cincinnati and St. Louis. Arrives Cincinnati 6 p. m., Indianapolis 10:15 a. m., St. Louis 7 a. m. second morning.

8:00 P. M. PACIFIC EXPRESS.—Pullman Sleeping Car to Pittsburg. Connects for Chicago daily, and Cleveland, except Saturday.

WASHINGTON AND THE SOUTH.

8, 8:30, 9:30, 10:10 (Dining Car), 11 a. m., 1, 2:10 (3:30 "Congressional Lim.," all Parlor and Dining Cars), 3:20 (Dining Car), 4:30 (Dining Car), 5 (Dining Car), 9 p. m., 12:15 night. Sunday, 8:30, 9:30, 11 a. m., (3:20 "Congressional Lim.," all Parlor and Dining Cars), 3:20 (Dining Car), 4:30 (Dining Car), 8 (Dining Car), 9 p. m., 12:15 night.

SOUTHERN RAILWAY—3:20 p. m. daily. Sleepers to Augusta, St. Augustine and Tampa. 4:30 p. m. daily, Sleepers to New Orleans, Memphis, Asheville and Hot Springs. 12:15 night, daily, Sleepers to New Orleans and Jacksonville.

ATLANTIC COAST LINE.—"Florida Special" for Jacksonville and St. Augustine 4:30 p. m. week days. 9:30 a. m. daily. Sleepers to Port Tampa, Macon and Jacksonville. 9:00 p. m. daily. Sleepers to Jacksonville and Port Tampa.

CHESAPEAKE & OHIO RAILWAY.—Express 5:00 p. m. daily. Through Sleeping and Dining Cars.

For Old Point Comfort and Norfolk, via Cape Charles Route, 8 a. m. week days, and, with Through Sleeper, 8 p. m. daily.

Atlantic City, 1:50 p. m. week days. Through Buffet, Parlor Car and Day Coach.

For Cape May, 1:00 p. m. week days.

For Long Branch, Asbury Park, Ocean Grove and Point Pleasant, 9:10 a. m., 12:10, 3:40, 5:10 and 11:50 p. m. week days. Sundays (Stop at Interlaken for Asbury Park), 9:45 a. m., 5:15 p. m.

FOR PHILADELPHIA.

6:20, 7:20, 8, 8:30, 9:30, 10 (Penn'a Limited), 10:10 (Dining Car), 11 a. m., 12, 1, 2:10, 3, 3:20, 4, 4:30, 4:30 (Dining Car), 5 (Dining Car), 6 (Dining Car), 7:50, 8, 9 p. m., 12:15 night. Sundays 6:15, 8:30, 9, 9:30 (10 Limited), 10, 11 a. m., 2 (Dining Car), 3:20, 4, 4:30, 4:30 (Dining Car), 5 (Dining Car), 6 (Dining Car), 7:45, 8, 9 p. m., 12:15 night.

Ticket Offices: Nos. 433, 944, 1196, 1323, 111 and 261 Broadway, 1 Astor House and foot of Desbrosses and Cortlandt sts.; 4 Court street, 860 Fulton street, 98 Broadway and Brooklyn Annex Station, foot of Fulton street, Brooklyn; Station, Jersey City. The New York Transfer Company will call for and check baggage from hotels and residences through to destination.

S. M. PREVOST, General Manager. J. R. WOOD, General Pass'r Agent.

"AMERICA'S GREATEST RAILROAD."

NEW YORK CENTRAL & HUDSON RIVER R. R.

THE FOUR-TRACK TRUNK LINE.

Trains leave Grand Central Station, 42d St.: 8:30 a. m., except Sunday, Empire State Express for Albany, Buffalo and Niagara Falls. 9:30 a. m., 1:00, 4:30, 6:00, 7:30, 9:15 p. m., daily, for Albany, Buffalo, Chicago and the West. 1:00, 6:00, 7:30 p. m., for Columbus, Cincinnati, Indianapolis, St. Louis and the Southwest. 6:00 p. m., Adirondack Mountains and Montreal. 6:25 p. m., for Troy, St. Albans, Plattsburg and Montreal.

Trains illuminated by the Pintsch Light.

Ticket and Wagner offices at Grand Central Station, 113 Broadway, 14 Park place, 261, 413 Broadway, 31 East 14th st., 942 Broadway, 235 Columbus ave., 53 West 125th st., and 138th St. Station, New York; 338 and 726 Fulton st. and 106 Broadway, E. D., Brooklyn.

Baggage checked from hotel or residence by the Westcott Express Company.

JOHN M. TOUCEY, General Manager. GEORGE H. DANIELS, General Passenger Agent.

WEST SHORE R. R.

Trains leave West 42d St. Station, N. Y., as follows, and 15m. earlier from foot of Franklin St.:

3:30 A. M.—Daily, local to Buffalo.
7:30 A. M.—Daily, local to Albany, for Catskill Mountains, Saratoga and Montreal. Parlor Car to Albany Sundays only.
9:15 A. M.—Daily, for Albany, Utica, Syracuse, Rochester, Buffalo, Niagara Falls, Toledo, Cleveland and Chicago.
11:35 A. M.—Daily, except Sunday, to Catskill Mountains New Paltz, Lakes Mohonk and Minnewaska, Albany, Saratoga. Parlor Car.
4:00 P. M.—Daily, except Sunday, for Albany.
6:00 P. M.—Daily, for Albany, Montreal, Utica, Syracuse, Rochester, Buffalo, Niagara Falls, Toronto, Detroit, Cleveland, Chicago and St. Louis.
6:30 P. M.—Daily, except Sunday, for Newburg, Albany, Saratoga and Montreal.
7:45 P. M.—Daily, except Sunday, for Utica, Syracuse, Rochester and Buffalo.
8:15 P. M.—Daily, for Albany, Utica, Syracuse, Rochester, Buffalo, Niagara Falls, Toronto, Detroit, Cleveland, Chicago and St. Louis.

For tickets, time tables, parlor and sleeping car accommodations, apply at city offices, Brooklyn and New York, and at stations. Time tables at principal hotels. For other information address

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ASSIGNEE'S NOTICES.

IN PURSUANCE OF AN ORDER of Hon. Henry R. Beekman, one of the Justices of the Supreme Court of the State of New York, notice is hereby given to all persons having claims against William J. Edwards and John Mac Kay, lately doing business in the City of New York under the firm name of Edwards & Mac Kay, to present the same, with the vouchers thereof duly verified, to the subscriber at his place of business, at the office of Thomson & Patterson, No. 54 William street, in the City of New York, on or before the 10th day of June next.

Dated New York, the 25th day of March, 1896.
FORREST MAC NEE, Assignee.
THOMSON & PATTERSON,
Attorneys for Assignee,
54 William Street,
New York City.

COPARTNERSHIP NOTICES.

TO whom it may concern: The firm of E. S. Skinner & Son, doing business at 24 State st., is this day dissolved by mutual consent. E. S. Skinner, Jas. D. Skinner, New York, March 6, 1896.