A WHIRL ON EXCHANGE.

Enormous Dealings in Stocks—Sale of Northern Pacific Shares.

STATEMENT BY JAMES J. HILL.

There was more excitement at the Stock Exchange yesterday, apparently due in great part to the effect which brokers thought the redistribution of stocks of the Great Northern and Northern Pacific, long held in the Northern Securities Company, would have on the securities of other railway companies. There were tremendous dealings in stocks throughout the entire list, the sales reaching the enormous total of 1,357,328 shares for the day. The dealings in Union Pacific stock, which dropped over two points in the market, amounted to 167,840 shares, while there were sales of 277,595 shares of Southern Pacific which advanced half a point.

There had been no sales of Northern Pacific stock for two and a half years before yesterday, when some shares were sold on the curb and at the Real Estate Salesrooms, the stock not being dealt in at the Stock Exchange since the merger. The stock, which went up to 1,000 at the time of the famous Northern Pacific corner, two years and ten months ago, sold yesterday at public auction at 145½. Only twenty shares of the stock were sold at auction, and, although there was lively bidding from 120 up by representatives of Wall Street houses, the name of the buyer was not disclosed.

On the curb market there was some selling of Northern Pacific at 130, "when released," meaning stock still tied up in the Northern Securities, which will be released in a month, and some sales of the stock not in the merger at 129.

James J. Hill, explaining the plan outlined in the circular of Tuesday for the distribution of stocks held in the Northern Securities Company, said: "We have complied with the court's decree promptly, just as I said we would do. A pro rata distribution was the only practical way of carrying out the court's directions. A redistribution of the Great Northern and Northern Pacific stock originally deposited would have been out of the question. One might as well go to a bank and demand a return of the same money that one had deposited there."

Referring to reports current that Mr. Hill and E. H. Harriman had engaged in a stock market duel, Mr. Hill said: "Perfect unity of interest has existed between Mr. Harriman and myself since the decision of the Supreme Court. We both realize that a pro rata distribution of the stock was the only reasonable way to comply with the court's decree. So far as competitive buying of Northern Securities stock is concerned, or my buying Union Pacific, it is all bosh. I don't own a share of Union Pacific."

An associate of E. H. Harriman said yesterday that if the Northern Pacific interests desired representation in the Union Pacific board they could have it. He said there was complete harmony between Northern Pacific and Union Pacific interests.

EXPLOSION KILLS TWO TRAINMEN.

Disaster to the Boiler of a Locomotive of the "Mother Hubbard" Type.

Buffalo, March 23.—Two men were killed by an explosion of the boiler of a freight engine on the Lehigh Valley Railroad at Wende, a few miles east of the city, to-day. They are Thomas Finkler, engineer, and Orange Osgood, fireman, both of Buffalo.

According to a report received by Superintendent Keith, the engine drawing a freight train was on its way to Manchester, Penn. As it was passing through Wende there was a hissing of steam, followed by a terrific explosion. The engine was wrecked. The two men were terribly injured, dying instantly.

The train consisted of fifty-eight cars, drawn by an engine of the "Mother Hubbard" type. The explosion hurled the boiler from the trucks a distance of two hundred feet. The fireman's body was found a hundred feet from the wreckage. His clothing was on fire, and he was terribly injured. He died in fifteen minutes. The engineer's body fell out of the cab as it went flying through the air. He was instantly killed.

A brakeman named Gorom had a most remarkable escape. He was blown out of the engine and escaped without a scratch. He was riding in the head cab with the engineer. In the "Mother Hubbard" type of engine the engineer's cab is well forward over the boiler. Gorom said he knew nothing about the explosion until it was all over.

FLOODS AROUND CHICAGO.

Woman Rescues Little Girl from Des Plaines River.

Chicago, March 23.—Much damage was caused today in the suburbs of this city by spring floods, the worst in years. The Des Plaines River reached a record mark, and at Romeo, Lemont, Willow Springs, River Forest and other towns in the Des Plaines Valley bridges were wrecked or weakened by the high waters and the residents greatly alarmed. One man was drowned, and there were a number of narrow escapes.

Farm houses at Lemont, on the edge of the valley, stand in water up to the windows. Conditions were similar in some of the towns along the Fox River. Many of the residents of Dauphin Park are unable to get supplies to their homes.

Miss Louise Jackson, a school teacher, of Maywood, rescued from drowning in the Des Plaines River one of her pupils, the little daughter of Samuel G. Kline, after the mother of the child had fainted and two boys who had accidentally knocked the little one into the river had run away. Unaided, Miss Jackson fought her way through the swift waters of the Des Plaines, and it was only after she had slipped back into the river from the crumbling bank several times that she brought the little girl safely ashore.

ACCIDENT AT CIRCUS.

Performer Slightly Injured—Sale of Seats Breaks Record.

While the jumpers were performing over the hurdles in Madison Square Garden last night, where the big Barnum & Bailey circus is drawing thousands a day, a new horse, ridden by Florence Harris, sixteen years old, the adopted daughter of Madame Marantette, herself a rider, became unmanageable and ran to the centre of the hippodrome, where the chariots were awaiting their turn. The horse ran into four horses attached to one of the chariots and Miss Harris and her mount were thrown to the ground.

The chariot horses started forward, trampling on the fallen horse and just missing Miss Harris. They ran over to the track and had dashed about fifty yards when several attendants brought them to a halt.

Madame Marantette dashed into the hippodrome on her horse, and, dismounting, picked up her foster child, who was stunned and bruised. She stood up, so that the audience saw she was not badly injured, but she was unable to continue her performance.

The crowd at the circus last night was so great that extra policemen had to be detailed to handle it. The house was completely sold out by 7:30 o'clock, and hundreds were turned away. This makes an unbroken record of "turnaways" at the night performance since the opening, last Saturday. For the rest of the week there is a very large sale, and nothing is left for the Saturday matinee and night performances except the 25, 50 and 75 cent seats. The management makes special announcement of this fact to prevent prospective patrons going to the Garden and being disappointed.

Miss Anna Howath, the smallest of the Hungarian midgets (she is twenty-six inches high and as many years old, minus four), has made a conquest.

A boy who has attended every performance, matinee and evening, of the circus since its opening, has bestowed on Miss Howath every time she has walked round the hippodrome track with the other prodigies a bouquet of violets or roses. Now, Miss Howath has a regularly installed sweetheart, one of the other midgets. He says he is going to get the giant to chastise the boy if the bouquets continue.

HUDSON NAVIGATION OPENING.

Navigation on the Hudson opened yesterday when the Sarah A. Jenks, of Ossining, made its first trip from Tarrytown for the present season. It saluted all the villages going down river and was saluted in return. The ferryboat between Nyack and Tarrytown attempted to cross the river, but when in the middle an accident happened to its steering apparatus and it had to return. It is probable that it will begin its trips this week. The Newburg boats will be running in a few days and it is hoped that the river will be open to Poughkeepsie before another week passes.

BRONX APPEALS TO NIXON

Wants to Know Why Wainwright-Carpenter Bill Is Sleeping.

Realizing the necessity of doing something at once if the people of The Bronx are to have any rapid transit this year, the Twenty-third Ward Property Owners' Association yesterday sent to Speaker Nixon of the Assembly a vigorous appeal for prompt action on the Wainwright-Carpenter Home Rule bill, designed to relieve The Bronx of the hold-up of the Port Chester Railroad now being maintained by the Tammany aldermen. The letter says in part:

Instead of the bill being passed, we note that it is not yet out of the railroad committee of either the Senate or the Assembly. We call your attention to the fact that this is a most remarkable condition of affairs. A thriving community suffering for want of transportation facilities and denied that want by a Tammany "grafting" political clique, appeals to the legislature, and thus far without any result. There is thus presented a remarkable spectacle of a legislature overwhelmingly Republican, with a Republican Governor, actually ignoring the paramount needs, demands and prayers of four hundred thousand people.

We are directed at once to communicate with you and ask you whether the Republican legislature will pass this bill as it now stands, and if not, why not. We assure you that there is a most intense feeling about this matter in the Borough of The Bronx and Westchester County. If the public cannot get relief from this legislature, we would like to know why now.

The bill, as it now stands, absolutely protects the city of New-York and has incorporated in it every fair suggestion which has been made.

Charles Baxter, chairman of the executive committee of the association, in a letter to The Tribune says:

On page 4 of The Tribune of Tuesday, March 22, 1904, appears an article in which it is stated that Corporation Counsel Delany and Assistant Corporation Counsel Connolly have come to the conclusion that the alleged charter, etc., of the "Rip" company known by the name of the New-York, Westchester and Boston Railway, is null and void. Mr. Connolly is, however, quoted as saying that in his judgment it will make little difference to which corporation the assent of the city of New-York to cross the streets of the Borough of The Bronx is granted, for the reason that in either event needless litigation will ensue. Now, we want to call your attention to something which Mr. Connolly has evidently overlooked, and that is: The New-York and Port Chester Railroad cannot in any court be attacked on any matter involving its corporate life, its legal existence or any of its corporate acts. For holding it up, somebody or some interest may get out an injunction against it. This, however, would make no difference, as the Port Chester Railroad would promptly give bond and go on with its proceedings and with its work, secure and safe in the knowledge that its charters were absolutely valid, for the reason that they have been so declared by two unanimous decisions of the Court of Appeals.

SWEARS TO POISONING.

Cody Says Only an Overdose Saved Him from His Wife.

Denver, March 23.—Colonel William F. Cody (Buffalo Bill) made a deposition before a notary in this city to-day in the action for divorce which he has begun in Big Horn County, Wyo. Colonel Cody will sail for Europe soon, and will be absent from the country when his suit is tried. In the proceedings to-day he was questioned by his own attorney, and was cross examined by counsel for Mrs. Cody. He said:

Mrs. Cody tried to poison me three years ago. She had frequently threatened to do it. We were visiting in Rochester, N. Y., during the holidays of 1900, and the day after Christmas I was ill. I supposed the turkey and plum pudding did not agree with me. She said that she would fix me up. She pretended to give me medicine. It was poison. It almost finished me, for I was unconscious for some time. I think it must have been an overdose, for it made me vomit, and I suppose this saved my life.

Colonel Cody relates many instances of his wife having humiliated him at his former home in North Platte, by her conduct toward his guests.

"She drove my friends away," he said. "When they were no longer welcome in the handsome residence I built and elaborately furnished, it was no longer my home."

He recited many specific instances of his wife's alleged discourtesy to his guests.

Mrs. Cody's counsel inquired into the character of the guests to whom she objected, and into their conduct while at her home. The purpose of the inquiry was to show that they were a fast and riotous set, and behaved in such a manner that she had a right to object to them.

WHITES FIGHT NEGROES.

Eight Men in Fierce Street Struggle —Razors Used.

Four white men, all Irish, and four negroes fought with fists, feet, teeth and razors, rolling over and over in a fierce struggle for ten minutes at Lexington-ave. and Fifty-ninth-st. last night before a policeman appeared, and amid the applause, encouragement and protests of a crowd which filled the avenue for a block.

When Patrolman Piersall, of the East Sixty-seventh-st. station, came he arrested two of the white men and one negro, who are now locked up on charges of assault. The negro, Archibald Manning, who says he is an engineer, of No. 1,793 Lexington-ave., has a badly colored left eye, a deep cut over it, and a torn ear, which he says Robert Cottingham, a horseshoer, of No. 151 East Thirty-seventh-st., gave him. Cottingham has a long, though not deep, cut on his left arm, which he says was inflicted by Manning with a razor. Edward J. Camp, a laborer, of No. 1,597 Lexington-ave., the other prisoner, bears only general reminders of the fight.

The trouble began when Cottingham, Camp and two others bumped into Manning and three other colored men as they were passing each other to take different cars at the transfer point.

"SCHOOL TEACHER RUINED HOME."

Court So Decides in Granting Divorce Decree to Wife.

In granting a decree of divorce from George Steffens to Mrs. Margaret Steffens, in the Supreme Court, Brooklyn, yesterday, Justice Dickey said:

"I am sorry to say that I am forced to the conclusion that this school teacher broke up this home."

The reference was to Miss Henrietta Latham, who was named as corespondent in the case. She was formerly a teacher in Public School No. 10, but was removed from her position by Superintendent Maxwell. Miss Latham, who put in a defence of her reputation, as permitted by law, burst into tears when she heard the decision of the justice.

Mr. Steffens, who is a silver polisher, was ordered to pay $7 a week alimony toward the support of his wife and two children.

EUROPEAN COMBINE AGAINST U. S.

Chicago, March 23.—Chicago importers are being invited by Alfred Petschow to join an association formed by one hundred and fifty New-York importers to guard the interests of traders in foreign goods. Mr. Petschow said to-day:

Within the last three months the Middle European League, embracing manufacturers and business men in Germany, Austria and other countries, has been organized to discourage the importation of products from the United States. If this government does not make some change in the policies that answered its purpose ten or more years ago, the spirit of retaliation will grow and the export trade of the United States will be affected immeasurably.

NO MORE GRAIN RATE CUTS.

Philadelphia, March 23.—There will be no further cuts in rates on ex-Lake grain from Buffalo to this city for export after Saturday, when those announced a few days ago by the Pennsylvania, the Philadelphia and Reading, the Lehigh Valley and the Baltimore and Ohio take effect, according to a traffic official of one of these roads. The last cut has brought the rate down to a point where a further reduction would wipe out the differential. The matter is now entirely in the hands of the trades bodies, whose efforts to maintain the differential against New-York, the Philadelphia lines have been assisting.

A delegation of five, headed by President Hager and Secretary Saunders of the Commercial Exchange, and including a member of each of the joint trades committees, went to Baltimore to-day to hold a conference with the differential committee of the Chamber of Commerce of that city.

TO SELL SOUTHWEST PENNSYLVANIA.

[BY TELEGRAPH TO THE TRIBUNE.]

Pittsburg, March 23.—The Southwest Pennsylvania Railroad, promoted by Andrew Carnegie, to secure freight concessions from the Pennsylvania Railroad Company, was ordered sold to-day by Judge Buffington, in the United States Circuit Court. The Union Trust Company of New-York brought suit to recover $9,997,120 on bonds which had lapsed, and the sale was ordered to take place within twenty days, unless the bonds are paid. Geiger, in the centre of Somerset County, Penn., was designated as the spot where the sale will be held.

ARMY AND NAVY NEWS

[FROM THE TRIBUNE BUREAU.]

Washington, March 23.

ADMIRALS IN EMBRYO.—Nominations for midshipmen at the Naval Academy continue to be received at the Navy Department. Congressman G. H. Lindsay, of the IId New-York District, has named F. W. Kellegrew, of No. 366 Hooper-st., Brooklyn, as principal, and F. X. Greene, of Brooklyn, as alternate, for one vacancy, and Bernard Conlon, of No. 208 Calyer-st., Brooklyn, as principal, and H. C. Fulde, of No. 107 Kent-st., and Charles C. William Roeper, of Brooklyn, as alternates for another place to his credit. Congressman F. E. Wilson, of the IVth District, has named C. H. Furlong, of No. 87 Sunnyside-ave., Brooklyn. Congressman C. W. Gillet, of the XXXIIId District, has named William E. Gorton, jr., of Corning. Senator Depew has nominated as principal Crosby Matthews, of Brooklyn, and John E. Emerson, of Syracuse, as alternate.

NEW NAVAL AUXILIARY SCHEME.—Officers of the Naval General Board having been giving consideration to the requirement of pending law that all naval and military supplies shipped abroad must be transported in American bottoms regardless of cost, the provision has an intimate and vital relation to naval strategy, in that it interferes with the prompt delivery of materials for vessels on the foreign stations. It means, too, an expense of something like $800,000 a year beyond the present cost of shipping coal under the Navy Department. Most naval officers find fault with the system because it not only interferes with the delivery of material, but adds unduly to the annual appropriation for naval maintenance without giving anything in return for the outlay. Such officers believe that the ends would be served better, so far as their service is concerned, if there was a subsidy for the development of the American marine and naval plans and necessities were not jeopardized, as is the case under a law such as is proposed. The members of the general board who have given consideration to the matter say that it might be possible to encourage domestic shipping interests by providing in the bills for a naval reserve and naval militia the payment of wages to members of those organizations employed on American ships. This, they say, would be an important help toward defraying the expense of maintenance, and ought to relieve the government of the excessive exactions of the proposed law restricting shipments of naval and military supplies. Steamship men who have been consulted say that the item of wages is a small one, and is not much of an inducement. One of those authorities on the subject who was consulted by the general board this week said that on one of his steamships plying between San Francisco and Asiatic ports the last round trip meant an expense of $60,000 for coal alone. Naval officers familiar with the situation say that any further restriction on the method of shipping material for naval vessels on foreign stations will be serious, and will constitute a problem of more than ordinary importance.

ORDERS ISSUED.—The following army and navy orders have been issued:

ARMY.

Lieutenant Colonel JAMES ALLEN, signal corps, from New-York City, not later than May 15, to Seattle, assume charge installation Alaskan cable system; upon completion will return to New-York City, as signal officer, Department of the East.

Captain EDGAR RUSSELL, signal corps, from Washington to Seattle, duty pertaining to installation Alaskan cable.

Colonel FRANK E. NYE, assistant commissary general; Majors FRANCIS J. IVES, surgeon; ALBERT D. NISKERN, commissary, and CHARLES McCLURE, 14th Infantry, and WILLIAM E. PURVIANCE, assistant surgeon, detailed board at Chicago to examine officers of subsistence department for examination for promotion.

Captain ALEXANDER M. DAVIS, commissary, to Chicago for examination for promotion.

NAVY.

Rear Admiral F. E. CHADWICK, detached Naval War College; command South Atlantic Squadron, on the Brooklyn, April 2.

Lieutenant Commander C. F. POND, detached the Pensacola; to the Supply as executive officer.

Lieutenant Commander G. W. BROWN, to the Pensacola.

Lieutenant C. W. WEBSTER, detached the Cincinnati; to Mare Island Hospital, via the Solace.

Midshipman D. B. CRAIG, to the Des Moines.

Assistant Surgeon F. G. ABEKEN, detached Naval Medical School; to Naval Training Station, San Francisco.

Assistant Surgeon P. E. McDONNOLD, detached the Olympia; home, await orders.

Passed Assistant Surgeon J. C. PRYOR, detached the Bancroft; home, await orders.

Assistant Surgeon W. B. SMITH, detached Naval Medical School; to the Olympia.

Assistant Surgeon O. KOHLHASE, detached Naval Medical School; to the New-York.

MOVEMENTS OF NAVAL VESSELS.—The following movements of vessels have been reported to the Navy Department:

ARRIVED.

March 22—The Mohican at Mare Island.

March 23—The New-Orleans at Cavité, the Isla de Cuba at Colombo, the Cincinnati at Shanghai, the Don Juan de Austria at San Juan.

SAILED.

March 22—The Standish, from Norfolk for Annapolis.

March 23—The Buffalo, the Decatur, the Bainbridge, the Harry, the Chauncey and the Dale, from Bombay for Colombo; the Petrel, from Panama for San Francisco; the Culgoa, from New-York for Pensacola; the Topeka, from San Juan for San Domingo City; the Hartford, from Mole for Cape Haytien; the Lebanon, from Colon for Norfolk, via Guantanamo.

RAID MADE IN WALL STREET.

Venders of Frankfurters and Waffles Arrested and Fined.

Wall-st. and other streets in the financial district were visited yesterday by policemen attached to the Health Squad, and more than a dozen venders of the frankfurter and the waffle were arrested, charged with violating the Sanitary Code. They were carted off to the Old Slip station and later to the Tombs police court, where Magistrate Whitman, in most of the cases, imposed a fine of $2.

B. C. Fuller, chief of the Fruits and Foods Division of the Board of Health, was at the head of the policemen. Not a vender escaped. Most of them, asked why they did not have the frankfurters covered, replied: "Me no against law. Not time to do it."

The total received in fines was $34.

CHARLES SUMNER CLARK DIVORCED.

Justice Truax yesterday granted an interlocutory decree of divorce to Elene S. Clark from Charles Sumner Clark. The couple were married at Atlanta, Ga., in 1896, and have two boys. According to testimony, they lived happily together in Atlanta and Pittsburg, and their living expenses averaged between $10,000 and $12,000 a year. Two hundred dollars a month alimony was granted the plaintiff.

P. R. R. OFFICERS RE-ELECTED.

Philadelphia, March 23.—The board of directors of the Pennsylvania Railroad Company met for reorganization to-day. President A. J. Cassatt and all the old officers were re-elected. R. W. Smith was reappointed treasurer and Lewis Neilson secretary.

ARRIVALS OF BUYERS.

Mrs. M. J. Baker, Waverly, N. Y.; millinery, No. 223 West Twenty-third-st.

L. J. Cross, Friendship, N. Y.; millinery, No. 477 Park-ave.

Mrs. L. C. Bush and Miss E. M. Beers, Walton, N. Y.; millinery, No. 168 East Twelfth-st.

N. Leopold & Son, Ellenville, N. Y.; James G. Gillerman, drygoods, No. 102 Franklin-st.

Autenbleith Company, Allegheny, Penn.; J. L. Autenbleith, department store, St. John's Hotel.

Miss Foster, Camden, N. Y.; M. L. Miller and E. N. Wood, millinery, No. 83 Seventh-ave.

Nicholson & Son, Hulsville, N. Y.; H. Nicholson, general store; Cosmopolitan.

C. Lintz, Cartwright, Penn.; general store, Occidental.

C. W. Corill, Cazenovia, N. Y.; clothing, Grand.

Peirce & Irwin, Pittsburg, Penn.; Sarah E. Peirce, millinery and dressmaking, No. 90 Pierrepont-st., Brooklyn.

Mrs. W. G. L. Coulter, Buffalo, N. Y.; millinery, Victoria.

Henry Cleevlans, Falls Creek, Penn.; clothing, drygoods and shoes, No. 1,097 Lexington-ave.

J. K. Slawson, Tunkhannock, Penn.; general store, Cosmopolitan.

F. P. Connell & Co., Fulton, N. Y.; F. P. Connell, drygoods, Albert.

C. J. Williams, Sodus, N. Y.; millinery, Harrison Hotel.

William Humphrey & Sons, Portersville, Penn.; J. R. Humphrey, general store, Continental.

I. H. Bronston, Cazenovia, N. Y.; clothing, Continental.

J. W. Goulding & Co., Port Huron, Mich.; J. W. Goulding and E. N. Runnels, notions and jewelry, Broadway Central.

Mrs. H. B. Chandler, Nicholsville, N. Y.; millinery, No. 36 West Eleventh-st.

Capell & Gorkey, Brasher Falls, N. Y.; Emma Gorkey, No. 36 West Eleventh-st.

Mrs. M. A. Quinn, Brushton, N. Y.; millinery, No. 36 West Eleventh-st.

Mrs. L. M. Gregory, Walton, N. Y.; millinery, No. 36 West Eleventh-st.

D. M. Wheaton, Nunda, N. Y.; Miss Dell Wheaton, millinery, No. 14 East Sixteenth-st.

Mrs. J. Lovill, Nunda, N. Y.; merchant, No. 14 East Sixteenth-st.

S. W. Woolen & Sons, East Randolph, N. Y.; general store, No. 14 East Sixteenth-st.

Mrs. Grace Whitney, East Randolph, N. Y.; millinery, No. 14 East Sixteenth-st.

John N. Daly, Pulaski, N. Y.; clothing, Albert.

P. K. Wilson & Son, Chicago; Mrs. R. D. W. Johnson, lace importers, No. 252 West Seventy-sixth-st.

R. L. Seaman, Ogdensburg, N. Y.; drygoods, Sinclair.

Don L. Sharp, Hornellsville, N. Y.; shoes, Cadillac.

A. M. Schwartz, Port Allegheny, Penn.; Mr. and Mrs. A. M. Schwartz, dry goods, No. 225 West One-hundred-and-twelfth-st.

Una Jordan, West Edneston, N. Y.; millinery, Clarendon.

Fitzsimmons Brothers, Los Angeles, Cal.; J. L. Fitzsimmons, general merchandise, Broadway Central.

Mrs. W. J. Prendergast, Erie, Penn.; drygoods and trimmings, Imperial.

Mrs. J. A. Paradine, Erie, Penn, dressmaker, Imperial.

Dannenberg Company, Macon, Ga.; S. J. Dannenberg, drygoods, notions, laces, ribbons, cloaks, hosiery, etc.; J. Dannenberg, furnishing goods, No. 43 Leonard-st.

W. H. Little, Erie, Penn.; Mr. and Mrs. W. H. Little, drygoods and trimmings, Imperial.

R. S. Johnson, Utica, N. Y.; carpets, Spalding.

Benjamin F. Selmser, Weedsport, N. Y.; drygoods, carpets, etc., Broadway Central.

Northway Brothers, Nunda, N. Y.; E. Northway, drygoods, etc., Broadway Central.

The T. R. Harris Company, Coshocton, N. Y.; T. W. Snyder, general merchandise, Raleigh.

W. S. Eckstein, Salem, Ohio; millinery, Continental.

Mrs. Mary E. Moss, Sandusky, Ohio; dressmaker, No. 402 West Twenty-second-st.

Beggs & Co., Mount Morris, N. Y.; S. P. Alf and Ruth A. Dennis, millinery, Herald Square.

Alborn, Herrick & Co., Chicago; H. R. Alborn, notions, laces, ribbons and furnishing goods, No. 335 Broadway, Albert.

Bates Street Shirt Company, Lewiston, Me.; John T. Waite, cotton piece goods, Imperial.

E. S. Brown & Co., Fall River, Mass.; Miss A. Lee, women's wear, Broadway Central.

Bush & Dean, Elmira, N. Y.; R. B. Bush, drygoods and notions, Grand.

Burnham-Hanna-Munger Dry Goods Company, Kansas City; J. K. Burnham, domestics, flannels and blankets, No. 43 Leonard-st., Walcott.

Dreyfuss & Bro., Paducah, Ky.; H. Dreyfuss, drygoods, notions and furnishing goods, Morton.

E. W. Edwards & Son, Syracuse; Miss M. C. Power, handkerchiefs, laces and embroidery, Victoria.

A. Eisenberg, Baltimore; D. Eisenberg, laces, gloves, trimmings, etc., Navarre.

Fleisher Brothers, Philadelphia; M. N. Fleisher, woollens, Criterion.

William Filene & Son, Baltimore; Miss K. E. Coakley, women's underwear and petticoats.

Forbes & Wallace, Springfield; H. F. Fletcher, cloaks, suits and shawls, No. 2 Walker-st., Park Avenue.

Galland Brothers, Wilkesbarre, Penn.; G. Galland, piece goods, No. 101 Wooster-st., Imperial.

Gilchrist Company, Boston; J. Taggert, wash goods, No. 55 White-st.

Goldman, Beckman & Co., Cincinnati; N. H. Beckman, woollen piece goods, No. 72 Leonard-st., Gregorian.

J. W. Goulding & Co., Port Huron, Mich.; J. W. Goulding, drygoods, notions and furnishing goods, Broadway Central.

J. W. Goulding & Co., Port Huron, Mich.; E. N. Runnels, notions, Broadway Central.

M. Gross, Troy, N. Y.; clothing and furnishing goods, Hoffman.

L. P. Hollander & Co., Boston; T. C. Hollander, No. 296 Fifth-ave., Gregorian.

D. Hollander & Son, Pittsburg; A. Hollander, clothing and furnishing goods, Broadway Central.

Houghton & Dutton, Boston; L. G. Swett, cloaks, suits, furs and shawls, Spalding.

Howe & Stetson, New-Haven, Conn.; D. F. Campbell, upholstery goods, etc., No. 75 Spring-st., Continental.

Hutzler Brothers, Baltimore; J. Bamberger, domestics, linings, ribbons, white goods, embroidery, hosiery and handkerchiefs; Miss Emma Goldsmith, ribbons, and Miss Wise, millinery, Grand.

Kaufmann Brothers, Pittsburg; J. L. Geraghty, notions, trimmings, laces and ribbons, No. 648 Broadway, Herald Square.

King & McLeod, Newport, R. I.; P. King, drygoods, Murray Hill.

V. Koplan & Bro., Harper's Ferry, Va.; A. Koplan, drygoods, notions and furnishing goods, Broadway Central.

M. Mann & Bro., New-Haven, Conn.; L. D. Mann, drygoods, notions and furnishing goods, Imperial.

Mannheimer Brothers, St. Paul; H. S. Manchester, cloaks, suits and waists, No. 459 Broadway, York.

Neal & Hyde, Syracuse; W. H. H. Neal, domestics, No. 72 Leonard-st., Park Avenue.

O'Gorman Company, Providence; W. J. McGuire, furnishing goods, No. 530 Broadway, Herald Square.

Pittsburg Dry Goods Company, Pittsburg; W. F. Dalzell, dress goods, ginghams and prints, No. 43 Leonard-st., Imperial.

J. Phillipson, Chicago; H. Morris, white goods, linens, upholstery goods, etc., Herald Square.

Reid & Hughes, Norwich, Conn.; A. Reid, representative, No. 75 Spring-st., Murray Hill.

Thomas W. Rogers Company, Lynn, Mass.; Thomas W. Rogers, domestics, flannels, blankets, millinery and ladies' wear, Navarre.

Rosenbaum & Strauss Company, Boston; S. Rosenbaum, corsets, vellings, neckwear, etc., Spalding.

Ruggles & Ellson, New-Bedford, Mass.; J. A. Ruggles, jr., cloaks, suits, waists, etc., Grand Union.

Sears, Roebuck & Co., Chicago; H. Lorch, druggists sundries, No. 215 Greene-st., Imperial.

C. Shenk, Lebanon, Penn.; J. M. Shenk, drygoods and notions, Imperial.

Sibley, Lindsay & Curr Company, Rochester; A. L. Shaw, furs, No. 474 Broome-st., Normandie.

Siegel, Cooper & Co., Chicago; J. E. Peterson, gloves and umbrellas, No. 65 Wooster-st., Navarre.

Silberman & Todes, Baltimore; S. Todes, notions, hosiery, etc., Broadway Central.

M. Silverman, Altoona, Penn., small wares, Broadway Central.

Smith & Murray, Springfield, Mass.; C. A. Rochat, notions, fancy goods, etc., No. 53 White-st.

Syracuse Hosiery and Underwear Company, Syracuse; J. J. Ryan, furnishing goods, hosiery and underwear, Herald Square.

Sweeney Company, Buffalo; A. E. Hammel, men's furnishing goods, No. 45 Lispenard-st., Herald Square.

Van Alstyn Drygoods Company, Marquette, Mich.; A. T. Van Alstyn, drygoods, notions and furnishing goods, Hoffman.

Vinson, Howard & Co., Boston; H. W. Vinson, cloaks; W. H. Howard and C. W. Dennis, Spalding.

M. Waldorf & Son, Baltimore; M. Waldorf, clothing, Earlington.

P. Weist's Sons, York, Penn.; George L. Weist, cloaks, suits, waists and furs, Albert.

R. H. White Company, Boston; E. McCarthy, prints, No. 81 Grand-st., Murray Hill.

W. M. Whitney & Co., Albany; J. P. Reed, housefurnishing goods, No. 335 Broadway, Park Avenue.

Woodward & Lothrop, Washington; H. Barschkies, silks, velvets, etc., No. 438 Broadway, Earlington; W. W. Everett, housefurnishing goods, and F. E. Mack, linens, white goods, flannels, blankets and quilts, No. 438 Broadway, St. Denis.

Dannenberg Company, Macon, Ga.; S. J. Dannenberg, jewelry, No. 43 Leonard-st.

John Wanamaker, Philadelphia; W. P. Sackett, jewelry, St. Denis, and A. C. McGowin, shoes and rubbers, Imperial.

MARINE INTELLIGENCE.

MINIATURE ALMANAC.

Sunrise 5:58|Sunset 6:15|Moon sets 12:36|Moon's age 10

HIGH WATER.

A.M.—Sandy Hook 12:18|Gov Island 12:33|Hell Gate 2:26
P.M.—Sandy Hook 12:47|Gov Island 12:57|Hell Gate 2:50

INCOMING STEAMERS.

TO-DAY.

Vessel.	From.	Line.
*Cumbal	St Lucia, March 12	——
*Philadelphia	Southampton, March 12	American
*Majestic	Liverpool, March 16	White Star
Regina Elena	Naples, March 10	——
Patria	Naples, March 10	——
California	Gibraltar, March 11	——
Pennsylvania	Hamburg, March 12	Hamb-Am
Citta di Milano	Gibraltar, March 13	Fabre
Barbaroesa	Bremen, March 16	N G Lloyd
Nacoochee	Savannah, March 22	Ocean Ss Co

FRIDAY, MARCH 25.

*Hildebrand	Para, March 13	Lamp & Holt
Attavita	Gibraltar, March 10	——
Colorado	Galveston, March 18	Mallory
El Mar	Galveston, March 19	Morgan
City of Memphis	Savannah, March 22	Ocean Ss Co

SATURDAY, MARCH 26.

*St Louis	Southampton, March 19	American
*Etruria	Liverpool, March 19	Cunard
Minneapolis	London, March 17	Atl Trans
Columbia	Glasgow, March 18	Anchor
British Princess	Antwerp, March 15	Phœnix
Ohio	Hull, March 12	Nelson

*Brings mail.

OUTGOING STEAMERS.

TO-DAY.

Vessel.	For.	Line.	Mails close.	Vessel sails.
C di Messina	Martinique, Lo Veloce		12:30 p m	3:00 p m
Tintoretto	Argentina, etc	——	10:30 a m	12:00 m
La Savoie	Havre, French	——	7:00 a m	10:00 a m
Seneca	Tampico, Ward	——	12:00 m	3:00 p m
Vigilancia	Havana, Ward	——	8:00 a m	11:00 a m
Uller	Guianan ports	——	9:00 a m	12:00 m
Bilcher	Hamburg, Hamb-Am	——	——	10:00 a m
C of Augusta	Savannah, Ocean Ss Co	——	——	3:00 p m
Hamilton	Norfolk, Old Dominion	——	——	3:00 p m
Main	Bremen, N G Lloyd	——	——	10:00 a m

FRIDAY, MARCH 25.

Valencia	Inagua, etc, Atlas	——	9:30 a m	12:00 m
Dunstan	Brazilian ports, Booth	——	12:00 m	3:00 p m
Yumuri	Santiago, Munson	——	12:00 m	3:00 p m
Apache	Charleston, Clyde	——	——	3:00 p m
Chattahoochee	Savannah, Ocean Ss Co	——	——	3:00 p m
Jamestown	Norfolk, Old Dominion	——	——	3:00 p m
Sabine	Brunswick, Mallory	——	——	3:00 p m

SATURDAY, MARCH 26.

Astoria	Glasgow, Anchor	7:30 a m	11:00 a m
Campania	Liverpool, Cunard	8:30 a m	12:00 m
Maracaibo	La Guayra, Red D	8:30 a m	12:00 m
Mexico	Havana, Ward	10:00 a m	1:00 p m
Neckar	Naples, Hamb-Am	8:30 a m	11:00 a m
Norge	Scandinavia, Scand-Am	11:00 a m	——
Parima	Leeward Isl, etc, Quebec	9:30 a m	12:00 m
Ponce	San Juan, N Y & P R	9:00 a m	12:00 m
Siberia	Cartagena, Atlas	9:30 a m	12:00 m
Syracusa	Brazilian ports, Booth	3:30 a m	5:00 a m
Zeeland	Antwerp, Red Star	7:00 a m	10:30 a m
Denver	Galveston, Mallory	——	3:00 p m
El Cid	New-Orleans, Morgan	——	3:00 p m
El Valle	Galveston Morgan	——	3:00 p m
Mesaba	London, At Trans	——	9:00 a m
Nacoochee	Savannah, Ocean Ss Co	——	3:00 p m

SHIPPING NEWS.

Port of New-York, Wednesday, Mar. 23, '04.

ARRIVED.

Steamer Cevic (Br), Clark, Liverpool March 11, to the White Star Line, with mdse. Arrived at the Bar at 2:52 p m 22d.

Steamer Moorish Prince, from Shields. South of Fire Island at 4:10 p m.

Steamer Mesaba (Br), Tubb, London March 10 and Southampton 12, to the Atlantic Transport Line, with 39 cabin passengers, mails and mdse. Arrived at the Bar at 3 a m.

Steamer Kaiser Wilhelm der Grosse (Ger), Cuppers, Bremen March 15, Southampton and Cherbourg 16, to Oelrichs & Co, with 340 cabin, 747 steerage passengers, mails and mdse. Arrived at the Bar at 3:15 a m.

Steamer Liguria (Ital), Ansaldo, Genoa March 7 and Naples 9, to Hirzel, Feltmann & Co, with 41 cabin and 1,249 steerage passengers, mails and mdse. Arrived at the Bar at 12:30 p m.

Steamer Neckar (Ger), Harrassowitz, Naples March 10, to Oelrichs & Co, with 29 cabin, 1,856 steerage passengers and mdse. Arrived at the Bar at 11:40 a m.

Steamer Picqua (Br), Felkins, Venice February 11, Trieste 18, Piume 20, Bari 22, Palermo 29 and Gibraltar March 3, to Phelps Bros & Co, with mdse. Arrived at the Bar at 11:20 a m.

Steamer Nubia, from Yokohama, etc. Off Lightship at Highlands at 4:05 p m.

Steamer Silbria (Ger), Brambeer, Savanilla March 7, Carthagena, Port Limon 11, and Kingston 15, to the Hamburg-American Line, with 66 passengers, mails and mdse. Arrived at the Bar at 2:30 p m 22d.

Steamer Fernfield (Br), Davies, Antofagasta January 14, Pisagua 22, Junin 29, Coronel February 5 and St Lucia March 14, to W R Grace & Co, with mdse. Arrived at the Bar at 1:30 p m.