Sterling Silverware

At Startling Prices.

We shall place on sale to-day the following specialties:

12 Solid Silver Tea Spoons....$10.00.
12 " Coffee Spoons.. 5.00.
12 Silver Berry Forks.. 8.00.
12 Bouillon spoons..10.00.
12 Butter Spreaders..12.00.

Rich designs in tea sets, tete-a-tete sets, salad bowls, &c., at prices equally inviting for the coming wedding season. SEND FOR CATALOGUE.

J. H. Johnston & Co.,
17 Union Square, N. Y.

THE BRISCOE IN PORT.

Her Crew Overjoyed When They Were at Last Taken in Tow.

ST. JOHNS, N. F., March 13.—The steamer Virginia Lake, towing the British steamer Briscoe, Capt. Seares, from Hamburg and Queenstown, long overdue at New York, arrived here at 7 o'clock this morning. The Virginia came across the Briscoe at 2 o'clock yesterday morning, about seventy miles off Cape Race, and displayed rockets and blue lights, which signals were responded to by the Briscoe. The joy of the Briscoe's crew at the prospect of rescue was intense. They begged the Virginia to keep by them, fearing she would leave them. So broken-spirited were they from long suffering that on Saturday after the lifeboat left they wanted to abandon the ship and take refuge on a passing brigantine bound for St. Johns. The Captain was willing, but the vessel could not see the signals made, having passed while they were deliberating.

The Virginia commenced towing at daybreak and had no difficulty, but the rate of speed was such that the fore bulkhead, already weakened by the ship's encounters, was unable to stand the strain and began to leak, and water poured into her cargo space. The extent of the damage is unknown. She has had no coal for three weeks, being obliged to burn spare spars, topmasts, derricks, tween deck hatches, bunker linings, and portions of her wooden decks. Very little food was left, and the Virginia had to supply a stock.

Stanchions, chocks, and starboard lifeboat were uprooted and washed overboard. There are marks of the sea's violence everywhere. The cost of the repairs is estimated at $8,000.

The steamer Ulunda towed the Briscoe 120 miles, breaking three hawsers. But for her the Briscoe would never have reached land. The crew are well, with the exception of one man already reported, who has been placed in hospital. The towage will be settled by arbitration.

HAVE NOT GOT; CAN'T PRODUCE.

One Reply of the Juvenile Asylum to a Demand for William Joseph Leicht.

A writ of habeas corpus for the body of William Joseph Leicht, aged 16, was served upon Elisha Carpenter, the superintendent of the New York Juvenile Asylum, on Monday night. The petition for the writ was filed by Charles Schwick, as counsel for Alexander Leicht, the boy's uncle.

The petition for the writ set forth that the boy was arrested on Oct. 19, 1891, and charged with vagrancy the next day in the Yorkville Police Court. The uncle, who says he was the boy's guardian, further states that he was not notified of the boy's arrest, or of his subsequent commitment to the asylum by Justice Henry Murray. He says that he repeatedly demanded the boy's release, but his request was denied. Finally the petition affirms that when the two years' term of commitment had expired, the boy was sent West without the guardian's consent, and that he, the petitioner, does not believe the statement of the asylum authorities when they say that they do not know of the boy's whereabouts.

Mr. Carpenter, for the asylum, is inclined to regard the petition as an absurdity. He says the boy was committed to the asylum at the instance of his aunt, Mrs. Annie R. Leicht, for an indefinite period, which, under the law, means until his majority; that the boy had no parent or guardian at that time, and that the boy was received into the Asylum from Young, a farmer in Illinois, from whom he had run away, and that his uncle had no authority to demand the boy's release.

An action was brought in the Surrogate's Court yesterday by Jacob George Leicht, a brother of William, to have set aside the appointment of this uncle, Alexander, as administrator of an estate left to the brothers by their mother's brother, John Jacob Mauder.

WOMAN SUFFRAGE IN WYOMING.

Miss Shaw's Statistics to Show What a Very Good Thing It Is.

SCHENECTADY, March 13.—At the final session of the Constitutional Convention campaign meeting held in this county the Rev. Anna Shaw of Philadelphia delivered an address on "The Fate of Republics." She began by describing the sphere of woman, and went on with a long argument for women's rights. Among other things she said that opponents to woman suffrage have urged that women were more excitable than men, and if they were permitted to take an active part in politics many of them would become insane.

Miss Shaw said that in 1890 there was not an insane woman in Wyoming, although suffrage for her sex had obtained in that State for twenty-one years. The statement that women would be corrupted by politics was also refuted, and Wyoming was quoted, official statistics showing that in 1890 only five women were in prison in that State. Some one had gone so far as to say that the home would be polluted and divorces would increase marvellously; but Miss Shaw showed that in Wyoming the percentage of divorces was lower than in any other State or Territory in the Union.

COUNCILMEN IN THE ELEVATOR.

Chicago City Fathers Dropped Thirty Feet in an Accident in the City Hall.

CHICAGO, March 13.—One of the elevators in the centre of the City Hall, when crowded to its utmost capacity just after the adjournment of the City Council last night, fell to the basement when within about thirty feet of the lower landing. The elevator car is one of the largest in the city, and there were twenty-five people in it when it shot downward. The passengers, including a dozen members of the City Council, received quite a shaking up when the elevator reached the basement, but no one was injured.

Mayor Hopkins, who had just come down in the elevator, and thirty or forty others were in the corridor when the car came crashing down. As soon as Mayor Hopkins and the others in the lower corridor saw the predicament of the men in the elevator they tried to pull back the gate, and some one succeeded in opening it. The frightened occupants were then helped out. The accident was due to an air-bound pipe.

Appraisers of Aqueduct Land Damages.

WHITE PLAINS, March 13.—Judge Dykman appointed to-day Martin J. Keogh of New Rochelle, Stephen B. Horton of Peekskill, and James W. Boyle of New York city, Commissioners to appraise land damages at Cornell Dam in the second supplemental proceedings to acquire land for New York aqueduct purposes. Messrs. William A. Hunt of Peekskill, Frank Raymond of New York, and Frederick Shonnard of Yonkers are appointed Commissioners in the third supplemental proceedings.

An English Cattleman Missing.

Printed circulars were received at Police Headquarters yesterday giving a description of Joseph Stagg, an Englishman, who was in the stock raising business at Tonoway, Greenwood county, Kan., and who is missing. Stagg left his ranch on Sunday, Jan. 14, and took a train on the St. Louis, Fort Scott and Wichita Railroad for St. Louis. He was coming to New York to take a steamer for Liverpool. Since he left Kansas nothing has been heard of him.

BRAIN WORKERS

should use WINCHESTER'S HYPOPHOSPHITE OF LIME AND SODA to keep the system supplied with Phosphorus, and thus sustain the Vital Force, Nerve Power, and Energy. It strengthens and builds up the whole nervous and general system.

SOLD BY DRUGGISTS.

WINCHESTER & CO., Chemists,
168 William St., New York.

FOR THE CONVENIENCE OF OUR ADVERTISERS
OFFICES HAVE BEEN OPENED AT
80 EAST 125TH ST.,
NEAR FOURTH AV.,
AND
1,265 BROADWAY,

FINANCIAL AND COMMERCIAL.

New York Stock Exchange—Sales March 13.

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

10 U. S. 4s, c	114	35 Va. 6s def'd, T. R.	
2 U. S. 5s, c	113	5	70¾
1 Tenn. set. 3s	76		

CLOSING PRICES OF UNITED STATES BONDS.

	Bid.	Asked.		Bid.	Asked.
U. S. 2s, r	96	—	U. S. 4s, 1895	102¾	—
U. S. 4s, r	112¾	113¼	U. S. 4s, 1896	105	—
U. S. 4s, c	113	—	U. S. 4s, 1907	109¾	—
U. S. 5s, r	113¾	113¾	U. S. 6s, 1898	110¾	—
U. S. 5s, c	113¾	113¾	U. S. 6s, 1899	113	—

RAILROAD AND OTHER BONDS (IN $1,000s).

16 Atchison 4s	74¼	74½	10 Nor. Pac. 1st, r	111	
20	74⅝	74¾	5 Nor. Pac. cn. 5s	79	
10	74⅝	74¾	15 & 20	79⅛	79⅜
48 Atchison 2ds, A	50⅝	50¾	10	79⅛	79⅜
10	50⅝	50¾	19	79⅛	79⅜
10	50⅝	50¾	1 Nor. Pac. & M. 1st	52	
10	50⅝	50¾	2 N. Y. & N. 1st, r. 5s	105⅝	
27	50⅝	50¾	2 N. Y. & nor. gtd	94	
2 Alb. & Sus. cn. 6s	110½		10 N. Y. C. gen. cn.	113	
1 Am. Dk. & Imp. 5s	110		5 Nash. & Chat. cn.	101	
2 Am. Dock Co. gtd.	103¼		3	101⅛	
2 B., C. R. & N. c. 5s	97⅝		5 N. Y., Ch. & St. L. 4s	99⅝	
2	97⅝		4	99⅝	
7 Brooklyn El. 1st	110⅝		10 Nor. R. R. of C. 5s	92	
20 Chi. & O. ext. 4½s	74⅝		2 N. Y. & E. 5s	111	
3 Chi. & O. S. F. & A. 1st cn. 6s	80⅝		20 N. W. & S. N. Y. 1st	107⅝	
8	80⅝		1 N. W. & R. 2d, 25 yr.	107	
1 C., B. & Q. cny. 5s	116⅝		20 N. Y., O. & W. r. 4s	83	
9	102⅝		20 N. Y., O. & W. cn. 5s	106⅝	
2	102⅝		28 Ore. S. L. 6s	90	
2 C., R. & Q. deb. 5s	102⅝		4	90⅝	
2	102⅝		8	90⅝	
10 C., S. L. & C. 1st	104⅝		5 O. S. L. & U. N. 5s	107	
4 Can. So. 1st	109		9 Oregon Imp. 1st	97⅝	
10	109⅝		5	97⅝	
5 Chi. & Nor. P. 1st, T. R.	46		10 Ore. Imp. 5s	86⅝	
20 Chi. & Nor. P. 1st, r	46		7 P. C. & U. 1st cn. 6s	92⅝	
7	46		1	92⅝	
4 Ch. & E. Ill. gtd 5s	90⅝		7 Pitts. & W. 1st	84⅝	
5	90⅝		19 Read. 1st, ex. 5s	101	
5 Ch. & Erie inc.	32⅝		13 Rh. & Dan. 1st	114	
2 Del. & H. 7s	126⅝		10 Rh. & Dan. 5s	98	
1 Den. & R. G. cn.	74⅝		9 Reading gtd. 4s	77⅝	
6 Det. M. & M. inc.	28		3	77⅝	
10 Det., B. C. & Alt. 5s	57		14	77⅝	
6 Ill., L. & N. 1st	96⅝		10 Read. 1st pf. inc.	38⅝	
2	96⅝		5	38⅝	
8	96⅝		5 Reading 2d pf. inc.	27⅝	
5	96⅝		5	27⅝	
5	96⅝		80 Reading def. inc.	5⅝	
5	96⅝		25	5⅝	
20	96⅝		20	5⅝	
1 Erie 4th ex	112		1 Rio G. W. 1st	68⅝	
2 Erie cn. 1st	132		5	68⅝	
27 Erie cn. 2d	85		4 St. P. & N. C. 1st	127	
11 E. Tenn. 5s	93		1 St. L. & S. F. 2d, C. B.	110	
5 Edison E. I. 1st	104		3 St. P. gold	126	
1	104⅝		10 St. P. gtd. 4s	90⅝	
5	104		2 St. P., M. P. div.	103⅝	
5 Ft. Worth 1st	78		2 St. P. con.	127⅝	
10	78⅝		8	128	
3 Harlem 1st, r	119⅝		1 St. P. terms	81	
4 Hack. Val. 5s	81		10 St. L. & S. W. 2d	74⅝	
6	81⅝		4 San A. & A. P. 1st 4s	55⅝	
6 Iron Mt. 2d	106		7 Tex. Pac. 1st 5s	78⅝	
2 Iron Mt. 5s	74⅝		2	78⅝	
5 Int. & Gt. Nor. 2d	61		2	78⅝	
2 Ont. & Pac. 1st	90		2	78⅝	
4 Kan. & Tex. 4s	30⅝		8 Tex. Pac. 2d 4s	21⅝	
2	30⅝		8	21⅝	
2	30⅝		5	21⅝	
114 Kan. & Tex. 2s	44		1 Tol., P. & Wo. 1st	81	
5 s. 20	43⅝		5	81⅝	
65	43⅝		5	81⅝	
11	44⅝		5 Third Av. 5s	114⅝	
10 Kanawha & M. 4s	75⅝		5	114⅝	
17 Lacledе Gas 1st	85		5	114⅝	
3 L. E. & W. 1st	114⅝		10 Terre H. 2d pf	101⅝	
5 Long Dock 6s	127⅝		7 Tex & N. O. cn. 5s	90⅝	
2 Long Island 4s	95⅝		25 U. P., D. & G. 1st	92	
1 L. S. & A. Ch. 1st, 112	112		6 Un. Pacific S. F.	96⅝	
1 Mo., Kan. & E. 1st	81		5 Utah So. ex. 1st	84	
15	81⅝		13 U. P., D. & G. 1st	4⅝	
5	81⅝		5	4⅝	
10	81⅝		5	4⅝	
10	81⅝		16 Wabash 1st	104⅝	
1 Mem. & Chas. 1st	58⅝		12	104⅝	
1 Man. Ry. 4s	96⅝		10	104⅝	
5 Met. El. 1st	134⅝		1	104⅝	
2	118⅝		2 Wabash 2d	71⅝	
8 Met. El. 2d	108⅝		12	21⅝	
8 Mob. & O. 1st, new. 115	29		5	21⅝	
3 Mobile & Ohio 4s	74⅝		10	22	
6 M. & St. L. 1st	126⅝		10	22	
6	126		5 Wab., B. & C. ex	98	
4	126⅝		2 West Shore 4s	103⅝	
6 Mil. & L. S. im	105		1	103⅝	
2 Nor. Pac. 2d c	84		5 W. Shore 4s, reg.	103⅝	
1 Nor. Pac. 3d, c	59		6	103⅝	
10	59		3 W. N. Y. & Pa. 1st	99⅝	

Total sales of railway bonds (par value), $1,559,000.

RAILROAD AND OTHER SHARES.

Sales.		Open-ing.	High-est.	Low-est.	Closing. Bid.	Closing. Asked.
13305	Am. Sug. Ref.	91⅝	92⅝	91⅝	92	92¼
120	Am. Sug. Ref. p.	90	90	89⅝	89⅝	89⅝
100	Am. Tob. pf.	87⅝	88	87	87	88
514	Amer. Tob.	75	75	74⅝	74⅝	75⅝
26	Amer. Tob. pf.	94⅝	95	94⅝	94	94⅝
12	Am. Exp.	114	114	113	113	115
35.0	Am. Cot. Oil	29	29	29	29	29⅝
440	Am. Cot. Oil pf.	68⅝	69⅝	68⅝	68⅝	69⅝
8900	Atch., T. & S. F.	34⅝	35⅝	34⅝	35⅝	35⅝
100	Chic. Dist. Tel.	36	36	36	36	40
670	Balt. & Ohio	74⅝	75	74⅝	74⅝	75
55	Can. Pacific	68	68⅝	68	67⅝	68⅝
100	Cent. Pac.	35	35	35	34⅝	35
350	Ches. & Ohio	18⅝	18⅝	18⅝	18⅝	18⅝
12335	Chicago Gas	69⅝	69⅝	67⅝	68⅝	67⅝
400	C. Gas div.	1.85	1.85	1.85	1.85	—
3114	Chi., C. & St. L.	40⅝	40⅝	39⅝	40⅝	40⅝
2	C., C., C. & St. L. p.	81⅝	81⅝	80	85	—
3000	Chic. & N. W.	106	106⅝	105⅝	106⅝	107
70	Chic. & N. W. pf.	140⅝	140⅝	140⅝	140⅝	140⅝
8660	C., B. & Q.	80⅝	81⅝	80⅝	81⅝	81⅝
24600	C., M. & St. P.	62⅝	63⅝	62⅝	63⅝	63⅝
172	C., M. & St. P. pf.	125⅝	125	125	125	125⅝
8130	C. R. I. & Pac.	69⅝	70⅝	69⅝	70⅝	70⅝
400	C. H. V. & Tol.	20⅝	20⅝	20⅝	20⅝	20⅝
40	Consol. Gas	139⅝	139⅝	139⅝	139⅝	139⅝
75	Del., L. & Hudson	134⅝	134⅝	134⅝	134⅝	134⅝
100	Den. & R. G. pf.	30⅝	30⅝	30⅝	30	32
10095	Distil'g & C. F.	27⅝	27⅝	26⅝	26⅝	27
180	East. Tenn.	95	95	95	95	95
1000	Enterprise Min.	50	50	50	50	60
333	Evans. & T. H.	62	62	62	62	65
100	Flint & P. M.	14⅝	14⅝	14⅝	14⅝	16
2946	Gen. Elec.	44⅝	44⅝	44	44	44⅝
100	Iowa Central	8⅝	8⅝	8⅝	8⅝	9
210	L. & Western	15⅝	15⅝	15⅝	15⅝	16
212	L. S. & M. S.	109	109⅝	108⅝	109⅝	109⅝
850	Lake Shore	128	128	126	127⅝	128
16	Long Island	97	97	97	—	99⅝
6460	Louis. & Nash.	47⅝	48⅝	47⅝	48⅝	48⅝
200	Louis., N. A. & C.	40	40	40	40	45
113	L., N. A. & C. pf.	82⅝	82⅝	82⅝	82⅝	82⅝
920	Manhatt'n Con.	126⅝	126	125	126⅝	126⅝
200	Mex. Central	17⅝	17⅝	17⅝	17⅝	17⅝
400	M. & St. L.	11	11	11	11	11⅝
5861	Mo. Pacific	29⅝	29⅝	29⅝	29⅝	29⅝
100	Mo., Kan. & T.	13⅝	13⅝	13⅝	13⅝	13⅝
1937	N. C. & St. L.	90⅝	90⅝	89⅝	90⅝	90⅝
100	Mob. & Ohio	17⅝	17⅝	17⅝	17⅝	18⅝
200	Norfk & Essex	152⅝	152⅝	152⅝	—	—
150	Nat. Starch	11	11	10⅝	10	11⅝
50	N. Starch 1st pf.	46	46	45	45	—
5	N. J. Central	116⅝	116⅝	116⅝	116⅝	117
1870	N. Y. Central	109⅝	109⅝	109⅝	109⅝	110⅝
8470	Nat. Lead	83	83	82⅝	83	83⅝
970	Nat. Lead pf.	78⅝	78⅝	78⅝	78	78⅝
100	Nat. Cordage	17⅝	17⅝	17⅝	16⅝	17⅝
100	Nat. Cord. pf.	33	33	33	33	35
705	North Amer.	4⅝	4⅝	4⅝	4⅝	4⅝
1206	N. Y. & N. Eng.	31⅝	31⅝	31⅝	31⅝	31⅝
100	N. Y. & Harlem	187	187	187	187	188
800	N. Y., C. & St. L.	19	19⅝	19⅝	19⅝	20⅝
110	N. Y., L. E. & W.	113	113	113	—	—
1010	N. Y., L. E. & W.	17⅝	17⅝	17⅝	17⅝	18
100	N. Y., L. E. & W. pf.	58⅝	58⅝	58⅝	58	59⅝
200	N. Y., S. & W.	16	16	16	16	16⅝
725	N. Y., S. & W. pf.	45⅝	45⅝	45⅝	45⅝	47⅝
400	Nor. & W. pf.	20⅝	20⅝	20⅝	20⅝	21
355	Northern Pac.	47⅝	47⅝	47⅝	47⅝	48
254	North. Pac. pf.	19	19	19	19⅝	19⅝
1150	Ontario & West.	16⅝	16⅝	16⅝	16⅝	16⅝
100	Pacific Mail	17	17	17	16⅝	17
8510	Phila. & Read.	23	23⅝	22⅝	23	23⅝
100	Pull. P. Car Co.	170	170	169	169	171
430	R. A. & Pot.	48⅝	49	48⅝	49	50
6000	Phoenix of Ariz.	15	15	15	14	14
4900	Rich. & W. P.	4⅝	4⅝	4⅝	4⅝	4⅝
50	Rich. & W. P. pf.	17⅝	17⅝	17⅝	17⅝	18
100	R., W. & O.	111⅝	111⅝	111⅝	111	112
3100	St. P. & Omaha.	39⅝	39⅝	39⅝	39⅝	39⅝
400	St. P. & Om. pf.	113⅝	114	113⅝	113⅝	114
100	St. L. & S. F.	104	104	104	103	105
500	southern Pac.	24⅝	24⅝	24⅝	24⅝	25
1150	Tenn. C. & I.	19	19⅝	19	19⅝	20
50	Tenn. C. & I. pf.	75	75	75	75	75
2890	Texas Pacific	8⅝	8⅝	8⅝	8⅝	8⅝
395	Tol., A. A. & N. M.	9⅝	9⅝	9	9⅝	9⅝
1135	Union Pacific	19	19⅝	19	19⅝	19⅝
100	U. Pac., D. & G.	6⅝	6⅝	6⅝	6⅝	6⅝
725	Wabash	6⅝	7	6⅝	6⅝	7⅝
3840	Wabash pf.	14⅝	15	14⅝	14⅝	15
2285	West. Un. Tel.	84⅝	85	84⅝	84⅝	86⅝
200	Wh. & L. E.	13⅝	13⅝	13	13⅝	14⅝
105	Wh. & L. E. pf.	49⅝	49⅝	49⅝	49	50

Total sales of stocks were 168,381 shares.

BOSTON CLOSING QUOTATIONS.

	Bid.	Asked.		Bid.	Asked.
Bos. & Albany	207	208	New Eng. Tel.	49	50
Bos. & Maine	142⅝	143⅝	Bo. Hous. Elec.	44⅝	44⅝
Cent. Mass.	14	15	West'house E.	31⅝	32
Fitchburg	79⅝		West End Land	11	11⅝
N. Y. & N. E. p.	31	34	Bos. & Mont.	27	27⅝
Mex. Cent. 4s	52⅝	53	Butte & Bos.	20⅝	20⅝
Old Colony	175	175½	Calumet & H.	292	—
Amer. Bell Tel.	178⅝	180	A. T. & S. F. 4s	74⅝	74⅝
Erie Tel.	47⅝	48	A. T. & S. F. 5s	84⅝	84⅝

PHILADELPHIA CLOSING QUOTATIONS.

	Bid.	Asked.		Bid.	Asked.
U. G. I.	61⅝	61⅝	L. C. & Nav. Co.	54⅝	55
Cen. Tract'n	39	39	Penna. R. R.	50⅝	50⅝
Con. Tract. Co.	35	36	Nat. Traction	102⅝	102⅝
Lehigh Valley	40⅝	40⅝			

LATEST LONDON QUOTATIONS.

Atchison	15⅝	Norfolk & Western pf.	21
Canadian Pacific	69⅝	Northern Pacific pf.	19
Erie common	14⅝	Ontario & Western	16⅝
Erie 2d consols	97⅝	Pennsylvania	51⅝
Illinois Central	94⅝	Reading	11⅝
Kansas & Texas	14	St. Paul	64⅝
Lake Shore	131⅝	Union Pacific	19⅝
Lou. & Nashville	48⅝	Wabash pf.	14⅝
N. Y. Central	103		

TUESDAY, March 13.

An important step in the right direction has been taken by the management of the Missouri Pacific Railway Company in its thirteenth annual report, made public to-day. The character of the report was unquestionably a surprise to the Street, for previous documents issued by the company have occasionally left something to be desired in the way of completeness. A careful study of the present one will convince any one familiar with similar presentations of statistics and facts relative to transportation companies that the Missouri Pacific management has in some respects surpassed the best accountant work that security holders have recently demanded. Not only does the report abound in details, but they are presented in a lucid manner, which other corporations would do well to imitate.

The showing of the company for the calendar and fiscal year 1893 also took Wall street by surprise, for it shows that in the most trying year in railway management this system, consisting of nearly 5,000 miles of road, has been able to earn a small surplus over fixed charges. This, doubtless, accounts for the recent advance in the market price of the securities of the system. A summary of the report is printed further on in this column. The stock market to-day furnished additional evidence of the tendency of the speculative community to trade upon the long side. In consequence of this gradual change of front, prices at the close were, with few exceptions, higher than last night; and in many cases the advance was substantial. St. Paul was plainly the leader of the market in every respect, the speculation in it being stimulated somewhat by foreign purchases. Sugar Refining, Chicago Gas, Missouri Pacific, Louisville and Nashville, and Atchison were other strong features.

On much smaller transactions than those in the stocks already named, Northwest, Rock Island, and Wabash preferred made noteworthy progress toward a higher level. As was the case yesterday, stocks that have not received much attention for weeks past were traded in to an extent that excited comment. The only stock in which the dealings exceeded 10,000 shares that moved contrary to the general tendency was Distilling and Cattle Feeding. The closing was strong at about the best prices.

Final sales compare with those of yesterday as follows:

	March 12.	March 13.		March 12.	March 13.
A., T. & S. Fe	14⅝	15⅝	Northwest com.	106⅝	106⅝
Amer. Cot. O.	28⅝	29	Nor. Pac. com.	47⅝	47⅝
C., C., C. & St. L.	40⅝	40⅝	N. Y. Central	103⅝	103⅝
C., B. & Q.	80⅝	81⅝	N. Y. & E.	11⅝	11⅝
Ches. & Ohio	18⅝	18⅝	Omaha com.	38⅝	39⅝
Chicago Gas	68⅝	67⅝	Ontario & W.	16⅝	16
Den. & R. G.	30⅝	30⅝	Pacific Mail	17	17
Dist. & C. F. Co.	27⅝	26⅝	Pull. Pal. Car	170	170
Erie	17	17⅝	Rock Island	69⅝	70⅝
Gen. Electric	44⅝	44⅝	St. L. & S. F.	24⅝	25
Kan. & Tex.	13⅝	13⅝	Reading	27⅝	28
Kan. & Tex. pf.	25	25⅝	St. Paul com.	62⅝	63⅝
Louis. & Nash.	47⅝	48⅝	Texas Pacific	8	8⅝
Lake Shore	128⅝	128	Union Pac. L. & R.	19⅝	19⅝
L. E. & West.	15⅝	15⅝	Union Pacific	18⅝	19⅝
L. S. & W. pf.	93⅝	93⅝	Wabash com.	6⅝	7
Manhat. Con.	126⅝	126⅝	Wabash pf.	14⅝	14⅝
Missouri Pac.	29⅝	29⅝	West. U. Tel.	86⅝	86⅝
Nat. Cord.	17⅝	17⅝	Wh. & L. E.	13	13
North Am.	4⅝	4⅝	W., St. L. & P.	49⅝	49⅝
Nor. & W. pf.	20	20⅝			

Government bonds steady at unchanged quotations. Railway bonds strong. The features were Chicago, Burlington and Quincy convertible 5s, Canada Southern 1st, Elizabeth, Lexington and Big Sandy 1sts, Missouri, Kansas and Eastern 1sts, N. J. Central general 5s, Texas Pacific 2ds, Toledo, Peoria and Western 1sts, Union Pacific gold 6s, T. P. Atchison, Kansas and Texas, Northern Pacific, Reading, Texas Pacific, and Wabash issues. The more important net advances were in Atchison 4s, ¼ ⅌ cent., to 74¾, and 2d As, ½, to 50½; Chicago, Burlington, and Quincy convertible 5s, ⅛, to 116⅛; Canada Southern 1st, ½, to 109½; Elizabeth, Lexington and Big Sandy 1sts, 1, to 88; Kansas and Texas 2ds, ¼, to 44½; Missouri, Kansas and Eastern 1sts, ¼, to 81¼; Northern Pacific 3d consols, ½, to 60, and consol 5s, ½, to 79½; New Jersey Central general 5s, ⅛, to 113; Reading 1st preference incomes, ¼, to 38½; Texas Pacific 2ds, ½, to 21½; Toledo, Peoria and Western 1sts, 1, to 82; Union Pacific gold 6s, C. T. N., ⅛, to 92; Wabash 1sts, ⅛, to 104⅛, and 2ds, 1 ⅌ cent., to 72.

Bar silver in London 27⅞d. Exports to Europe to-morrow 150,000 ounces.

Money on call, 1 ⅌ cent. Time money is quoted at 2 ⅌ cent. for sixty days, 3 ⅌ cent. for six months, and 4 ⅌ cent. for eleven months. Offerings continue largely in excess of the demand. The market for commercial paper is dull, owing to the small amount of desirable bills. Prime endorsed bills receivable are quoted at 3@3½ ⅌ cent., choice single-name paper at 4@4½ ⅌ cent., and good at 5@6 ⅌ cent.

There was only a limited business in sterling exchange to-day, but the market was strong, owing to the extremely light supply of bills. Continental exchange was quiet and firm. Posted asking rates for sterling, $4.88 for long bills and $4.89½ for demand. Actual rates are: Long bills, $4.87@$4.87⅛; sight drafts, $4.88⅛@$4.89; and cable transfers, $4.89@$4.89⅛. France are quoted at 5.17⅛@5.16⅞ for long and 5.15@5.15⅛ for sight; reichsmarks, 95@95⅛ for long and 95⅛@95⅞ for short; guilders, 40⅛@40 5-16 for long and 40 7-16@40⅞ for short.

Domestic exchange on New York: Boston—Par to 10 cents premium for cash; checks par for cash. Charleston—Buying, par; selling, ⅛ premium. Savannah—Buying, par; selling, ⅛ premium. New Orleans—Bank, 150 premium; commercial, $1.50 premium. San Francisco—Sight, 15; telegraphic, 20. St. Louis—90 cents premium. Chicago—40@50 cents premium.

The Manhattan Elevated Railway Company has declared a quarterly dividend of 1¼ ⅌ cent., payable April 2.

The Executive Committee of the Western Union Telegraph Company has recommended the payment of a quarterly dividend of 1¼ ⅌ cent., payable April 2.

The Fidelity Insurance Trust and Safe Deposit Company of Philadelphia will distribute through the Central Trust Company of this city, after April 2, 1½ ⅌ cent. to certificate holders of the stocks of Chicago Gas companies.

The exports of general merchandise from this port for the week ending to-day were valued at $7,806,245, against $8,210,542 last week and $8,347,612 for the corresponding week of last year.

The income accounts of the Missouri Pacific, Iron Mountain and leased and operated lines, excluding the Central Branch Union Pacific Railroad, for the year ending Dec. 31 show:

	1893.	1892.	Changes.	
Gross earngs	$24,010,608	$26,844,664	Dec.	$2,834,056
Op. expenses	18,257,167	19,238,187	Dec.	981,019
Net earn.	$5,753,440	$7,606,601	Dec.	$1,853,036
Other inc.	1,043,111	694,504	Inc.	348,608
Total inc.	$6,796,551	$8,301,105	Dec.	$1,504,428
Fixed chges.	7,196,036	7,001,688	Inc.	194,348
Surplus	$403,485	$1,299,417	Dec.	$1,698,776
Sr'ps Jan. 1	8,100,777	7,305,901	Inc.	888,810
Balance	$8,218,582	$8,109,777	Inc.	$108,805

The proportion of operating expenses to gross earnings was 76 ⅌ cent., against 73 ⅌ cent. the previous year. The operations of the system for each month are given in detail. The Missouri Pac