NEW PUBLICATIONS.

AN AMERICAN BIOGRAPHICAL DICTIONARY.
APPLETONS' CYCLOPÆDIA OF AMERICAN BIOGRAPHY. Edited by JAMES GRANT WILSON and JOHN FISKE. Vol. I. Aaron—Crandall. Royal 8vo, pp. xii., 768. D. Appleton & Co.

The want of a good biographical dictionary of Americans has long been a reproach to our literature. The compilations of Drake and Allen, hitherto the nearest approach to such a work, have merit; but neither in scope nor in fulness do they compare favorably with parallel English, French and German publications, while Allen is moreover distinguished by a great lack of critical judgment. The editors of the new dictionary propose to take their stand in the first rank, along with such enterprises as the admirable English collection now in progress under the direction of Mr. Leslie Stephen. They promise six large volumes, so that they will have ample room for the introduction of an extraordinarily full list of titles, and for the treatment of the most important names at considerable length. In point of comprehensiveness their scheme is almost unique. They intend to give two or three times as many titles as any rival American work—probably from fifteen to twenty thousand in all—and the catalogue will be distinguished from others, first by the inclusion of some thousands of Spanish-American names, not found in any similar dictionary in our language; and secondly, by notices of foreign personages—statesmen, soldiers, authors, travellers, etc.—whose lives are connected with American affairs. It may be surprising at first to find Burke, Chatham, Captain Cook the navigator, Sir Colin Campbell and King Jerome Bonaparte in a Dictionary of American Biography, but the system which admits them has obvious advantages, and it does not appear that anybody with better claims is excluded to make room for them. The editors have adopted for all classes of names the general rule of taking in everybody with the smallest pretensions to celebrity. Toward the living in particular they exercise a lavish hospitality which reminds us of the king's servants who "went out into the highways and gathered together all as many as they found, both bad and good." This liberality is not to be regretted. Anybody who has attracted the notice of the public even for a short time in politics, the church, science, literature, art, arms, adventure, whose books have found readers, whose name has been frequent in the newspapers, is a fit subject for a biographical dictionary. We would not exclude even those whose brief day of notoriety is long past. They may be the very ones of whom future investigators will most painfully seek traces. Whoever has toiled in the obscure corners of literature and history will know how to appreciate the convenience of an all-embracing dictionary, which does not weigh the real worth of ephemeral celebrities, but sets down their actions and leaves inexorable time to allot them their right place. What a boon it would be if biographical collections parallel to this had been published one or two hundred years ago in America, or in the London of Queen Elizabeth! And what a mine of minute information this work will be to the students and antiquaries of the twenty-first century! Not that we need wait so long to try its uses. Every newspaper reader will find it a daily convenience; for it tells, better than any other work within our knowledge, who are the men and women that are talked about.

Perhaps it is too soon to judge how the important standard biographies are to be handled. An excellent catalogue of contributors is announced, and some of the articles are admirable examples of complete, compact, intelligent and interesting statement. Mr. John Fiske's "John Adams and "John Quincy Adams" are among the best contributions in the volume. Ex-Secretary W. E. Chandler writes a careful, extended and sympathetic life of President Arthur. Charles Emory Smith does justice to Mr. Blaine in a singularly lucid and comprehensive sketch of his career. "Booth" and other dramatic titles are intrusted to the well-trained hand of William Winter. Mr. Stoddard's "Bryant is a model literary biography. General Bradley T. Johnson gives a fine study of an episode in Maryland history under the title "Claiborne." The biographies of the Baltimores, however, are slight and disappointing, far less space being given to the whole family than to Claiborne. The credit for the sketch of "Thomas H. Benton" is given to Mr. Charles Rollin Brainard, but the article is little more than a rude abridgment of that in the first edition of "The New American Cyclopædia, the author of which was B. Gratz Brown. Mr. Schurz tells what it is necessary to tell about Henry Clay, certainly without any superfluous animation. In the long and thorough life of James Buchanan Mr. George Ticknor Curtis makes an earnest defence of the President's course at the outbreak of the Rebellion, and expresses his own political opinions with entire freedom. This is one of the numerous cases in which the contributors appear to have been allowed to speak for themselves without editorial supervision. Another example of the same license is the "Calhoun" of Congressman J. Randolph Tucker, who assures us that in the memorable debate with Webster, Mr. Calhoun "established on an impregnable foundation the first principle of the nullifiers and secessionists that our political system is a "constitutional compact between sovereign States. It is supposed at the North that this doctrine of Calhoun's was thoroughly refuted by Webster, and finally discredited by the fail of the Confederacy. There need be no serious objection to letting the various contributors express their individual sentiments, provided it be understood that they are individually responsible for them, but if this plan is to be adopted it would be better to have the articles signed.

The minor articles such as form the bulk of all biographical dictionaries, would have been improved by a more systematic revision, cutting out intrusive commonplaces and other redundancies, and correcting such blind statements as those in the notice of Thurlow Weed Barnes that he was "chairman of the Albany General Committee" and "is the author of the second volume of the 'Life of Thurlow Weed.'" The surprised reader will wonder who then wrote the first volume, unless he happen to know that it consists of Mr. Weed's autobiography. Still, the articles upon the whole are good, most of them are well condensed; the facts are brought down to the very latest dates, and the bibliographical references seem to have been prepared with especial care. An excellent and novel feature is the addition of the proper pronunciation of names about which the reader might be in reasonable doubt. The type is clear but clear and handsome, and numerous illustrations are inserted, including eleven portraits on steel.

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Dividend Notices.

MANHATTAN RAILWAY COMPANY,
No. 71 Broadway, NEW-YORK, March 8, 1887.
A DIVIDEND OF ONE AND ONE-HALF PER CENT on the consolidated capital stock of this company has been declared, payable at the office of the company, No. 71 Broadway, on and after April 1, 1887. The transfer books will be closed at 3 o'clock p. m. on Saturday, March 19, and reopened on Saturday, April 2, 1887, at 10 o'clock a. m. D. W. MCWILLIAMS, Treasurer.

OFFICE OF THE ONTARIO SILVER MINING COMPANY, MILLS BUILDING, 15 BROAD-ST., NEW-YORK, March 21, 1887.
DIVIDEND No. 130.—The regular monthly dividend of 50 cents per share has been declared for February, payable at the office of the company, San Francisco, or at the Transfer Agency in New-York, on the 31st inst. Transfer books close on the 25th inst.
LOUNSBERY & CO., Transfer Agents.

NEW-YORK CENTRAL AND HUDSON RIVER RAILROAD CO.
OFFICE OF THE TREASURER, NEW-YORK, 15th March, 1887.
THE BOARD OF DIRECTORS, at a meeting held this day, declared a quarterly dividend of one per cent payable at this office on the 15th day of April next to stockholders of record at the closing of the transfer books this p. m. E. V. W. ROSSITER, Treasurer.

THE SOUTH CAROLINA RAILWAY COMPANY will Pay the Coupons maturing April 1 proximo from the First Consolidated Mortgage Bonds, upon presentation at its Office, 68 William-st., on and after that day.
W. T. MINOR, Assistant Treasurer.

Financial.

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NOTICE IS HEREBY GIVEN that an issue of forty-year, 5 per cent, second mortgage bonds, dated November 1, 1886, secured by mortgage upon the Peoria, Decatur and Evansville Railway, made to the undersigned and William A. Hellman as Trustee, having been authorized and prepared, the undersigned will, on and after March 7, 1887, exchange the same, bond for bond, at par, for the outstanding income bonds of said company, viz: Upon the Peoria Division $858,000, and upon the Evansville Division $1,230,000, amounting in all to $2,088,000.
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THE UNION PACIFIC RAILWAY COMPANY.
The annual meeting of the stockholders of the Union Pacific Railway Company, for the choice of directors for the ensuing year and the transaction of any other business which may legally come before the meeting, will be held at Horticultural Hall, 100 Tremont st., Boston, on Wednesday, the 30th day of March next, at 10 o'clock a. m.
Transfer books will be closed March 9.
Stockholders will be asked to vote on the following proposition to amend the by-laws:
In accordance with the right reserved under Article 7 of the Articles of Consolidation, it is
Voted, That section 1, Article 1, be amended by inserting in the second line thereof the words, "the last Wednesday of April," instead of the words, "the last Wednesday of March."
CHARLES F. ADAMS, President.
HENRY MCFARLAND, Secretary.
Boston, Feb. 26, 1887.

NOTICE.—THE UNION NATIONAL BANK, located at Cincinnati, in the State of Ohio, is closing its affairs. All note holders and others, creditors of said Association, are therefore hereby notified to present the notes and other claims against the Association for payment.
O. H. TUDOR, Cashier.
Dated February 10, 1887.

The above-named Bank having consolidated with the OHIO VALLEY NATIONAL BANK of CINCINNATI, OHIO, respectfully requests a continuance of its former patrons with the consolidated Bank.
R. W. HUGHES, Pres.
O. H. TUDOR, Cash.

THE CHICAGO AND ALTON RAILROAD COMPANY,
CHICAGO, Ill., March 2, 1887.
ANNUAL MEETING.
The stockholders and voting bondholders of the Chicago and Alton Railroad Company are hereby notified that the annual meeting of said company for the election of directors and transaction of such other business as may be presented will be held at the company's office, in Chicago, Ill., on Monday, the 4th day of April next, at 10 o'clock a. m. The transfer books will be closed at the close of business hours on the 15th day of March, 1887, and reopened on the 5th day of April next. CHARLES H. FOSTER, Secretary.

THE JOLIET AND CHICAGO RAILROAD COMPANY,
CHICAGO, Ill., March 2, 1887.
ANNUAL MEETING.
The stockholders of the Joliet and Chicago Railroad Company are hereby notified that the annual meeting of said company for the election of directors and transaction of such other business as may be presented will be held at the general office of the Chicago and Alton Railroad Company in Chicago, Ill., on Monday, the 4th day of April next, at 10 o'clock a. m.
The transfer books will be closed on March 15, 1887, at the close of business hours on that day and reopened on the 5th day of April. CHARLES H. FOSTER, Secretary.

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GRAIN AND PRODUCE MARKETS.

FEATURES OF NEW-YORK DEALINGS.

The export inquiry for wheat continues on a large scale, over 200,000 bushels being taken yesterday while prices improved ⅛@¼ cent. Yet the speculative trading is limited and a nervous, hesitating policy seems to be the favorite one with operators. After a brief period of strength early in the day, based on the good shipping demand, the option market drooped and it closed heavy at bottom prices, down ⅛@¼ cent as follows: April 91, May 91½, June 91, July 90⅛, August 89⅞, September 90⅛, December 93⅝ cents. A moderate export movement in corn is reported: 56,000 bushels were taken by shippers. Spot lots were ⅛@⅜ cents better and the options, while closing heavy, ended only a shade under best quotations and up ⅜ for March at 48⅝, ¼ for April at 48⅝ and ⅛ cent for May at 48⅝. June at 48¾ and July at 49½ cents. Oats were entirely with the cash market a shade easier. Options closed unchanged as follows: March 34⅝, April 34⅝, May 34⅝, June 34⅝ cents. There was no spirit to the lard speculation but prices were easier, final quotations showing losses of 4 points for April at $7 54, and May at $7 60; 3 for June at $7 67, and 2 for July at $7 74.

The receipts of flour and grain reported yesterday at New-York, Philadelphia, Baltimore and Boston were as follows: Wheat, 175,138 bushels; corn, 236,468 bushels; oats, 151,610 bushels; total grain, 593,271 bushels; flour, 38,854 packages. At Chicago, Milwaukee and St. Louis the arrivals were: Wheat, 86,540 bushels; corn, 465,612 bushels; oats, 230,092 bushels; total grain, 812,844 bushels; flour, 40,981 barrels.

THE TRADE IN CHICAGO.

CHICAGO, March 23 (Special).—The markets this afternoon all closed without definiteness; May wheat stopped at 81⅛ cents after having touched 81⅝ cents during the day. Twenty boat loads of wheat were reported as taken for export at New-York. May corn closed at 39⅝@39¾ cents. In lard May option closed at $7 37½; May ribs at $7 87½. May wheat was advanced at the opening to-day on the revival of the talk of sixty days ago about the dry weather on the California coast. May opened at 81½ cents. The clique brokers were sticking close to the wheat pit, and at the moment when 81⅛@81⅜ cents was touched they were bidders. There was an idea prevalent on the floor to-day that yesterday's low figures, 80⅝, will be the low point for some time. The provision pit is being enlivened by the operations in lard and ribs. Hogs at the yards were fewer and higher, and May short ribs, as a consequence, were started off at $8 15 but soon dropped under $8. Lard was strong, but later weak. Provisions are undoubtedly a little affected by the attempt which is being made now to make summer-packed pork regular. The attempt will probably be defeated. In corn the price was moved up to 40 cents for May on a little covering by some of the shorts.

THE PETROLEUM MARKET.

NEWS FROM THE FIELD AND RANGE OF PRICES.

There was no important news from the petroleum country, and active trading is suspended pending the developments in the way of legislation affecting the trade in Pennsylvania. The Billingsley bill is said by some prominent operators to be sure to pass the House of Representatives at Harrisburg, but they also seem more confident that the Senate will not kill the bill. Yet no one appears anxious to press oil for sale, and even the advocates of the Billingsley legislation say: "Well, even if the oil becomes a law, the world will revolve, and oil is cheap on the situation." This opinion may well be questioned as regards the influence of the bill when one thinks of the confusion and litigation likely to grow out of its attempted execution. The market closed steady, a shade above lowest quotations, and dull.

The range of prices and the total dealings at the Consolidated Exchange were as follows:

Opening	63⅛	Lowest	62⅞
Highest	63¼	Final	62⅞
Sales, barrels			737,000

Refined oil was unchanged at 6⅝ cents per gallon, Abel test.

OIL CITY, Penn., March 23.—Crude Oil—Various: Transit Certificates opened at 63⅛ and closed at 62⅞; highest price, 63¼; lowest, 62⅞. Sales, 261,000 barrels. Charters, 94,682 barrels; clearances, 950,000 barrels; shipments, 65,229 barrels; runs, —— barrels.

PITTSBURG, Penn., March 23.—Crude Oil—Petroleum dull but firm. National Transit Certificates opened at 63¼ and closed at 62⅞; highest price, 63¼; lowest 62⅞.

BRADFORD, Penn., March 23.—Crude Oil—National Transit Certificates opened at 63¼ and closed at 62⅞; highest price, 63¼; lowest price, 62⅞. Clearances, 488,000 barrels.

TITUSVILLE, Penn., March 23.—National Transit Certificates opened at 63¼ and closed at 62⅞; highest price, 63¼; lowest price, 62⅞.

SPIRITS OF TURPENTINE.

CHARLESTON, March 23.—Turpentine steady at 35c.
SAVANNAH, March 23.—Turpentine firm at 34½c.
WILMINGTON, March 23.—Turpentine quiet at 30c.

AUCTION SALES OF WOOL IN LONDON.

LONDON, March 23.—At the wool sales to-day more animation was shown and slightly better prices prevailed, especially for crossbred and occasionally for greasy merinos. There were offered 9,250 bales. Following are the day's transactions:

New South Wales—Sales, 1,600 bales; scoured, 10½d.@1s. 9d., do. locks and pieces, 7½d.@1s. 3d.; greasy, 6d.@11¾d.; do. locks and pieces, 5½d.@9d.

Queensland—Sales, 1,000 bales; scoured, 11d.@1s. 6d.; do. locks and pieces, 10d.@1s. 4d.; greasy, 6d.@10½d.; do. locks and pieces, 7½d.@1s. 3½d.

South Australia—Sales, 1,900 bales; scoured, 8d.@9d.; do. locks and pieces, 8½d.@1s.; greasy, 5½d.@10d.; do. locks and pieces, 5½d.@7d.

Victoria—Sales, 2,300 bales; scoured, 11d.@1s. 8½d.; do. locks and pieces, 9d.@1s. 5d.; greasy, 6d.@1s. 2½d.; do. locks and pieces, 5d.@9d.

Swan River—Sales, 1,800 bales; greasy, 8½d.@1s. (The 4,300 bales of Swan River sold yesterday were scoured, at 1s. 3d.@1s. 9d.)

New-Zealand—Sales, 900 bales; scoured, 6½d.@1s. 7d.; do. locks and pieces, 9½d.@1s. 4d.; greasy, 8½d.@1s.; do. locks and pieces, 5½d.@6½d.

Cape of Good Hope and Natal—Sales, 500 bales; scoured, 9½d.@1s. 3½d.; greasy, 6½d.@1s. 3d.

Financial.

WE OFFER, SUBJECT TO SALE, AT
97 1-2 and accrued interest,
with 25 per cent of stock bonus,
A LIMITED AMOUNT OF
THE
Orange Belt Railroad
OF FLORIDA.
FIRST MORTGAGE 6 PER CENT
5-20 YEAR GOLD BONDS.
INTEREST JANUARY AND JULY.
PAYABLE AT THE FARMERS' LOAN AND TRUST CO., NEW-YORK.
DUE 1907.

THESE BONDS, ISSUED AT ONLY $5,000 PER MILE, ARE A FIRST AND ONLY LIEN ON THE ROAD AND EQUIPMENT, AND IN ADDITION ARE GUARANTEED, PRINCIPAL AND INTEREST, BY THE ORANGE BELT INVESTMENT CO., WHICH OWNS LARGE MILLS AT LONGWOOD THAT ARE EARNING OVER $10,000 A YEAR NET; BESIDES WHICH THE COMPANY HAVE VALUABLE REAL ESTATE AND OTHER PROPERTY, ESTIMATED IN ALL, WITH THE MILLS, TO BE WORTH $300,000, AND WHEN THE ROAD IS FINISHED TO POINT PINELLAS IT IS ESTIMATED THAT THE INVESTMENT COMPANY'S PROPERTY WILL BE WORTH AT LEAST $1,000,000, NOT INCLUDING THE RAILROAD AND ITS FRANCHISES.

The company reserves the right to redeem these bonds AT PAR at any time after five years, and it is believed that they will be able to retire them all in five years, as it is for the interest of the guarantors to do so, they being the owners of 75 per cent of the stock, which, with the 25 per cent we offer, will own the road after these bonds have been retired and will be the only lien upon the railroad equipment and franchises.

We look upon this security as a good investment, and with 25 per cent of stock bonus offered with the bonds they should command the attention of the investing public.

Griswold & Gillett,
3 WALL-ST., NEW-YORK.

OFFICE OF
DREXEL, MORGAN & CO.,
23 WALL-ST., NEW-YORK, March 16, 1887.
TO THE SECURITY HOLDERS OF THE
Chicago and Atlantic R'way Co.:
Having undertaken, at the request of the holders of a large amount of the securities of the Chicago and Atlantic Railway Company, to bring about the reorganization of that company and to adjust the differences between it and the New-York, Lake Erie and Western R. R. Co., with the understanding that the railroad of the reorganized company shall be transferred to and operated by the New-York, Lake Erie and Western R. R. Co., we have made a contract with the New-York, Lake Erie and Western R. R. Co. with a view to such reorganization and adjustment.
COPIES OF A CIRCULAR SETTING FORTH THE PLAN OF REORGANIZATION MAY BE OBTAINED ON APPLICATION AT OUR OFFICE.
HOLDERS OF THE SECURITIES OF THE CHICAGO AND ATLANTIC RAILWAY CO. ARE REQUESTED TO DEPOSIT SAME WITH US IN ACCORDANCE WITH SAID CIRCULAR.
DREXEL, MORGAN & CO.

Jarvis-Conklin
MORTGAGE TRUST CO.
CAPITAL PAID UP $1,000,000 00.
This Company offers its Debenture Bonds of $500, $1,000 and $5,000, each, drawing 6 per cent interest and running 10 years, to Trustees, Guardians and individual investors.
Secured, first, by First Mortgages on Real Estate worth three times the amount of the loan and held by The Mercantile Trust Company, New-York, Trustee.
Second. By the entire paid up capital of $1,000,000.
It also offers 6 per cent first mortgages on Kansas City business property and improved farms in Kansas and Missouri.
INTEREST AND PRINCIPAL GUARANTEED.
Call at office or write for particulars to
ROLAND R. CONKLIN, Secretary.
Equitable Building, New-York.

Financial.

To the Preferred and Common Stockholders of the
LAKE ERIE & WESTERN R. R. CO.

NOTICE IS HEREBY GIVEN that on Monday, March 28, 1887, the corrected certificates for the Preferred Stock of The Lake Erie and Western Railroad Company will be ready for delivery at the Central Trust Company of New-York, when all unpaid calls will be due and payable.

NOTICE IS ALSO GIVEN that the transfer books of the company will be closed on Saturday, April 2, 1887, at 3 o'clock p. m. and the stockholders of record on that day will be entitled to subscribe, on or before Tuesday, April 5, 1887, at 3 o'clock p. m., at the Central Trust Company of New-York, as follows:

The holders of the preferred stock will be entitled to subscribe to the amount of thirty-seven and one-half (37½) per cent of their holdings in now preferred stock at fifty (50) cents on the dollar, payable one-half in cash at the time of subscription and the remaining one-half on or before May 5, 1887, when the new preferred stock will be delivered.

Holders of common stock will be entitled to subscribe to the amount of thirty-seven and one-half (37½) per cent of their holdings in new common stock of the company at twenty cents on the dollar, payable one-half in cash at the time of subscription and the remaining one-half on or before May 5, 1887, when the new common stock will be ready for delivery.

These issues of stock, together with an issue of one million six hundred and twenty thousand dollars ($1,620,000) of the company's First Mortgage Bonds, have been made by the company in payment for the railroad and property formerly known as the Indianapolis, Peru and Chicago Railway, one hundred and sixty-two (162) miles in length, of main line, from Indianapolis to Michigan City, Ind., and include about forty (40) miles of side-track, and all that company's extensive terminals in the City of Indianapolis, and on Lake Michigan, as well as its equipment and other property free from Car Trusts or any other liens.

Stockholders must avail themselves of their privileges promptly on the dates named, as any amounts not taken have been otherwise placed in order to meet payments on the properties purchased.

Payments to be made at the Central Trust Company, New-York.

L. M. SCHWAN, Secretary.
NEW-YORK, March 22, 1887.

REORGANIZATION OF THE
PITTSBURG & WESTERN R. R. CO.

The undersigned, a committee of the bondholders and stockholders of the above-named company, give notice that copies of a plan and agreement of reorganization may be procured from them on application, or from Messrs. DREXEL & CO., Philadelphia, and Messrs. DREXEL, MORGAN & CO., New-York, with which firms the existing securities of the company are to be deposited in accordance with said agreement and plan.

Bondholders and stockholders are requested to deposit their securities at once to facilitate a speedy reorganization.

J. LOWBER WELSH,
JOHN T. TERRY,
C. H. COOTES,
ANTHONY J. THOMAS,
} Committee.
NEW-YORK, March 15, 1887.

NOTICE.
SOUTHERN PACIFIC COMPANY,
OFFICE