NEWS OF THE RAILROADS.

Latest Information of Interest from All Quarters.

The managers of the lines in the Western Passenger Association were in session in Chicago all day yesterday considering the dilatory course of President Hook of the Jacksonville Southeastern, from whom no definite statement could be obtained as to his intention in regard to the outstanding tickets of his company. At last the whole matter was settled by the Atchison people agreeing to become directly responsible for the future conduct of the Jacksonville Southeastern. They pledged themselves that if the outstanding tickets of that company were not taken off the market by March 26 they would cancel their through traffic arrangements with that road, and in the mean time they would answer for the Jacksonville line's faithful observance of all the provisions of the agreement. It is believed that the Atchison will fulfil its pledge, that the Alton will withdraw its notice next Thursday, and that there is no further danger at present of passenger rates being reduced to two cents a mile.

It has been practically decided by the lines in the Western Passenger Association that the Soo line shall have a differential rate on passenger business between St. Paul and Eastern points on condition that it become a member of the association and live up to its rules and regulations. This concession is made to prevent the complete demoralization of rates that has heretofore been the result of the free lance policy of the Soo.

Among the bills introduced in the Minnesota Legislature yesterday was one prohibiting the Railroad Commissioners from ordering rates lower than sufficient to pay expenses of the railroads and keep up repairs, and one making 6 per cent. the legal rate of interest unless otherwise provided by written contract.

The Chicago *Daily News* said yesterday: "Not a few of the Rock Island officials are very apprehensive of a sudden change in the management of the road.

"For some time they have been persuading themselves that the reports of the Goulds' stock manipulations will have resulted in giving the railroad king a controlling interest somewhere unfounded and chimerical. But new York despatches indicate that there is a well-developed plan to place George Gould at the head of the Rock Island, ousting President Cable."

The Central Trust Company reported yesterday that nearly $4,000,000 of bonds and a majority of stock of the San Antonio and Aransas Pass Railroad had been deposited in favor of the proposed reorganization scheme. It was said that this included the sixes of 1885, of which there are only $1,750,000.

The minority bondholders, who were opposed to the reorganization scheme, met yesterday afternoon at the office of Coffin & Stanton, 72 Broadway, to consider a plan of opposition. A committee of five was appointed to prepare a bondholders' agreement, which will be voted upon next Tuesday.

On Sunday, March 22, the New York Central will give the Rome, Watertown, and Ogdensburg a through sleeper to Oswego. It will cut out the 9:15 P. M. train from the Grand Central Station, reaching Syracuse at 7 A. M., and Oswego at 9:05 A. M. Returning it will leave Oswego daily, except Sunday, at 7:10 P. M., reaching New York the next morning.

BUSINESS TROUBLES.

Failure of Count Alphonse de Riesthal's China Importing Firm.

Alphonse and Gustave de Riesthal, doing business as A. de Riesthal & Co., importers of china and glassware at 55 Murray street, made an assignment yesterday to Henry G. Marshall, giving preferences for $19,221, as follows: National Park Bank, $5,100; Seventh National Bank, $2,776; Christian Pabst, $11,345. The preferences to the banks include notes of John A. Fletcher & Co. and the Gate City Filter Company, which the firm endorsed. Alphonse de Riesthal was President of that company and his son the Secretary. The senior was also formerly a partner in the firm of J. A. Fletcher & Co., dealers in lamps, which dissolved Oct. 1, 1890. Alphonse de Riesthal is a well-known citizen of Brooklyn, and said to be a French Count. He is an old and respected merchant who has the sympathy of the trade in his misfortune. A couple of years ago he was said to be worth $250,000. He has been in the present business since 1869. The firm carried a large stock bought principally in Europe. Assignee Marshall said yesterday that he did not know definitely what the liabilities were, but he did not think they would reach $150,000. They were nearly all due in Europe. He thought the failure was caused by the senior partner's investments in outside business concerns, which locked up too much of his capital. He had also been in poor health for some time past.

Deputy Sheriff Tracy has closed up the cigar factory of Moritz Tausleben at 126 Lewis street on an execution for $817 in favor of Ignatz Gross, and an attachment for $550 in favor of Sigismund Stadhuas.

Paris Importations at B. Altman's.

A bit of Paris has been transported to the establishment of B. Altman & Co., Nineteenth street and Sixth avenue, in the form of gowns, wraps, and millinery, which are freely offered to public inspection. The costumes include designs suitable for all occasions, each in its way representative of the distinctive and most desirable features in spring and summer styles. An elegant dinner gown from Worth is of pale mauve satin, both plain and brocaded. The brocaded front of the skirt is draped near the foot with festoons of fine black Chantilly lace and strands of cut jet beads. A strip of plain satin about four inches wide, covered with lace insertion, runs down the middle of the front breadth, terminating in a full bow at the edge of the skirt. The long train is of plain satin, covered with fine black armure grenadine. The waist is a modification of the Louis XIV. basque. It has long side tabs, and is cut short back and front. The entire coat, with the exception of the front, is of plain satin, covered with grenadine, the latter drawn away from the front to form an souave jacket effect, thereby disclosing the brocade, which is again partly concealed near the throat by a soft fulling of mauve crêpe de chine. A small girdle of jet, with long festoons of beads finishes the lower edge. The lower part of the sleeve is ruled with strips of lace insertion, and the upper part, which is very full, is composed of grenadine. An Ernest Raudnitz cloth costume is of plaided camel's hair, which combines pale cinnamon color and robin's-egg blue. The skirt is perfectly plain, except for a single pleat in the back. The waist is made principally of a double-faced satin de Lyon, with basques and sleeves of the camel's hair. The cinnamon-colored side of the satin, fulled on a plain lining, is the more prominent in the waist, the blue side being used as a full vest in front. Small brandebourgs and large buttons of gold finish the sides of the vest, the sleeves, and the back of the basques.

Among the exquisite models in millinery one of the simplest and at the same time most effective is a rough ecru straw hat with a wide, straight brim, faced underneath with velvet, in color resembling the first dainty shade of green seen in spring foliage, and trimmed back and front with loops of velvet ribbon of the same color, separated by clusters of lilies of the valley.

May Chinamen Come by Rowboats?

UTICA, March 20.—In the trial of James A. Miller, alias James Muldoon, for smuggling Chinamen into this country, now in progress before United States District Judge Coxe in this city, Attorney De Angelis of this city, who was assigned to defend the prisoner, raised an interesting point to-day. The Chinamen came to this country by a rowboat across Niagara River. The statute provides that it is a misdemeanor to aid or abet any Chinese person to enter the United States by land or to aid or abet any such to land from a vessel. Mr. De Angelis argued and the Government admitted that the rowboat was not a vessel within the meaning of the statute. Mr. De Angelis argued that coming by rowboat could not be construed to mean coming by land. The effect of this construction of the statute would enable Chinamen to come to this country by rowboats. The Court held that for the present he thought the statute broad enough to cover coming to this country by whatever means, but promised to give the question further consideration and change his ruling if wrong.

Carl H. Schultz's Selters, Vichy, Carbonic.

The complete analysis of Selters and Vichy is on the bottle, and they are guaranteed to agree with those analyses which prove them to be waters of valuable medicinal properties. Being highly effervescent, they have also become popular table drinks.

"As their names are extensively used for the sale of all sorts of cheap soda waters, the public should be careful to watch the analysis labels and be sure to get Schultz's waters."

Address orders: 630 to 640 1st Av., N. Y.

FINANCIAL AND COMMERCIAL.

New York Stock Exchange—Sales March 20.

UNITED STATES AND STATE BONDS (IN $1,000s).

8 Ala., Class B	106¾	2 Tenn. Set. 5s	107
4 Tenn. Set. 3s	70¾	10 Va. 6s, 6% T. B.	5¾

CLOSING PRICES OF UNITED STATES BONDS.

	Bid.	Asked.		Bid.	Asked.
U. S. 4s, reg.	110	—	U. S. 6s, 1880	110	—
U. S. 4s, c.	112	—	U. S. 6s, 1881	113	—
U. S. 4½s, reg.	109	—	U. S. 6s, 1885	118	—
U. S. 4½s, c.	112¾	113	U. S. 6s, 1887	119	—
U. S. 6s, c.	125¾	126	U. S. 6s, 1888	121	—
U. S. 6s, reg.	122¾	123	U. S. 6s, 1889	121¾	—
U. S. 6s, c.	124¾	125	*Ex interest.		

RAILROAD AND OTHER BONDS IN $1,000s.

17 Atchison 4s	77¾	1 North Am. 1st	102¾
1	77¾	1 N. Y. Chic. 4s	87¾
4 Atchison 2d	42	10 N. Y. Lake E. 2d	106
1	41¾	10 N. Y. C. & W. 1st	110¾
5	41¾	1	110¾
2	41¾	10 N. Y., O. & W. ext.	96¾
1 Alt. & Pak. 1st	111¾	1 Ohio So. 1st	180
4 Brooklyn El. 1st	111	3 Ohio So. 2d	105
1 Bur., C. R. & N. 1st	98	10 Ore. S. L. & U. N. 1st	101
20 Ches. Pen. 1st	100	1 Oregon R. & Nav. Co.	101
4 Ch. & Alton 1st	104¾	5	102¾
5 C., B. & Q. deb. 5s	105¾	5	102¾
10	105¾	10 Oregon Imp. 5s	87¾
2 C., B. & Q. P. Dis.	100¾	5	87¾
5 Chic. & Erie 1st	102¾	2 Pac. O. & C. 2d Gu.	90
4 C., St. L. & N. O. 5s	117¾	2 Pac. of Mo. 1st	96
1 Del., L. & W. 7s	135	1 Peo., D. & E. 2d	71¾
5 Ella. & S. 1st	105¾	3 Ill. & W. P. T. 6s	75
2 Erie con. 1st	134	1 Ill. & W. P. T. 5s	80¾
10 Erie gen. 2d	99	1	80
7 G., C. & S. F. A. 1st W. C.	98¾	5 Sa. W. & O. ex. 6s	114
2 Harlem 1st 6	155¾	1 Sa., W. & O. 1st	103¾
1 Hock. Val. 5s	104¾	4 Rock Isl. ex. 6s	106¾
10	90	20	96¾
1	90¾	20 Read. 1st pf. inc.	49
11 Hock. Val. 4s	78¾	10	48¾
1 H. & T. C. 1st 6s	102¾	1 Read. 2d pf. inc.	26
10 H. & Tex. C. Gen. 6s	85¾	3 Rio G. W. 1st	75¾
5 Kan. C. & J. 1st	80¾	1	76
1 Kings. El. 1st	106¾	1 St. P. & Min'p. ext.	116
2 Kan. & T. 5s	76¾	3 So. P. of Cal. 1st	112
5	76¾	1 St. L. & F. T. G. U.	112
5 Kan. & T. 2d	34	5 St. L. & S. F. 1st	118¾
1	34	9 St. P. gold	122¾
1 Lacled. Gas 1st	78	1 St. P. 1st R. & D.	119
1 L. & W. R. M. 5s	104¾	4 St. P. C. & P. 1st	111¾
1 L. S. & M. S. gen.	112¾	1 St. P. 1st C. & M.	110¾
1 Long Isl. 6s	92	5 St. L., A. & T. 2d	70
5 L., N. A. & Ch. 6s	93¾	1 San A. & A. P. 1st	78
5	92¾	1 San A. & A. P. 1st 5s, con.	73
10	92	3	75¾
5 M., S. & St. L. 1st, W. Ext.	95	2	73
1	94	3 K. C. F. S. 6s	81¾
1	93¾	15 Tex. Pac. 1st 5s	87¾
4 Mobile & O. gold	85	1	87
2	85¾	10 Tex. Pac. 2d inc.	50
1	85¾	15	39¾
1 Mich. Cent. 7s	112¾	10	40
1 Nor. Pac. 1st	113¾	1 Ver. & C. C. 1st	108¾
7 Nor. Pac. con.	113¾	3 Wabash 1st	100¾
55	113¾	4	100¾
1	113¾	4	100¾
10 Nor. Pac. 2d 5s	109¾	4	100¾
1 N. L. & Nor. 1st 6s	99	16 Wabash M.	72¾
2 N. Y., C. & R. L. 4s	96¾	3 West Shore 4s	104
1 N. Y. & Pat. A. 1st	98¾	1	101¾
1 N. Y. & Pat. A. 2d	80¾	80 West Shore 4s P.	101

Total sales of railway bonds (par values), $764,000.

RAILROAD AND OTHER SHARES.

	Open-ing.	High-est.	Low-est.	Closing.
100 Amer. Cable	91	91	91	91
3760 Atch., T. & S. Fe	39¾	40¾	38¾	38¾
200 Buf., Roch. & P.	94	94¾	94	94¾
300 Can. Southern	49¾	49¾	49¾	50
100 C. & O. 1st pf.	81¾	81¾	81¾	82
800 C. & O. 2d pf.	50¾	50¾	50¾	52
150 Chi. & E. Ill.	46	46	46	47
100 Chi. & E. Ill. pf.	89¾	89¾	89¾	89¾
5800 Chicago Gas	69	69¾	68	69¾
1067 Chi., C. & Den.	54¾	56¾	54¾	56¾
25 C., C., C. & St. L.	93	93	91	93
860 Ch. & N. W.	103¾	103¾	102¾	103¾
10260 C., B. & Q.	78¾	79	78	79
24170 C., M. & St. P.	94¾	94¾	94¾	94¾
115 C., M. & St. P. pf.	108¾	108¾	108¾	111
7205 C., R. I. & Pac.	93¾	94¾	93¾	94¾
700 Colorado Coal	36	37	36	37
910 Col. H. V. & Tol.	25	25¾	24¾	25¾
25 Consol. Gas Co.	135¾	135¾	135¾	135¾
450 Del., L. & W.	139¾	139¾	138¾	139¾
15 Den. & R. G. pf.	58¾	58¾	58	58¾
250 Den. & R. G.	4	4	4¾	5
100 Des M. & Ft. D.	15	15	15	20
700 Distilling & C. F.	43¾	43¾	42¾	43¾
50 E. T., V. & G.	7	7	6¾	6¾
100 Edison G. S.	104¾	104¾	104¾	104¾
100 Eliz., Lex. & B. S.	13	13	13	13
300 Gt. Northern pf.	86¾	86¾	86¾	86
835 Lake E. & West	18¾	18¾	18¾	18¾
200 Lake E. & W. pf.	85¾	85¾	85¾	86
470 Lake Shore	109¾	109¾	109¾	109¾
250 Laclede Gas	15	15	15	15¾
410 Louis. & Nash.	78¾	78¾	78¾	78¾
1070 Manhattan Con.	103¾	103¾	103	104
50 Mexican Central	20¾	20¾	20¾	20¾
100 Mil., L. S. & W. pf.	104¾	104¾	104¾	104¾
110 Minn. & St. L.	8¾	8¾	8	8¾
700 Missouri Pacific	68¾	69¾	68¾	69¾
30 Mo., Kan. & T. pf.	22	22	22	22¾
429 Mobile & Ohio	41¾	42¾	41¾	41¾
113 Morris & Essex	145	145	—	141
100 N. J. Oil	8¾	8¾	8¾	8¾
2250 Natl. Cordage	79¾	80¾	79¾	79¾
2675 North Amer.	17¾	17¾	17	17¾
8260 N. Y. & New Eng.	34¾	35¾	33¾	34¾
760 N. Y. & N. H. Rights	80¾	80¾	80	—
100 N. Y., O. & St. L.	18¾	18¾	18¾	18¾
200 N. Y., C. & St. L. 1st	77¾	77¾	77¾	78¾
310 N. Y., L. E. & W.	18¾	18¾	18¾	18¾
100 N. Y. B. & W.	8¾	8¾	8¾	8¾
100 N. Y., S. & W. pf.	31¾	31¾	31¾	33
2600 Northern Pacific	26¾	26¾	26¾	26¾
1710 Northern Pac. pf.	70¾	70¾	69¾	69¾
8110 Ontario & West	17¾	17¾	17¾	17¾
110 Oregon R. & Nav.	71	71	71	71
1950 Oregon Imp.	36¾	36¾	35¾	36¾
5100 Phila. & Reading	29¾	29¾	29¾	29¾
2565 Rich. & G.	17¾	17¾	17¾	17¾
680 St. L. & S. F.	138	138	135	135
200 Southern Pac.	29¾	30	29¾	30
300 Tenn. Coal & Iron	34¾	34¾	34¾	35
100 Texas Pac. Land	15¾	15¾	15	15
275 Texas Pacific	13¾	13¾	13¾	13¾
100 Tol., A. A. & N. M.	18	18	18	17¾
6850 Union Pacific	44¾	44¾	43¾	44¾
856 Union Pac., D. & G.	22	22	22	22
165 W., St. L. & P. pf.	17¾	17¾	17¾	18¾
1420 Western Un. Tel.	79¾	79¾	79¾	79¾
400 Wheeling & L. E.	8¾	8¾	8¾	8¾
200 Wheel. & L. E. pf.	71	71¾	71	71
300 Wis. Central	19¾	19¾	18¾	19¾

Total sales of stocks were 122,031 shares.

CLEARING DEPARTMENT TRANSACTIONS.

Sales.	Open's.	High't.	Low't.	Clo's.
100 Amer. Cot. Oil	21	21	21	21
2700 Am. Sug. Ref. Co. cfts.	74¾	75	74¾	75
10 Amer. S. R. Co. pf.	86¾	86¾	86¾	86¾
200 Sugar Refineries T. R.	85	85¾	85	85¾
2500 National Lead Trust	18	18¾	18	18
100 N. Y. Sug. Ref. Co.	39¾	39¾	39¾	39¾
1500 Brunswick	.11	.12	.10	.10
27500 Comstock T. Co.	.32	.37	.31	.36
200 Con. Cal. & Va.	1.05	1.05	1.05	1.05
200 Horn Silver	3.10	3.10	3.10	3.10
100 Kingston & Pomb.	.45	.45	.45	.45
500 Phoenix of Ariz.	.30	.30	.30	.30
500 Sutro Tunnel	.8	.8	.8	.8
$15000 Comstock T. Co. 4s	41	41	40¾	40¾
$5000 Georgia Pacific 1st	108¾	108¾	108	108

BOSTON CLOSING QUOTATIONS.

	Bid.	Asked.		Bid.	Asked.
Bos. & Albany	220¾	—	New Eng. Tel.	80	81
Bos. & Maine	207	—	West End Land.	21	21¾
Ch., Bur. & N.	40	—	Bos. & Mont.	41	41¾
Central Mass.	19	19	Butte & Bos.	13¾	14
Fitchburg pf.	135¾	136	Allouez M. & M.	2¾	3¾
N. Y. & N. E. 1st	107	108	Santa Fe M. Co.	50	55
Old Colony	168¾	167	A., T. & S. F. 4s	76¾	76¾
Am. Bell Tel.	194	195	A., T. & S. Fe in	41¾	41¾
Erie Tel.	48	49			

PHILADELPHIA CLOSING QUOTATIONS.

	Bid.	Asked.		Bid.	Asked.
Ph. & R. gen. m. 6s	70¾	79¾	L. C. & N. Co.	46¾	—
Phil. & R. 1st pf.	48¾	49	Pennsylvania	51¾	51¾
Lehigh Valley	46¾	46¾			

LATEST LONDON QUOTATIONS.

Atchison	26¾	Lou. & Nashville	74¾
Atlantic & Gt. W. 1st	83	N. Y. Central	104¾
Atlantic & Gt. W. 2d	24	Norfolk & West. pf.	54¾
Canadian Pacific	75¾	Northern Pacific pf.	78¾
Erie Common	18¾	Ontario & West	16¾
Erie 2d consols	101	St. Paul	55¾
Illinois Central	98¾	Union Pacific	45¾
Lake Shore	113¾	Wabash pf.	18¾

FRIDAY, March 20.

To-day's net applications for gold for shipment by to-morrow's steamers aggregated $1,375,000. The statistics of applications were complicated by the manner in which they were made, as one banking house made two requests, one for bars and another for coin to be taken if the bars could not be had. Another house asked for $250,000 in bars, but made no alternative application for coin. The total of all applications was $1,875,000, of which $850,000 for bars was refused by the Treasury, leaving the net amount engaged for shipment $1,025,000. As the European steamers do not sail to-morrow until midday, it is possible that other amounts may be taken. Besides the gold engaged, 50,000 ounces of silver will be shipped. A better understanding of the policy of the Treasury Department relative to shipments of specie is gradually being obtained. As stated in this column to-day, the department will decide upon each application as made. It has not taken the position that under no circumstances will it furnish fine gold bars for export, but it will not part with them simply to facilitate dealings in bullion, or for what may be termed arbitrage operations in exchange between this centre, Berlin, and London.

The stock market was virtually at a standstill the greater part of the day. The street had been led to expect that to-morrow's shipments of specie would aggregate $3,000,000 or $4,000,000. As shown above, they will foot up a little more than $1,000,000, making the total for the week about $2,000,000. The withdrawal of money from this centre on that account was more than offset to-day by the payment through the Clearing House of the check for $2,200,000 received by this State from the Federal Government reimbursing it for direct taxes. Payments on account of pensions have virtually offset shipments of money to the interior, so that it is not likely that to-morrow's bank statement will show any important change in the monetary situation.

The suspension of the Keystone National Bank of Philadelphia had a mildly depressing effect upon values, and particularly upon the Northern Pacific stocks, which were sold on orders from the Quaker City. In the last hour the market rallied on purchases by traders who appreciated that to-morrow's exports of specie had been overestimated, but the improvement did not, as a rule, bring prices up to the final figures of yesterday. The only approach to activity was as usual of late, in St. Paul common and C., B. and Quincy. The few specialties that received attention were Chicago Gas, Manhattan Railway, National Cordage common, Ontario and Western, and Pacific Mail. Relative to the recent activity in Ontario and Western, we learn that it was not the result of manipulation, as was generally expected, but grew out of the execution on Wednesday morning of an order to buy 4,000 shares of the stock. The incident is worth noting, as indicative of the interest that can be aroused in a comparatively unimportant stock in an entirely natural way. Of course, the advance in price brought out a little long stock, but the important fact is that the order referred to resulted in transactions of 25,000 shares on Wednesday at a net advance of over 1 ⅌ cent.

The information printed in this column a few weeks ago relative to the plan which the new management of the Union Pacific Railway has under consideration for the funding not only of its floating indebtedness, but eventually of all its present obligations, was revamped and published this morning as news. In connection with the placing of a general mortgage upon the entire Union Pacific system, into which all obligations, including that to the Government, may be funded, it is understood that it is the intention of the management to imburse the shareholders for the net earnings which have been diverted from them and expended upon the property since dividends were suspended. That amount is approximately $20,000,000, and is passing bonds secured by the proposed blanket mortgage for the purpose of funding the floating debt, the shareholder will probably be given the opportunity to take the bonds at an attractive price, together with a bonus in stock, which will represent the additions and improvements to the property which can be legitimately capitalized, because paid for out of net earnings. The tone of the market at the close was firm.

Final sales compare with those of yesterday as follows:

	Mch. 19.	Mch. 20.		Mch. 19.	Mch. 20.
Atch., T. & S. F.	39¾	38¾	Nor. Pac. com.	70¾	70
Buf., Roc. & P.	94¾	94¾	Nor. Pac. pf.	77¾	78
Can. Southern	49¾	49¾	N. Y. & N. Eng.	34¾	34¾
C., C., C. & St. L.	92¾	93¾	Ontario & West.	17¾	17¾
C., B. & Q.	78¾	79	Oregon Imp.	36¾	36¾
C. & O. 2d pf.	50	50¾	Rock Island	69¾	69¾
Chicago Gas	69¾	69¾	Rich. & W. P.	17¾	17¾
Del., L. & W.	138¾	139¾	Rome, W. & O.	26¾	26¾
Erie	18¾	18¾	St. Paul com.	55¾	55¾
Gt. Northern pf.	86¾	86¾	St. Paul pf.	111¾	109¾
Hocking Val.	22¾	22	Texas Pacific	13	13¾
Illinois Cent.	97¾	98¾	Union Pacific	44¾	45¾
Lake Shore	109¾	109¾	Un. Pac. D. & G.	22¾	22¾
Mich. Cent.	99¾	99¾	West. Un. Tel.	81¾	79¾
Mobile & Ohio	42¾	42¾	Wabash pf.	19¾	19¾
Mass. Central	5¾	5¾	Wheel. & L. E. pf.	71¾	71¾
North Pacific	17¾	17	Wheel. & L. E. 1st	71¾	71¾
Northwest com.	103¾	103¾	*Ex dividend.		

Government bonds quiet at unchanged quotations. Railway bonds dull and irregular. The features were Texas Pacific 2ds, Reading 1st preference incomes, Mobile and Ohio generals, Louisville, New Albany, and Chicago consols, Houston and Texas Central general 4s, Atchison and Kansas, and Texas issues. The more important net advances were in Atchison 4s, ¾ ⅌ cent., to 77¾; Houston and Texas Central general 4s, ¾, to 65; Kansas and Texas 4s, ¾, to 76¾, and 2ds, ¾ ⅌ cent., to 39¾. The principal net declines were in Louisville, New Albany, and Chicago consols, 1¼ ⅌ cent., to 92; Mobile and Ohio generals, ¾, to 65¾; Reading first preference incomes, ¾, to 48, and Texas Pacific 2ds, ¾ ⅌ cent., to 80.

In bank stocks 50 shares of Bank North America at 170, and 15 shares of Western National at 100¾.

Silver bullion certificates for 205,000 ounces sold at 99¾@99¾. Bar silver in London, 45⅜-16d. ⅌ ounce. The offers to sell silver to the Treasury to-day aggregated 1,204,000 ounces. The purchases were 259,000 ounces, as follows: 20,000 ounces at $0.99125; 100,000 ounces at $0.9935, and 139,000 ounces at $0.9940.

Money on call, 2¼@3 ⅌ cent. Time money, 4@5 ⅌ cent., according to period, on good mixed collateral. The market for commercial paper is dull. Prime unindorsed bills receivable are quoted at 5@5¾ ⅌ cent., and first-class single-name paper at 6@7 ⅌ cent.

Sterling exchange strong and higher. Posted asking rates, $4.87 for long bills and $4.89¾ for demand. Actual rates are: Long bills, $4.86¾@$4.86¾; sight drafts, $4.88¾@$4.89, and cable transfers, $4.89¼@$4.89½.

The amount of 4½ ⅌ cent. bonds redeemed to-day was $146,200, making the total to date $12,811,250.

The exports of gold this year to date are $4,681,365, against $45,227 during the corresponding period of last year, and $3,288,466 two years ago.

Acting Secretary Nettleton rejected to-day two offers, aggregating $850,000, for the exchange for export of gold coin for gold bars. He said his action was in accordance with the policy recently decided upon, that it is contrary to the best interests of the Government to relinquish at the present time for export any considerable part of the most convenient form of our gold supply. He said that he was not advised of the offers in question until nearly 3 o'clock this afternoon and that there was not the slightest delay in his action. He authorized no more positive contradiction, so far as he was concerned, of any attempt to delay the shipment of gold in any form by to-morrow's steamers. He said it was something he could not prevent if he tried, and he was not given to trying the impossible. In answer to a direct inquiry on the point, Gen. Nettleton said that while he did not care to dictate the question at present, he did not regard it as at all probable that gold would be forced to a premium by reason of the present policy against the exportation of the Government's limited supply of gold bars.

The Hocking Valley Railroad reports gross earnings for January of $209,297, an increase of $41,896 as compared with the same month of last year, and net of $78,021, an increase of $25,066.

The transfer books of the Rome, Watertown and Ogdensburg Railroad Company will be closed to-morrow for the payment of a stock dividend of $20 per share in connection with the lease of the road to the New York Central Company. The stock that will be issued on the reopening of the transfer books will bear this guarantee:

The New York Central and Hudson River Railroad Company hereby guarantees to the holder, for the time being, of this certificate, the payment of one and one-quarter per cent. on the par value of the stock represented thereby, on the fifteenth days of May, August, November, and February, in each year, during the continuance of a certain lease dated the 14th day of March, 1891, by and between the Rome, Watertown, and Ogdensburg Railroad Company to the said New York Central and Hudson River Railroad Company.

It is computed that the new guaranteed stock in comparison with that of the Harlem Company, also guaranteed by the Central, should sell at about 135.

Treasury balances compare with those of yesterday as follows:

	March 19.	March 20.
Gold	$151,942,566	$150,034,405
Silver	9,861,026	9,851,678
Legal tenders	4,142,065	3,679,185
Total	$165,935,657	$163,035,268

Deposits in national banks, $29,228,118, against $29,185,[illegible] yesterday. In addition to the foregoing the Treasury reports silver bullion purchased under the act of July 14, 1890, $37,059,318, and Treasury notes outstanding against the same $31,005,850.

Money in London, 2@2¼ ⅌ cent. Discount in the open market for both short and three months' bills, 2¾@3 ⅌ cent. Paris advices quote 3 ⅌ cents. at 96 francs 12½ centimes, and exchange on London at 25 francs 20 centimes.

The business failures of the last seven days, as reported to R. G. Dun & Co., number, for the United States, 230, and for Canada 45, a total of 275, as compared with a total of 273 last week, and 255 the week previous to the last. For the corresponding week of last year the figures were 255, representing 215 failures in the United States and 40 in the Dominion of Canada.

A majority of the stock and about $4,000,000 of the bonds of the San Antonio and Aransas Pass Railway Company have been deposited with the Central Trust Company under the plan of reorganization which was published early this week.

The sales of mining stocks at the New York Consolidated Stock and Petroleum Exchange to-day were as follows:

Sales.	Name.	Opening.	Highest.	Lowest.	Closing.
200	Alta	95	95	95	95
100	Belcher	1 35	1 35	1 35	1 35
100	Alice	1 60	1 60	1 60	1 60
800	Brunswick con.	12	12	12	12
100	Belcher	2 45	2 45	2 45	2 45
400	Belmont	42	42	40	40
300	Gen. Wash. & Va.	10 75	10 75	10 75	10 75
100	Crown Point	2 30	2 30	2 30	2 30
100	Chrysolite	20	20	20	20
1400	Conn'c'ut Tun. Co.	98	99	93	94
100	Chollar	3 30	3 30	3 30	3 30
200	Exchequer	1 30	1 30	1 30	1 30
300	Horn Silver	3 20	3 25	3 20	3 25
1300	Mutual S. & M. Co.	1 45	1 50	1 45	1 45
700	Phœnix of Ariz.	37	37	28	28
100	Potosi	5 50	5 50	5 50	5 50
500	Sutro Tunnel	10	10	10	10
500	Scorpion	50	58	50	58
1000	Syndicate	10	10	10	10

The total transactions were 9,950 shares.

New York Markets.

FRIDAY, March 20.—FLOUR AND MEAL—The demand was more active and general, and prices had an upward tendency, in sympathy with the course of the grain markets.

COTTON—Futures declined 2 or 3 points and so remained throughout the day, closing dull. It is again to-day a short story with cotton. The early decline was to wash out accounts of speculative buyers, the bulls are evidently discouraged by the large movement of our crop and the better weather at the south. But it was noticed that as the price fell to near the point at which it ceased to be profitable to deliver cotton on contracts, the buying was quite equal to the selling. There were enough buying orders at 8c. to prevent that price being made, and 8.02c. was the lowest figure. The next crop was spoken of as being in a satisfactory condition and spirit. Spot cotton was quiet and 1-16c. lower; middling uplands, 8c.; do. Gulf, 8 7-16c. The following are the details of the transactions in futures:

Months.	Closing.	Highest.	Lowest.	Sales.
March	8.07@8.08	8.09	8.07	200
April	8.7[illegible]@8.71	8.71	8.69	7,500
May	8.10@8.11	8.11	8.09	11,200
June	8.20@8.21	8.20	8.18	6,400
July	8.1[illegible]@8.19	8.20	8.18	16,000
August	8.01@8.02	8.03	8.01	18,500
September	8.03@8.04	8.05	8.03	1,100
October	8.03@8.04	8.04	8.03	2,900
November	8.03@8.04	8.04	8.03	500
December	8.04@8.05	8.05	8.03	700
January	8.08@8.09	8.10	8.09	700

Total sales 72,000 bales. Transferable notices not issued on Saturday.

	1890-'91.	Seasons of— 1889-'90.
	Bales.	Bales.
Receipts at the ports this day	14,408	4,082
Previously since Sept. 1	6,096,718	5,422,364
Total at United States ports	6,111,126	5,426,457
Exports since Sept. 1	4,068,950	4,372,419
Port receipts last week	92,788	84,[illegible]
Interior receipts last week	128,[illegible]	98,[illegible]
Interior stocks	830,981	149,[illegible]

PROVISIONS—Lard futures were active, and prices made a further advance. They sympathized with the Western market for food products.