HUNT'S MERCHANTS' MAGAZINE.

Weekly Newspaper,

REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES

600

601

SATURDAY, NOVEMBER 28, 1885. NO. 1.066.

CONTENTS.

A

nths Ended with

nd Commercial

nd Miscellaneous 603 Stocks and Bonds 608 609

above remarks, of course, refer to the whole country, for, with New York excluded, there is, in every instance, a margin in favor of the current year.

West Westing New 91

Treek Ending New 14

THE CH	RONICLE.
Clearing-Hoose Retorns 595	
The Financial Situation 596	Monetary an
New York Lake Erie & Western Report	
Imports and Exports for Octo-	Commercial a
ber, and for the Ten and	Now8
	RS' GAZETTE.
Money Market, Foreign Ex-	Quotationsof
	Local Securiti
and Ratiroad Bonds and	Rallroad Earn
Sto ks	Investment an
Range in Prices at the N.Y.	telligence
Stock Exchange 605	
THE COMME	RCIAL TIMES.

VOL. 41.

The Chronicle.

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WILLIAM B. DANA. JUIN G. FLOYD. BOST OFFICE BOX 958.

CLEARING HOUSE RETURNS.

Under the heavy speculation everywhere in progress exchanges have further improved, and now reach an aggregate which has been exceeded only once since Dec. 16, 1882, and that was in October, 1883, when for the week ending the 18th the figures were in excess of the total now recorded by about \$31,000,000. The improvement is not confined to any particular localities, appearing, with but one or two excep tions, at all the points which our table embraces, although in general the heaviest gains are at the leading commercial centres. The transactions on the New York Stock Exchange for the week surpass those for any similar period in the history of the Exchange, the sales of shares reaching 4,442,206, against 1,345,912 for the six daya of 1884, an increase of 230 per cent, and representing a market value of \$255,128,000, against \$92,915,000 a year ago. Dealings in railroad bonds also rose to a large total, the sales including a par value of \$32,265,500, equivalent to an actual value of \$20,665,497. On the Produce and Petroleum Exchanges operations were in excess of 1884, the latter largely, but cotton contracts exhibit some falling off.

As compared with the previous week'a returns this exhibit shows an increase of \$111,138,587, while in comparison with the corresponding week a year ago there is an excess of 45.7 pcr cent. Compared with 1883 there is a gain of 23 per cent, but from 1882 a loss of 23.2 per cent is recorded. Contrasted with 1881, however, there is an increase of 4 per cent. The

1885. 1884. Per Cent. 1885. Per Cent. Naw York		Week	Ending Nov.	21.	Week Ending Nov. 14.		
Sales of- (Stocksshares.)(4,442,200)(1,345,012)(+230-1)(3,216,400)(+104*9)(Cottonbales.)(36,211,000)(34,273,000)(+5*7)(43,900,600)(-1*8)(Petroleumbbls.)(71,933,000)(43,141,000)(+6*7)(43,040,600)(-1*8)(Petroleumbbls.)(71,933,000)(43,141,000)(+6*7)(85,720,0450)(+3*5)Providence5,404,1004,553,600+19*25,320,500+2*3Hartford1,434,1981,488,475-3*61,866,031+3*4Portland963,430721,554+5*5583,501+5*2Springfield963,430721,554+5*5583,501+5*2Lowell573,252484,688+18*3500,149-13*2Total N. England\$10,4406,338\$76,007,600+37*5\$97,781,191+80*5Philadelphia\$00,747,494\$46,190,786+31*5\$50,439,898+38*6Baltimore12,7443,55213,223,413-3*311,093,117-1*4Total Middle\$51,576,461\$67,797,519+20*5\$60,704,270+22*3Chicago\$63,556,466\$43,358,218+23*6\$53,960,961+19*6Clincinnati9,428,5009,219,200+2*39,132,006+0*9Milwaukze4,151,1705,646,651+14*74,010,50+3*0Ontangolis1,570,5451,481,052+6*01,680,806+12*3Onteso1,724,8741,218,908+8*1		1885.	1884.	Per Cent.	1885.	Per Cent	
Sales of- (Stocksshares.)(4,442,200)(1,345,012)(+230-1)(3,216,400)(+104*9)(Cottonbales.)(36,211,000)(34,273,000)(+5*7)(43,900,600)(-1*8)(Petroleumbbls.)(71,933,000)(43,141,000)(+6*7)(43,040,600)(-1*8)(Petroleumbbls.)(71,933,000)(43,141,000)(+6*7)(85,720,0450)(+3*5)Providence5,404,1004,553,600+19*25,320,500+2*3Hartford1,434,1981,488,475-3*61,866,031+3*4Portland963,430721,554+5*5583,501+5*2Springfield963,430721,554+5*5583,501+5*2Lowell573,252484,688+18*3500,149-13*2Total N. England\$10,4406,338\$76,007,600+37*5\$97,781,191+80*5Philadelphia\$00,747,494\$46,190,786+31*5\$50,439,898+38*6Baltimore12,7443,55213,223,413-3*311,093,117-1*4Total Middle\$51,576,461\$67,797,519+20*5\$60,704,270+22*3Chicago\$63,556,466\$43,358,218+23*6\$53,960,961+19*6Clincinnati9,428,5009,219,200+2*39,132,006+0*9Milwaukze4,151,1705,646,651+14*74,010,50+3*0Ontangolis1,570,5451,481,052+6*01,680,806+12*3Onteso1,724,8741,218,908+8*1	Naw York	\$868,938,011	\$555,711,500	+ 56.4	\$779,214,287	+477	
(Cottonbales.) (472,300) (672,100) (-29 ⁻⁷) (714,400) (+15'4) (Grainbushels) (38,211,000) (34,273,000) (+5'7) (43,900,000) (-1'8) Boston \$\$94,335,701 \$\$07,900,501 +40'6 \$\$5,720,000) (+15'4) Boston \$\$94,335,701 \$\$07,900,501 +40'6 \$\$5,720,600) (+2'3) Hartford 1,434,196 1,488,475 -3'6 1,866,031 +38'5 Portland 982,465 913,930 +7'5 1,185,161 +20'5 Worcester 963,430 721,854 +38'5 583,504 +5'2 Springfield \$\$03,907 784,519 +2'4 \$\$50,2899 +27'2 Lowsfl 573,252 484,688 +18'3 500,149 -13'2 Total N. England \$104,409,33 \$76,007,600 +97'5 \$\$97,781,101 +88'5 Phildelphia \$\$00,747,433 \$\$67,797,519 +20'8 \$\$69,764,270 +22'3 Chicago \$\$53,556,460 \$\$43,358,218 +23'6 \$\$53,960,961 +19'6 Chicanaa \$\$62							
(Grainbushels) (36,211,000) (34,273,000) (45*7) (43,940,600) (-1*9) (Petroleumbbls.) (71,933,000) (43,141,000) (+6*7) (85,720,000) (+71*2) Boston \$	(Stocks shares.)	(4,442,200)	(1,845,912)	(+230.1)	(3,218,400)	;+104.9;	
(Grainbushels) (36,211,000) (34,273,000) (45,77) (43,000,000) (-1-8) (Petroleumbbs.) (71,930,000) (43,141,000) (+66'7) (85,720,000) (+71:2) Boston \$94,335,790 \$67,090,533 +00*6 \$87,166,520 +88*5 Providence 5,404,100 4,533,600 +19*2 5,320,500 +24*3 Hartford 963,430 721,854 +35*5 583,501 +5*2 Springfield 903,007 784,619 +2*4 550,433,808 +27*2 Lowell 573,252 484,688 +18*3 500,149 -13*2 Total N. England \$104,406,338 \$76,007,600 +37*5 \$97,721,101 +39*5 Phitadelphia \$80,077,47,431 \$46,190,736 +31*5 \$50,433,808 +38*6 Pittshurg 8,388,245 8,363,370 +0*3 7,867,325 +2*6 Baltimore 12,743,552 13,253,413 -3*5 11,963,117 -1*4 Total Middle \$53,556,464 \$43,358,218 +23*6 \$53,360,061 +19*6 1*19*6	(Cottonbales.)	(472,300)	(672,100)	(-29.7)	(714,400)	(+15.4)	
(Petroleum.bbis.) (71,933,000) (43,141,000) (+66'7) (85,720,000) (+71:2) Boston \$94,335,791 \$67,900,531 +40*6 \$57,106,520 +38*5 Providance 5,404,100 4,533,630 +19*2 5,320,500 +24*3 Hartford 1,434,108 1,438,475 -3*6 1,866,031 +38*4 Portiand 992,405 913,939 +7*5 1,185,161 +20*5 Springfield 903,430 721,854 +28*5 583,501 +5*2 Lowall 573,252 484,688 +18*3 500,149 +1*2*4 Lowall 500,747,931 \$46,190,736 +31*5 \$50,433,898 +33*6 Philadelphia \$60,747,931 \$46,355,315 -3*5 1,989,117 -1*3 Total Middle \$53,555,466 \$43,355,218 +2*6 \$53,80,051 +1*6 Chicago \$53,555,466 \$44,355,218 +2*6 \$53,80,061 +1*6 Chicago \$53,555,466 \$43,357,477 +2*3 9,132,906 +0*9 Milwankae \$1,570,545 \$448,058		(36,211,000)	(34,273,000)	(+5.7)	(43,990,600)	(-1.8)	
Providance		(71,938,000)	(43,141,000)	(+66•7)	(85,720,000)	(+71.2)	
Providence 5,404,100 4,583,600 +19*2 5,320,500 +24*3 Hartford 1,434,108 1,483,475 -3*6 1,866,031 +38*4 Portiand 963,430 721,854 +25*5 1,185,161 +20*5 Springfield 963,430 721,854 +23*5 833,501 +5*2 Springfield 963,430 721,854 +23*5 833,501 +2*3 Lowall 573,252 484,688 +18*3 500,149 -13*2 Total N. England \$104,400,338 \$76,007,600 +37*5 \$97,731,191 +38*5 Philadelphia \$60,747,451 \$46,180,736 +31*5 \$50,433,898 +33*6 Pittshurz 8,383,245 8,363,370 +0*3 7,387,385 +2*3 Chicago 12,743,552 13,253,413 -3*8 11,063,117 -1*4 Total Middle \$81,870,431 \$67,797,519 +2*8 \$60,764,270 +22*3 Chicago \$53,556,468 \$43,358,218 +2*3*6 \$53,360,96	Boston	\$94,335,791	\$67,080,531	+40.6	\$87,106,520	+38.5	
Hartford		5,404,100	4,533,600	+19.2	5,320,500	+24.3	
Portiand. 992,495 913,990 +7*5 1,185,161 +20*5 Worcester 963,430 721,854 +2*5 583,501 +5*2 Springfield. 963,430 721,854 +2*5 583,501 +5*2 Lowsll 573,252 484,688 +18*3 500,149 -13*2 Total N. England \$104,406,338 \$76,007,600 +37*5 \$97,731,191 +86*5 Philadelphia. \$60,747,494 \$46,190,736 +31*5 \$50,433,888 +83*6 Baltimore. 12,743,552 13,823,413 -3*8 11,063,117 -1*4 Total Middle. \$53,556,464 \$43,358,218 +2*6 \$53,80,961 +19*6 Cincinnati 9,428,500 9,219,200 +2*3 9,132,906 +0*9 Miwankae 4,181,179 \$,644,051 +14*7 4,010,606 +3*0 Detroit 3,624,815 2,706,886 +38*9 3,288,906 +12*4 Indianapolis 1,724,874 1,218,098 +88*1 1,371,050 </td <td></td> <td>1,434,198</td> <td>1,488,475</td> <td>3.6</td> <td>1,866,031</td> <td></td>		1,434,198	1,488,475	3.6	1,866,031		
Worcester 963,430 721,854 +525 833,591 +52 Springfield 903,067 784,519 +2*4 850,289 +272 Lowall 573,252 484,685 +18*3 500,149 -13*2 Total N. England \$104,406,333 \$76,007,600 +37*5 \$97,781,191 +86*5 Philadelphia \$60,747,484 \$46,190,736 +31*5 \$\$0,439,885 +38*6 Pittaburg 3,883,245 8,363,370 +0*3 7,367,325 +2*6 Baltimore 12,743,552 13,253,413 -3*8 11,063,117 -1*4 Total Middle \$81,870,431 \$67,797,519 +20*8 \$60,764,270 +22*3 Chicago \$53,585,466 \$43,358,218 +296 \$53,320,061 +19*6 Cincinnati 9,428,500 9,219,200 +2*3 9,132,906 +0*9 Milwankae 4,151,179 \$64,051 +14*7 9,103,906 +8*9 Detroit 3,624,815 2,706,898 +39*9 3,238,930 <td></td> <td>982,495</td> <td>913,939</td> <td>+7.5</td> <td>1,185,161</td> <td>+20.2</td>		982,495	913,939	+7.5	1,185,161	+20.2	
Springfield		963,430	721,854	+98.5	883,591	+5.2	
Lowsil 573,252 484,688 +18*3 560,149 -13*2 Total N. England \$104,406,338 \$76,007,600 +37*5 \$97,731,191 +86*5 Philadelphia \$60,747,494 \$46,190,736 +31*5 \$50,433,898 +38*6 Pittshurg 8,383,245 8,363,370 +0*3 7,367,385 +2*6 Baltimore 12,743,552 13,285,413 -3*8 11,043,117 -1*4 Total Middle \$53,556,464 \$43,358,218 +2*6 \$53,380,951 +1*6 Chicago \$53,556,464 \$43,358,218 +2*3 9,132,900 +0*9 Milwankse 4,181,179 \$,646,051 +14*7 4,010,608 +3*0 Detroit 3,624,815 2,706,836 +3*9 3,288,960 +12*4 Indianapolis 1,570,545 1,481,052 +6*0 1,680,806 +6*9 Columbus 1,724,874 1,218,908 +8*1 1,371,050 +3*6 Peoria 2,842,269 1,869,378 +52*0 2,833		803,007	784,519	+2.4	859,289	+27.2	
Philadelphia	Lowsil	573,252	484,688	+18.3	500,149	-13*2	
Pittshurz	Total N. England	\$104,406,338	\$76,007,600	+37.5	\$97,781,191	+86.2	
Baltimore. 12,743,552 13,253,413 -3*8 11,963,117 -1*4 Total Middle \$\$1,870,431 \$\$67,797,519 +20*8 \$\$69,764,270 +22*3 Chicago	Philadelphia	\$60,747,634	\$46,180,736	+31.2	\$50,433,828	+83.6	
Baltimore		8,388,245	8,363,370	-+0.8	7,867,895	+28	
Chicago \$53,553,466 \$43,353,218 +236 \$53,360,951 +196 Chicago 9,425,500 9,219,200 +2'3 9,132,906 +0'9 Milwankae 4,181,179 3,646,051 +14'7 4,010,050 +3'0 Detroit 3,624,815 2,706,836 +3'9 3,288,930 +12'4 Indianapolis 1,570,545 1,481,052 +6'0 1,080,806 +6'9 Cleveland 2,407,611 2,234,937 +10'4 2,223,937 -6'9 Columbus 1,724,874 1,218,908 +3'2'0 2,833,016 +4'3'3 Peoria 707,540 957,767 -16'7 089,074 -17'8 Omaha 2,842,269 1,869,378 +52'0 2,833,016 +4'3'3 Total Western \$50,225,799 \$66,721,567 +20'2 \$73,541,204 +14'6 St. Joseph \$91,422 625,521 +40'9 700,145 +35'7 New Orleans 12,942,12 13,258,671 -2'4 10,756,831 <t< td=""><td></td><td>12,743,552</td><td>13,253,413</td><td>-3.8</td><td>11,963,117</td><td>-1.4</td></t<>		12,743,552	13,253,413	-3.8	11,963,117	-1.4	
Cinctinati 9,428,500 9,219,200 +2°3 9,132,906 +0°9 Milwankae 4,181,179 3,646,051 +14°7 4,010,050 +3°0 Detroit 3,624,815 2,706,836 +3°9 3,288,980 +12°4 Indianapolis 1,570,545 1,481,052 +6°0 1,080,606 +8°9 Cleveland 2,467,611 2,234,937 +10°4 2,223,087 -6°9 Columbus 1,724,874 1,218,908 +8°1 1,371,950 +3°6 Peoria 707,540 957,767 -16°7 089,074 -17°8 Omaha 2,842,269 1,869,378 +52°0 2,833,016 +43°3 Total Western \$90,225,799 \$66,721,567 +20°2 \$77,541,204 +14°6 St. Louis \$15,568,444 \$14,300,539 +8°9 \$18,048,217 +3°5 New Orleans 12,942,12 13,258,671 -2°4 10,756,831 -6°2 Louis 4,535,751 3,787,510 +19°5 4,195,271 <t< td=""><td>Total Middle</td><td>\$81,879,431</td><td>\$67,797,519</td><td>+20.8</td><td>\$69,764,270</td><td>+22.3</td></t<>	Total Middle	\$81,879,431	\$67,797,519	+20.8	\$69,764,270	+22.3	
Cinctinnati 9,428,500 9,219,200 +2*3 9,132,000 +0*0 Milwankse 4,151,170 3,646,051 +14*7 4,010,050 +3*0 Detroit 3,624,815 2,706,836 +3*0 3,228,930 +12*4 Indianapolis 1,570,545 1,481,052 +6*0 1,680,806 +8*9 Cleveland 2,407,611 2,234,937 +10*4 2,228,930 +9*6 Columbus 1,724,874 1,218,908 +8*1 1,371,050 +3*6 Paoria 707,540 957,767 -10*7 689,074 -17*8 Omaha 2,812,269 1,869,378 +52*0 2,833,016 +43*3 Total Western \$15,568,444 \$14,300,539 +8*0 \$16,049,217 +3*5 St. Joseph 891,422 625,521 +40*9 709,145 +33*7 Naw Orleans 12,942,122 13,258,671 -2*4 10,756,831 -4*2 Louisvilla 4,536,751 3,787,510 +19*5 4,195,271 +1	Chicago	\$53,585,466	\$43,358,218	+23.6	\$53,360,981	+19.6	
Milwankse		9,428,500	9,219,200	+2.3	9,132,900	+0.8	
Indianapolis 1,570,545 1,481,052 +6*0 1,680,806 +6*9 Cleveland 2,407,611 2,234,867 +10*4 2,226,867 -6*9 Columbus 1,724,874 1,218,908 +8*1 1,371,950 +3*6 Paoria 707,540 957,767 -16*7 089,074 -17*8 Omaha 2,812,269 1,860,378 +52*0 2,833,016 +43*3 Total Western \$50,225,799 \$66,721,867 +20*2 \$78,541,284 +14*6 St. Louis \$15,568,444 \$14,300,339 +8*0 \$16,048,917 +3*5 New Orleans 12,942,122 13,258,671 -2*4 10,756,831 -6*2 Louisvilla 4,555,751 3,787,510 +19*5 4,195,271 +16*7 Kanasa City 5,372,897 3,663,566 +46*7 5,084,935 +18*5 Memphis 2,236,547 2,068,006 +8'1 2,008,868 +14*1 Galveston* 2,345,348 1,706,673 1,706,673 Total Southern \$41,537,183 \$97,708,807 <		4,181,179	3,646,051	+14.7	4,010,050	+3.0	
Indianapolls 1,570,545 1,441,052 +6*0 1,680,806 +6*0 Cleveland 2,407,611 2,223,367 +10*4 2,223,607 -6*9 Columbus 1,724,874 1,218,908 +3*6 1,371,903 +3*6 Peoria 797,540 957,767 -16*7 689,074 -17*8 Omaha 2,812,269 1,869,378 +52*0 2,833,016 +43*3 Total Western \$50,225,799 \$66,721,867 +20*2 \$73,541,284 +14*6 St. Louis \$15,568,444 \$14,300,539 +8*9 \$16,049,217 +3*5 St. Joseph 891,422 682,521 +40*9 700,145 +3*7 Naw Orleans 12,942,122 13,258,671 -2*4 10,756,831 -6*2 Louisvills 4,535,751 3,787,510 +19*5 4,195,271 +18*7 Kanasa City 5,372,597 3,663,566 +8*1 2,008,865 +18*5 Galveston* 2,345,348 1,706,673 1,706,673	Detroit	3,624,815	2,706,836	+33.8	3,238,930	+12.4	
Columbus 1,724,874 1,218,908 +38:1 1,371,900 +376 Paoria		1,570,545	1,481,052	+6.0	1,680,806	+8.8	
Columbus 1,724,874 1,218,908 +38:1 1,371,900 +376 Paoria	Cleveland	2,467,611	2,234,867	+10.4	2,223,607	-6.8	
Peoria 707,540 957,767 -16.7 689,074 -17.8 Omaha 2,842,269 1,869,378 +52.0 2,833,016 +43.3 Total Western \$50,225,799 \$66,721,867 +20.2 \$78,541,284 +1446 St. Louis \$15,565,444 \$14,300,530 +8.9 \$18,049,217 +3.5 St. Joseph 891,222 625,521 +40.9 700,145 +55.7 Naw Orleans 12,942,122 13,258,671 -2.4 10,756,831 -6.2 Louisvills 4,535,751 3,787,510 +19.5 4,195,271 +18.7 Kaneas City 5,372,907 3,603,606 +8.7 2,003,808 +14.41 Galveston* 2,345,348 1,706,673 Total Southern \$41,537,183 \$37,703,807 +10.2 \$38,803,107 +44.5 San Francisco \$9,733,110 \$10,428,018 -8.6 \$11,542,971 -3.2 Total all \$1,186,815,707 \$814,370,321 +45.7 \$1,075,677,180 </td <td></td> <td>1,724,874</td> <td>1,218,998</td> <td>+38.1</td> <td>1,371,990</td> <td>+3.8</td>		1,724,874	1,218,998	+38.1	1,371,990	+3.8	
Omaha		797,540	957,767	-16.7	689,074	-17.8	
St. Louis. \$15,568,444 \$14,300,539 +8*0 \$18,048,217 +3*5 St. Joseph \$91,422 625,521 +40*9 709,145 +35*7 New Orleans. 12,942,122 13,255,671 -2*4 10,756,831 -6*2 Louisrills. 4,535,751 3,787,510 +19*5 4,195,271 +16*7 Kansas City. 5,372,597 3,603,560 +46*7 5,084,985 +18*5 Memphis. 2,236,547 2,068,006 +8*1 2,005,863 +14*1 Galveston*. 2,345,348 1,706,673 Total Sonthern. \$41,537,183 \$37,703,807 +10*2 \$38,803,107 +4*5 San Francisco \$9,733,110 \$10,428,013 -6*6 \$11,542,971 -3*2 Total all \$1,186,815,707 \$814,370,321 +45*7 \$1,075,677,180 +39*0		2,842,269	1,869,378	+52.0	2,833,016	+43-3	
St. Joseph S81,422 825,521 +40·9 709,145 +35·7 New Orleans 12,942,122 13,253,671 -2*4 10,756,831 -6*2 Louisville	Total Western	\$80,225,799	\$66,721,867	+20.5	\$78,541,294	+14.8	
Naw Orleans	St. Louis	\$15,568,444	\$14,300,539	+8.0	\$16,049,217	+3.2	
New Orleans	St. Joseph	881,422	625,521	+40.9	709,145	+93.7	
Louisvills	New Orleans	12,942,122	13,258,671	-2.4	10,756,831	-6.5	
Kansas City 5,372,597 3,663,566 +46'7 5,084,985 +18'5 Memphis 2,236,547 2,068,006 +8'1 2,009,985 +14'1 Galveston* 2,345,348 1,706,673 Total Sonthern \$41,537,183 \$87,703,807 +10'2 \$38,803,107 +4'5 San Francisco \$0,733,110 \$10,425,013 -6'8 \$11,542,971 -3'2 Total all \$1,186,815,707 \$814,370,321 +4'5' \$10,075,677,180 +39'0		4,535,731	3,787,510	+19.5	4,195,271	+16.7	
Memphis. 2,236,547 2,068,006 +8*1 2,008,608 +14*1 Galveston* 2,345,348 1,706,673 Total Sonthern \$41,537,163 \$37,703,807 +10*2 \$38,803,107 +4*5 San Francisco \$0,738,110 \$10,425,013 -6*6 \$11,542,071 -3*2 Total all \$1,136,815,707 \$814,370,321 +45*7 \$1,075,677,180 +39*0		5,372,897	3,663,560		5,084,895	+18.2	
Total Sonthern \$41,537,183 \$97,703,607 +10*2 \$98,803,167 +4*5 San Francisco \$0,733,110 \$10,429,013 -6*6 \$11,542,971 -3*2 Total all \$1,186,815,707 \$814,370,321 +45*7 \$10,075,677,180 +39*0		2,236,547	2,068,006	+8*1 .	2,008,868	+14.1	
San Francisco \$9,733,110 \$10,428,013 -8*6 \$11,542,971 -3*2 Total all \$1,386,815,707 \$814,370,321 +45*7 \$1,075,677,180 +38*0	Galveston*	2,345,348			1,708,673		
Total all \$1,186,815,707 \$814,370,821 +45'7 \$1,075,677,180 +89'0	Total Southern	\$41,537,183	\$37,703,807	+10.2	\$38,803,107	+4.2	
	San Francisco	\$9,738,110	\$10,428,013	-6.8	\$11,542,971	-3-2	
Oulside New York \$317,876,858] \$258,658,812 +22'9 \$296,432,599 +20'4			and the second s	+45.7			
	Outside New York	\$317,876,858	\$258,658,812	+22.9	\$296,432,599	+20.4	

* Not included in total.

The returns of exchanges for the five days as received by telegraph this evening continue of a very favorable character. The figures actually cover only four days, there having been no transactions on Thursday (Thanksgiving holiday). Comparison with 1884 exhibits an excess in the aggregate of \$311,329,085 or 58.4 per cent, and excluding New York the increase in the remainder of the country reaches 27 per cent.

	5 D'ys End'g	Nov. 20 .			
1885.		1885. 1884. Per Cen		1885.	Per Cent
Naw York	\$628,817,082	\$363,320,918	+73.1	\$720,790,809	+54.8
Sales of Stock (shs.)		(1,053,189)	(+110.2)	(3,613,042)	(+215.1)
Boston	63,843,511	43,352,407		78,548,785	+30.8
Philadelphia	37.300,651	28,414,972	+31.3	51,017,162	+30.1
Balilmore	7,772,953	8,821,271	-11.9	11,017,990	-3.2
Chlengo	37,935,000	28,616,447	+32.6	45,479,000	+24.9
St. Louis	11.506,653	9,381,338	2+23.7	13,043,588	+7.9
New Orleans	11,487,793	10,154,458	+13.1	10,782,461	-3.2
Total	\$798,663,843	\$492,001,901	+62-8	\$936,679,805	+172
Balance, Conntry*	45,953,847	41,226,704	+11.2	55,587,253	+78
Total all	\$844,817,690	\$533,289,005	+58.4	\$092,267,058	+44-3
Outside New York	\$215,800,608	\$189,967,857	+87.0	\$265,476,189	+21.8

* Estimated on the basis of the last weekly returns.

[VOL. XLI.

THE FINANCIAL SITUATION.

Our money market has undergone no essential change this week. Bankers' balances have perhaps been in a little better request, the inquiry on Monday being so urgent that 4 per cent was touched, with an average for that day of 3 per cent; but for the week the average has not exceeded 23 per cent. We have to note a slight renewal in the flow of money from this centre to the interior, which it is claimed'is only temporary, but which if business is reviving and the crops are to be moved, ought in the nature of things to continue. Our banks have recently received some temporary accession of strength by the arrival of gold (mainly French coin) from the Continent, said to be merely in transit to the French West Indies (freight rates making this the cheaper route) though we have seen no notice of its re-shipment as yet. Of this there was \$1,748,000 from Bremen and \$945,700 from Havre last week and nothing so far as yet reported this week. Almost all of these arrivals went directly into bank. As an illustration of the condition of the loan market, we may mention the tender last week of \$1,500,000 of Illi nois Central 4 per cent first mortgage gold bonds of 1951. Bids were received on Wednesday last from 16 firms, all of which, except one bid for a small lot, were above par, and the bonds were awarded in block to Messrs. Vermilye & Co. The total amount bid for was \$14,500,000, and the lowest offer for the whole block was 101 1-10 and accrued interest.

Our foreign exchange market declined a half cent per pound sterling on Monday with the decline in money in the open market in London to 24 per cent, but recovered the decline yesterday. These lower rates for money in London were probably due in part to the repayment by the Bank of England of funds borrowed by it of the other institutions during previous weeks, and in part to dull business; the latter influence being in an unusual degree adverse this week on account of the elections now in progress. After the political excitement has ended, a better condition of trade is looked for, especially if the Balkan war is speedily brought to a close, as now appears probable. In that case the commercial demand might be sufficient to bring up the open market rate for money, so that it would approximate the Bank minimum. This differ ence in rates for money is very potent in our foreign exchange market on account of the distrust felt here respecting silver and the coming action of Congress with regard to dollar coinage-the better rates at London making it profitable as well as prudent for balances to be left on the other side. Hence it is that exchange all the time keeps just above the gold importing point, notwithstanding the very free buying of securities on foreign account which has for a long time been in progress, and notwithstanding our present favorable trade balance. Even this week a large supply of bankers' bills is reported, resulting from the purchase and shipment of securities. As to the present condition of our foreign trade, we have now the figures of Mr. Switzler, Chief of the Bureau of Statistics, for October, and they show a merchandise balance in our favor of nearly 19 million dollars; it is to be presumed that the November statement will be still more favorable, as cotton is moving now quite freely. The figures for October and ten months, for seven years, are as follows.

UNITED STATES EXPORTS AND IMPORTS OF MERCHANDISE.

Exports- \$<	Merchandise.	1880.	1881.	1882.	1833.	1884.	1885.
20,041,051 49,011,978	February March April	59,958,673 77,359,547 70,580,538	97,733,~0, 85,063,794 70,585,615	56,606,533 62,613,872 57,952,870	66,835,239 77,651,820 90,003,903	61,246,626 56,216,454 49,893,564	\$ 80,532.584 53,940,422 51,398,266 52,969,672

-							
	Merchandise.	1880.	1881.	1882.	1883.	1984.	1885.
	Exports-	\$	8	8	3	0	8
	June	72,132,804	63,450,279	51,077,966	54,350,811	53,836,577	48,483,020
	July	71,015,569	63,033,615	54,617,541	52,884,084		
	August	67,192,656	67,514,718	62,714,293			44,237,861
	September	71,225,897	62,491,879	62,815,827	54,428,052		48,149,795
	October	85,687,254	68,018,646	71,547,973	72,608,813	71,659,582	72,478,712
	Total	707,785,088	686,413,994	594,046,400	639,555,926	579,217,603	
	Imports-			1			
	January	55,203,489	45,284,858	56,956,224	56,971,198	54,310,617	42,221,171
	February	55,617,471	47,759,493				42,027,633
	March	76,886,561	60,709,174	68,603,801	60,780,603		52,976,345
	Aprll	74,366,455	59,179,614	66.361.167			48,799,398
	May	64,876,650	55,509,722	68,350,629			45,684,950
ł	June	60,514,569	59,920,801	62,689,649	64,791,422		49,812,652
ł	July	57,804,982	52,422,67.	65,804,878	56,980,930	55,125,524	49,114,662
ł	August	56,265,069	61,731,29	65,718,433	58,633,731	50,662,760	50,749,809
1	September	53,228,651	55,7:3,802	63,409,587	51,120,414	51,359,163	50,365,859
j	Octeber	54.023,683	58,988,620	61,438,782	57,523,076	51,973,924	53,782,934
i	Tetal	662,822,597	556,214,664	638,159,476	576.884.254	541 879 451	485 884 919

Bar silver advanced on Monday of this week to 47 7-16d., d yesterday there was a further rise to 47¹d. The early

and yesterday there was a further rise to $47\frac{1}{2}$ d. The early advance may have been due to a short supply or an in creased demand, but as it came almost concurrently with an announcement from Brussels that some arrangement had been made which ensured the adhesion of Belgium to the Latin Union, we took it as being in response to that fact and to some extent a confirmation of it, although the very same papers contained a cable from Paris stating that the question of the admission of Belgium was still unsettled. We notice a report also that Belgian exchange is now in favor of France, and in consequence Belgian silver is flowing from France into Belgium to an embarrassing extent. What effect if any this has had upon the negotiations it is impossible to say, or what is the result reached, if any has been reached, is not announced. One condition proposed by Belgium was that France should agree to the adoption of a gold standard. At all events the new convention which the other four nations signed (the text of which has just been made public) seems merely to be an arrangement for liquidation, a means for getting one another out of their embarrassment, and eventually of reaching a gold basis. After the first year any State which holds a surplus of the silver issues of either of the other contracting parties is to receive 1 per cent. interest until the fifth year, when the interest is to be $1\frac{1}{2}$ per cent, the arrangement providing that within the fifth year the whole is to be redeemed.

There has been no change in the condition of business. It would be too much to say that we are enjoying general prosperity, and yet many departments of trade show improvement, and compared with a year ago this is probably true of all. We gave the facts about iron, steel and coal last week. They furnish at the moment very hope-ful indications. But as to textile fabrics little profit is still the rule, and makers of some classes of goods com plain bitterly of loss on every yard of cloth manufactured. We notice in cottons, that prices are not in all cases as steady as they were, some concessions being granted to stimulate large movements. Speculation in produce has also received a check through the more peaceful news from the Balkan Peninsula; still such a check amounts to little, as it does not appear likely that values here will accommodate themselves to European views. The pile of wheat we have accumulated will be kept all the same for our speculators' amusement, and the see-saw motion in prices started upward again as soon as another war rumor floats over the water, which past months' experience teaches will not have to be waited for very long.

The progress that has heretofore been so regular and constant towards a complete settlement of trunk line difficulties, received an apparent check this week. We say apparent, because we do not conceive that either of the events referred to, can have any present important influence on railroad traffic arrangements. The one that

looked at the moment the more threatening was the new | terminus on Staten Island which the Baltimore & Ohio was reported to have secured. The details are given on another page, and it is only necessary to say here that the acquisition (whether a bona fide move or a mere feint to cover the purchase of Jersey Central) ought not materially to complicate negotiations between the trank lines, however much it may serve as a disturber of the peace in years to come. No road has at this date a large enough margin left in earnings to waste anything more in fighting; we showed that such was the condition of the Baltimore & Ohio last week, and have shown it of all the other roads on previous occasions. Peace, therefore, is not only in accord with the spirit of the moment and with the purpose of all recent settlements, but a dictate of necessity as well.

With regard to the Staten Island terminus, it cannot in any event be made of use for a considerable period. Litigation is always tedious, and if the present animus of the other trunk lines towards the new comer is unchanged, it will require time to attain the full results of the plan. We are not permitted to doubt that in the endwhether by this route or through the Jersey Central or in some other way-the Baltimore & Ohio will succeed in its efforts. In the nature of things it must. It is a rich corporation, with extensive connections West and South, and has already spent large sums of money in carrying out its purpose; it would show unexampled weakness to allow itself at this late day to be balked by obstacles. This view must, we think, in the end be adopted by the other lines, and then the problem, whether the ter. minus is a good or a bad investment, and whether it would have been wiser to have accepted the Pennsylvania offer (certainly leaving out the question of terminus, a very liberal one) will remain to be worked out by the Baltimore & Ohio for itself.

As concerns the injunction against consummating the New York Central & West Shore settlement, we put a vory small estimate upon its effect, just about as small as the court must have put when it fixed the amount of bond at two hundred and fifty dollars! We are of course compelled to take that as the extreme measure of the damage which, in the view of the Judge who granted the order, could be done by the proceeding; for prospective damage must often be measured not so much by the value of the target aimed at, as by the calibre of the gun which seeks to do the work. On the merits of the case, we are at a loss which way to look for them. All but a trifling few thousand dollars of West Shore's creditors have assented to the settlement; all the stockholders of the New York Central but the plaintiffs desire it; while since its consummation the bonds of the former and the stock of the latter have advanced in value, the one about fifty per cent and the other about twentyfive per cent-a pretty substantial popular verdict on its advisability.

But this may be considered as only the personal side of the question, whereas these self-sacrificing stockholders sink all personal interests and call upon the Court to intercede on the ground of "public policy." Looking at it from that point of view, what has this transaction done? Has it not lifted the public out of the dumps, steadied the value of all railroad property, put confidence everywhere in place of the prevailing distrust and given a start to our industries again? Or even narrowing the view still further and looking at it solely as a shippers' question of rates-although it impeaches the honesty of the plaintiffs as stockholders to claim any interest in rates which bring dividends a part of the business the company failed to get the benefit

down to a half per cent per quarter-what benefit could the old status bring to shippers? They are chiefly interested in having business prosperous, and that requires, as a first condition, remunerative and therefore steady charges, rather than unremunerative and consequently fluctuating ones; in fact, every business interest loses when the capital employed suffers. Besides, rates are no longer a question between the railroads and the public; our railroad commissions have changed all that, for the people have transferred those interests to their keeping, and they do not ask the self-immolation of these magnanimous stockholders to help them. Under the circumstances they are much more likely to fear these Greeks, even bearing pres ents. We make no reference to the provision of the general statute which by inference forbids the consolidation of rival roads, because the proposed arrangementcould by no construction whatever be brought within that provision. We see nothing, then, in either event, that can delay or in any manner discourage the expectation of a permanent settlement between the trunk lines.

The influence which has probably done most to stimulate speculation on our Stock Exchange, and been in the main the basis for the advance in prices, is the disposition of railroad managers all over the country to harmonize their differences and enforce more paofitable rates. For one reason or another, however, trunk-line returns (so far as published) do not as yet record the improvement expected of them. We have already shown this in our monthly review of earnings for October in the case of some minor lines. Now comes the Pennsylvania Railroad corporation with its return for the same month, disclosing results that are likewise in great degree disappointing. Both east-bound and west-bound rates were advanced at the beginning of the month, and the advance was maintained all through. The tariff was not as high as at present-it was 20 cents east-bound on grain, and 60 cents west-bound on first-class freight, against 25 and 75 cents respectively now-but it was decidedly above the figures that had been obtained in the months preceding Yet the Pennsylvania statement shows a loss in gross earnings as compared with the same month of 1884 of \$38,373 (small to be sure, but a loss nevertheless), and an increase in net earnings of only \$13,111. And on the Western lines the surplus above the amount necessary to meet the liabilities on those lines was only \$92,595, against \$142,833 in the previous year. Earnings in October, 1884, were not large either. On the contrary, they then exhibited a decided diminution from the total of the year preceding, so that the decrease has been continuous. This may be seen from the following table in our usual form. showing the smallest October net result (on the combined system) since 1881.

Lines East of Pittsburg.	1885.	1884.	1883.	1882.	1891.	1880.			
October.		\$	8	\$	\$	8			
Gross earnings	4,359,174	4,447,547	4,875,349	4,660,054	8,672,971	3,882,714			
Operat'g expenses.	2,420,362	2,521,816	2,356,199	2,019,843	2,917,910	2,194,321			
Net earnings	1,938,812	1,925,701	2,219,140	2,040,711	1,355,031	1,658,393			
Western lines	+92,595	:+142,833	+268.855	+513,209	+309,884				
Result	2,031,407	2,063,534	2,488,002	2,553,920	1,664,925	2,106,563			
Jan. 1 to Oct. 31.			1						
Gross earnings		40,846,846							
Operat'g expenses.	21.437,023	25,378,685	26,473,539	24,903,620	21,801,975	20,022,530			
Net earnings	15,159,788	15,407,061	16,295,696	15,645,212	14,750,837	14,114,697			
Western lines	-1195,323		+1163,211	+1380,991	+2378,677	+2514,735			
Result	11,964,460	14,948,935	17.455,907	17,224,193	17,829,514	13,629,433			
The question thus arises, why has the improvement									
expected not been realized? Some of the causes at work									
it is not difficult to suggest. In the first place, there may									
have been une	xnired	time cor	itracts o	utstand	ing, so	that on			

597

[VOL. XLI.

of the higher tariff. In the second place, a year ago in October rates had not yet become totally demoralized as they subsequently became. In Mr. King's report on the Erie, issued this week, it is stated that rates were at one time down to 8 cents per 100 lbs. on grain from Chicago to New York, out of which the cost of 3 cents for transferring in New York harbor had to be deducted, leaving only 5 cents net, or just about one mill per ton per mile. This happened, however, not in October last year, but several months later, and illustrates the extreme virulence of the conflict that was being waged before the late peace arrangement. From this 8 cent rate, the 20 cent rate of October, 1885, marks a degree of improvement which it must not be supposed exists with reference to the comparison with October, 1884. Then it is known that the first effects of the advance in rates has been a falling off With navigation in the volume of through traffic. closed, however, there can be no permanent withholding of traffic and this may be a source of gain later on. Finally, too much importance has been attached to the reports of a revival in business, as involving an immediate and large increase in the tonnage of the railroads. There has been some improvement in business, and this improvement has been pretty well maintained. But it should be borne in mind that merchants cannot discount the future with the same fury as the Stock Exchange people. They do not suddenly increase their orders 50 or 60 per cent. They proceed slowly, and therefore the freight which the railroads carry, and which represents these transactions, can only increase in an equally moderate way. It is true that in other sections of the country the returns are very good-for November, as now coming in, particularly good-but of course an exception to our remark must be made in the case of the roads that are traversing new districts just undergoing development, and moreover the advance in rates has been wider in character than generally supposed.

Wall Street has been a little less excited this week, being disposed rather to take results more calmly. And yet there is no real abatement of the fever prevailing, nor any disposition to belittle the influences at work which are increasing confidence in and improving all railroad property. Our only danger now is in making haste too rapidly. A marvelous change was wrought in the whole situation when West Shore was withdrawn from its pugilistic position of general challenger, and the South Pennsylvania was put where it could do no harm. This week further progress was made in the same direction, when Messrs. Morgan, Depew and Green bought West Shore. They have bought it as individuals and own it absolutely, free from all incumbrance; no bondholder, no stockholder, no creditor, except such as the sale was made subject to, has any interest in the property. To be sure, Mr. Morgan has agreed to give a certain bond guaranteed by the New York Central to the West Shore bondholders, and if we can imagine that the Court should adopt so remarkable a course as to continue the injunction granted, he would not be able to carry out the arrangement. But that could not cause the least embarrassment. Satisfactory 'substitutes can easily be suggested. At all events if this new firm wants any additional members we can furnish it dozens of them. Speculators may try to make much of this hitch in the original plan, but our readers may rest assured that the arrangement will be carried out in its spirit, if in its letter it should become in any particular impossible.

Northern Pacific appears to be maintaining the gain in net earnings that has characterized all its monthly returns thus far in the new fiscal year. We have obtained the fig-

ures this week for the month of October, and as in previous months there had been a gain in net on smaller gross, it is not surprising that with larger gross now there should be still further gains in the net. The improvement in the gross was not very striking—only about 60,000—and yet it is significant as marking a change in that particular. Expenses slightly increased during the month, leaving the gain in net 43,898. And the total of the net was large— October being one of the best months of the year. As a result of these heavy net earnings, the surplus above the month's proportion of the charges is very satisfactory in amount—namely 332,669, or more than the surplus in the whole of the three months preceding. The surplus too was some 16,000 greater than in October of last year. The company is now (for the four months ended October 31) 551,696 ahead of its charges, which is a very good showing, all things considering. Of course, in the winter months the property can not be expected to make equally favorable exhibits. The following are the figures in tabular form.

Northern Pacific.	Octo	ober.	Previou	s S Mos.	Total 4 months.	
Northern Pacific.	1885.	1884.	1885.	1884.	1885.	1884.
	8	\$	*	\$	\$	\$
Gross	1,522,285					
Expenses	653,671	636,794	1,448,044	1.661,761	2,101,710	2,298,555
Net	868,614	824,710	1,748,211	1,029,839	2,616,825	2,454,556
Charges	535,945	508,645	1,489,184		2,025,129	
Surplus	\$32,669	S16,071	259,027		501,6 96	J

The following indicates the receipts and shipments of gold and currency by the New York bauks during the week.

Week ending Nov. 27, 1885.	Received by N. Y. Banks.		Net Interior Movement.
Currency	\$000,000\$	\$695,000	Gain \$205,000
Gold		500,000	Loss 500,000
Total gold and legal tenders	\$900,000	\$1,195.000	Loss., \$295,000

The above shows the actual changes in the bank holdings of gold and currency caused by this movement to and from the interior. In addition to that movement the banks have lost \$1,500,000 through the operations of the Sub-Treasury. Adding that item to the above, we have the following, which should indicate the total loss to the New York Clearing House banks of gold and currency for the week covered by the bank statement to be issued to-day.

Week ending Nov. 27, 1885.	Into Banks.	Out of Banks.	Net Change in Bank Holdings.
Banks' Interior Movement, as above			Loss. \$295,000
Sub-Treasury operations	3,200,000		Loss. 1,500,000

The Bank of England reports a gain of $\pm 334,314$ bullion during the week. This represents $\pm 38,000$ net received from abroad and $\pm 296,314$ from the interior. The Bank of France gained 3,420,000 francs gold and lost 1,748,000 francs silver, and the Bank of Germany since the last report gained 14,594,000 marks. The following indicates the amount of bullion in the principal European banks this week and at the corresponding date last year.

	Nov. 20	3, 1885.	Nov. 27, 1884. •		
	Gold.	Silver.	Gold.	Silver.	
	£	£	£	£	
Bank of England	21,263,971		19,918,971		
Bank of France	46,503,356	43,713,390	41,312,533	41,259,251	
Bank of Germany	7,638,575	22,915,725	6,969,000	20,908,000	
		66,629,115			
Total previous week	74.752.362	86.151.755	68.061.647	62.139.263	

The Assay Office paid \$112,216 through the Sub-Treasury for domestic bullion, and the Assistant Treasurer received the following from the Custom House.

				1	Consisting of-						
Dale.		le.	Duties.		Gold.	U. S. Notes.	Gold Oertific's.	Silver Oer- tificales.			
N	Tov	.20.	\$326,853	33	\$500	\$75,000	\$224,000	\$27,000			
	14	21.	377,699	51	2,500	106,000	218,000	40,000			
	#F	23.	343,218	40	1,500	87,000	196,000	58,000			
	8.6	24.	380.292	50	2,500	126,000	182,000	68,000			
	46	25.	228,833	96	1,000	70,000	115,000	43,000			
	66	26.			Holi	day					
	То	tal.	\$1,656,897	72	\$8,000	\$464,000	\$935,000	\$236,000			

Included in the above payments were \$7,000 in silver coin, chiefly standard dollars.

THE NEW YORK LAKE ERIE & WESTERN REPORT.

Railroad managors having now so generally accepted the policy of peace in the conduct of their transportation business, a re-adjustment of the finances of such of them as had become embarrassod through the long continuance of the opposite policy, naturally marks the next step towards a rehabilitation of railroad property. One by one the companies are falling into line by so providing for and arranging their burdens that each may hereafter as they fall due, successfully meet and dischargo thom.

The latest to engage public attention is the Erie-Messrs. Drexel, Morgan & Co. having last Saturday submitted a plan for reorganizing its finances. In brief, the firm has agreed to relieve the company of its floating liabilities, conditioned upon the consol second mortgage bondholders funding their back coupons and also the coupon of June, 1886. Contemporaneous with this announcement, we have the annual meeting of the stockholders, at which substantially the old board of directors was re-elected, and the publication of the annual report showing the results of the year's operations. The report will of course be examined with particular reference to the plan in question, but it has an interest apart from that, in the fact that it marks the first year of Mr. King's management of the road, and that it covers a period in which the unfavorable influences at work, it would seem reasonable to conclude, were at their maximum.

The distinguishing feature of the new administration has been the great economy and saving that it has exercised in conducting operations. One does not appreciate the extent to which the work of retrenchment has been carried till one sees and compares the figures for the late year with those of the year preceding. This late year, as we have already said, was a very bad year, and, taking the Erie proper and the Pennsylvania & Ohio leased line together, gross earnings fell off no less than \$2,702,862 from the total of 1883-4. Now, how much of this loss appears in net earnings? Only \$692,301. And why? Simply because expenses were reduced in the sum of \$2,016,561. And Mr. King takes pain to inform stock. holders that the saving has not been at the expense of the physical condition of the property, but is the result of abolishing sinecures, of removing superfluous men, of reducing exorbitant salaries, and of enforcing rigid economy generally.

The loss in net earnings, though only \$692,301, as stated, coming as it does after a deficiency in the previous year, makes the deficiency for the present year quite heavy, namely \$1,376,943; but that is the deficit that exists after allowing for the interest on the second consols in full. No part of this interest was paid, and as the charge included on that account was \$2,015,844, it follows that leaving the same out of the consideration there is a surplus on the year's operations of \$638,901. This surplus, in other words, represents what was earned on the second consols-somewhat less than 2 per cent. In an estimate, made when the figures to the end of August, but not those for September, had been published, we fixed 21 per cent as a probable minimum, but it appears that the loss for September was much heavier than we supposed it would be, and that there was also some falling off in the miscellaneous income. But even 2 per cent must, as Mr. King suggests, be regarded as a quite satisfactory outcome of the year's operations, in view of the circumstances-" so difficult, extraordinary, and so highly discouraging"-under which those operations were carried on. The following table compares results for the last five years.

	1854-86,	1893-84.	1892-98,	1881-89.	1890-81.
		8	8	8	8
Gross carnings*	18,984.570	21,687,435	22,802,217	19,975,774	20,715,605
Operating expenses"	14,817,517	16,858,075	15,444,698	18,088,095	18,856,930
Net earnings	4,547,056	5,879,357	7,857,604	8,587,680	7,169,875
Miscellanuous Income	1,002,699	1,077,626	676,700	780,655	844,805
Total incomo	5,599,748	6,950,998	8,284,403	7,668,885	8,308,751
Payments-					
Interest an bonds	14,605,487	+4,605,487	4,546,396	4,810,869	4,148,745
Rentals & other int., &c.	2,861,204	\$,450,119	9,422,869	9,185,894	2,267,818
Total	6,966,691	7,055,000	6,968,978	6,501,693	6,416,269
Dalanco	-1,870,913	-695,698	+1,205,480	+1,150,842	+1,547,418
Less-					
Sink.f'd ro-org'o,1st lien			100,000	100,000	
Interest on incomes			80,480	80,480	80,480
Dividend on pref. alock			488,088	485,028	464,840
8urplus			640,917	551,134	1,892,598
Funded debt	75,268,485	75,248,485	75,267,137	70,267,138	87,165,666
• Including 68 per cent the New York Pennsylv	of the ea	rnings and road for h	the entire vo months	working of in 1852-83, a	nd for full

yours 1883-84 and 1884-55. + Including a full year's allowance for interest on the second consols.

As to the changes during these years, it is interesting to observe that the present deficiency of \$1,376,943 contrasts with a surplus of over 13 millions in 1880-81. The reasons for the difference are obvious. The demoralization of rates, the increase in the number of roads competing for the traffic (in addition to whatever njury the Erie may have suffered indirectly from the competition of the West Shore, it should be remembered that the building of the Buffalo extension of the Lackawanna affected the road directly on both local and through traffic), and the general depression of mercantile and manufacturing interests, are the main causes. It is clear that the decline in rates has played a very important part in the decline in earnings, and in passenger receipts in the late year it appears to have been the sole cause. Yet it is well to understand that, taking a series of years together, the decrease in receipts 1s the work of a smaller volume of traffic as well as of lower rates. To bring this fact out, we give the following table of the traffic movement and rates for the last thirteen years. The result on the Pennsylvania & Ohio is not incorporated in these figures, since that line has been operated only during the last two years, and to include it would be to destroy the value of the comparison. Some of the statistics for the last year are incomplete because the company has not as yet furnished the full details.

	Coal.				Other Freight.			
Year.	Tons Moved.	T"ns Mov'd One Mile.	Rate p. 1 per Mil		Tons Moved.	Tons Moved One Mile.	Rate p. ton per Mile.	3
			Cents				Cents.	-
1872-73	3,911,942			1	2,400,760			
1573-74	3,854,420			F F	2,509,850			
1874-75		\$35,360,821	1.200		2,337,376	678,257,229	1.183	
1875-70	3,307,611	264,023,578	1.199		2,665,174	775,508,343	1-06-1	
1876-77	3,248,110	272,981,395	-988	3	2,934,941	841,601,825	*944	
1877-78	2,850,100	267,344,590	•788	3	9,900,932	957,419,138	1.024	
1878-79	4,410,327	500,436,551	.610			1,068,785,866	*850	
1879-80	4,087,574	432,329,839				1,283,782,258	-869	
1880-81		574,538,237				1,409,861,618	.789	
1881-82 [611,076,125				1,843,813,585	.722	
1882-83		640,491,106				1,338,957,822	*800	
1883-84	6,875,319 676,180,027					1,118,766,492	•746	
1584-85	6,137,242	705,278,523	.288		4,116,247	982,270,169	'704	_
	Fre	ight of all	Kinds.			Passengers		
Year.			Rate	Cost		1	Rate Cost	
1 6003 .	Tons	Tons Mon	10 1076	p ton	Number	One Mile.	p pas p pa	
	Moved.	One Mile	· p. m.	p. m.	Carried.	One Mue.	p. m. p. m	ho
			Cts.	Cts.			Vsi Cts.	
1872-73	6 819 709	1,032,996,0			3.922.15	0 164,633,000		
1873-74		1,047,420,0		.910	4,223,13	0 100,204,000	2.318	
1874-75		1,016,618,0			5,052,80	5 155, 396,000	2-227 1-950	0
1975-76		1,040,432,0				1 163,074,000		4
1876-77		1,114,586,0		.752	4,887,23	8 170, 388,000	1.884 1.472	
1877-79		1,224,763,0		.674	4,896,32	7,140,326,000	2.188 1.69	3
1878-79		1,569,222.0		1561	4,894,59	7 149,115,000	2.091 1.29	4
1879-80		2 1,721,112.0		.584	5.401,43	1 180,460,000	2.041 1.861	1
1880-81	11,086,823	1,984,395,0	000 805	•529	6,144,15	\$ 200,481,000	2.016 1.37	2
1881-82	11,805,238	3 1,954,990,0	000 •748	.256		5 225,131,000		
1882-83		1,979,448,0				1 200,356,000		
1888-81		8 1,794,916,0				9 169,599,000		
1894-85	10,253,48	1,687,547,0	000 . 624	1	5,899,75		L	

Thus the volume of the coal traffic has kept up well. There has been a considerable falling off during the

last two years in the number of tons actually handled, but on the other hand the haul has been longer, so that the tons moved one mile was larger than ever before. It is this coal business that has in recent years undergone the greatest development, and aided the company materially in passing through the late crisis. It does not detract from the merits of the labor expended in building up this traffic, that the business is no longer so profitable as it once was. When we come to the merchandise freight, we find that the tonnage in 1884-5 was only 4,116,247 tons, against 5,790,566 tons in 1881-2, and the tons moved one mile but 982 million tons, against 1,343 millions in 1881-2 and 1,409 millions in 1880-1. It would be erroneous, we think, to attribute the whole of this falling off to the construction of the Lackawanna and the West Shore, and to business depression. Mr. King states that in the late year competition was at times so violent, and rates so low, that the Erie felt itself obliged in some instances to withdraw entirely from the contest and let other lines take the traffic. That will explain, too, why the decline in the rate realized on merchandise freight has been so little-only 42 thousandths of a cent per ton per mile, or less than half a mill.

But, after all, the rate of 704 thousandths of a cent (the figure that was realized) was very low indeed-certainly lower than ever before. For it should be borne in mind that this does not represent the through rate, but the average of both through and local, and includes all the various classes, high and low-priced, light and bulky; and this whole tonnage has been carried at a rate equal to only 35 cents per 100 lbs. between Chicago and New The rate on through traffic alone we do not York. know, but it must have been very small indeed, for we notice that on the Pennsylvania & Ohio leased road, which we may suppose to be more affected even than the Erie by the course of trunk line traffic and rates, the average per ton per mile (local and through) was only 479 thousandths of a cent-that is, less than half a cent per ton per mile, and less than a 25 cent rate between Chicago and New York. We are in these figures referring to general merchandise freight alone, exclusive of coal freight. When we come to the latter, we find that the Erie suffered a very heavy reduction of rates in the late year-from 0.674 cent to 0.539 cent, and competition no doubt had much to do with this reduction.

If now we suppose that in the current year the com. pany will realize (under the new compact of the trunk lines) on its entire tonnage, local and through, coal and merchandise, what would be equal to an advance of only 5 cents per 100 lbs. (it should be much more if there is no break in the latest rates established), or one mill per ton per mile, the advance would be worth to the Erie (on the tonnage of the late year) \$1,687,547, and of course there would also be some gain from higher rates on the passenger business. On the Pennsylvania & Ohio leased line an advance of 5 cents would be worth \$694,232, of which the Erie would get 68 per cent under the lease. But it is not necessary to enlarge on this point; it is clear that the prospects of the Erie, as of all the other trunk roads, have greatly improved under the latest arrangements between the trunk lines.

As already said, the full annual report of the company has not yet been given out, and therefore 'the contents of the balance sheet containing the items of the floating debt and the cash offsets are not known to us. But in his communication to Messrs. Drexel, Morgan & Co., as pub lished, Mr. King distinctly states that the new loan proposed will wipe out the floating debt in full—which, of ourse, settles that point. In the advertisement of Messrs.

Drexel, Morgan & Co. it is stated that the loan is to be raised on bonds of the Long Dock Company, but nothing is said as to the amount of these bonds, nor as to what portion of them is to be used in reduction of the floating debt. For some reason not apparent to us, Mr. King invests the matter with a certain degree of mystery, and refuses to answer questions connected with the subject. Investigation, however, enables us to present the matter in very simple form.

At first blush the call lately issued for redemption of \$727,000 of the collateral trust bonds (and which has not attracted general notice), would appear rather singular at this juncture; but on examination it is seen to be a really necessary preliminary to the issue of the new Long Dock mortgage. The capital stock of \$800,000 of this Long Dock Company was, along with other securities, pledged as security for the collateral trust bonds when the latter were placed in 1883, and the Erie company bound itself not to do anything that would in any way impair or diminish the value of any of the As the amount of bonds ahead securities pledged. of the Long Dock stock now is only \$3.000,000, to increase the same to 7 millions, or more, would be clearly in the nature of impairing and diminishing the value of the stock in question, and therefore not permissible. cept for a provision in the collateral mortgage covering just such a contingency, it would be impossible for the Erie to make the new loan now contemplated. This provision gives the company the right to redeem any of the securities pledged, at certain fixed figures named in the deed of trust (that of the Long Dock stock being par), either by a deposit of collateral trust bonds at par, or by paying the requisite cash to the trustee of the mortgage, "in which latter case "the trustee must draw the bonds by lot, and pay for "them at 110 and interest after three months' notice." This appears to be precisely what was done in the present instance, for the call is for \$727,000 of the bonds at 10 per cent premium, requiring \$799,700, or only \$300 short of the \$800,000 deposited with the trustee.

Of course through this transaction the amount which the Erie will have available in reduction of its floating debt from the new issue of Long Dock bonds, is correspondingly diminished. This new issue, Messrs. Drexel, Morgan & Co. inform us, is to be for $7\frac{1}{2}$ millions, and to bear 6 per cent interest, and of the total amount 3 millions is to be reserved to take up the old mortgage on the property, leaving 41 millions of the bonds available. If out of this 44 millions we take the \$800,000 required as above, the amount of bonds actually remaining at the disposal of the company would be \$3,400,000. This is much smaller than the figure at which the floating debt has generally been placed, but it should be remembered that in this debt the past due coupons (three in number, and calling for \$3,023,766) have always been included, and these past-due coupons are to be funded into a special bond, along with the coupon due next June. The coupon due the ensuing December is to be paid in cash, but in great part the company should be able to get the funds for that purpose out of current earnings.

IMPORTS AND EXPORTS FOR CCTOBER, AND FOR THE TEN AND TWELVE MONTHS ENDED WITH OCTOBER, 1885.

The Bureau of Statistics has this week issued its detailed statement of the foreign commerce of the country for the month of October, and the ten and twelve months ended with October, and we give the figures below,

TASTPGNCLACEONES

M I:	ERCHANDISE.		
	For the month of October.	For the 10 Months ended Months end Oct. 31. Oet. 31.	
1885Exports-Domestlo Foreign Total	$\frac{1,282,170}{$72,478,712}$	\$533,881,784 13,149,743 5,569,1 \$547,030,527 \$717,179,3 485,031,913 577,417,3	52
Excess of exports over imports Excess of imports over exports 1831.—Exports - Domestic Foreign	\$18,695,778 \$70,598,114	\$566,040,354 \$710,128,4	44
	\$71,659,582 51,975,324 \$19,684,253	\$170,217,603 \$734,827,7 541,879,451 652,561,4 \$37,338,152 \$82,206,3	80 13 99

GOLD AND BILVER-COIN AND BULLION.

The second secon	
	8,145
	4,714
Total \$139,120 \$9,188,773 \$9,85	2, \$59
Silver-Dom \$1,674,906 \$18,630,032 \$22,28	
Foreign. 819,917 9,335,774 11,40	1,469
Total \$2,524,823 \$27,966,706 \$33,68	8,133
Total exports	0,992
Imports-Gold \$1,323,811 \$12,928,762 \$23,35	
Silver 1,925,229 15,017,058 17,95	3,793
Total	7,258
	3,731
Excess of imports over exports 585,097	*****
1834Exports-Gold-Dom \$189,270 \$31,586,883 \$35,36	7,930
Foreign 3.263 5,697,277 5,73	6,547
Total \$192,533 \$10,281,160 \$11,12	4,497
Silver-Dom \$1,351,123 \$14,179,394 \$17,16	3,039
Foreign 1,219,529 9,362,927 11.41	6,025
Total	9,063
Total exports	3,560
Imports-Gold	
Silver 2,743,136 12,568,042 15,50	2,935
Total	2,929
Excess of exports over imports	0,631
Excess of imports over exports 2,428,353	

TOTAL MERCHANDISE AND COIN AND BULLION.

the same of the	
1985 Exports-Domestic	\$13,010,168,\$505,725,335,\$727,771,973
Foreign	
Total	\$75,142,655 \$584,186,006 \$760,720,314
Imports	57.031,974 512,980,741 613,724,580
Excess of exports over imports	\$18,110,081 \$71,205,265 \$146,995,764
Excess of imports over exports	
1884 Exports-Domestio	\$72,141,507 \$615,106,651 \$771,659,432
Foreign	$\begin{bmatrix} 2,284.260 \\ 28.237.423 \\ 32.871.927 \end{bmatrix}$
Tola1	\$74,425,767 \$613,344,084 \$804,531,35)
1mpor15	57,169,862 571,980,447 690,964,342
Excess of exports over imports	\$17,255,903 \$71,363,637 \$113,567,017
Excess of imports over exports	

The following statement has also been issued, showing, by principal customs districts, the values of merchandise imported into, and exported from, the United States during the month of Oct., 1885, and during the ten months ended with Oct. in both 1885 and 1884; also the total stock of goods remaining in the United States warchouses at the end of the period.

			Імро	onts.	EXPO	RTS.				
CUSTOMS DIS- OCTOBER, 1885.		R. 1885.			Ten months ending					
TRICTS AND				hs ending	Ten mont	hs ending				
PORTS.			l Oct	. 31.	Oct.	31,				
	*		2005	1 2001	BOUR I	Real Property lies and the second				
	Imports.	Exports.	1885.	1884.	1845.	1884.				
Baltimore,Md.	543,830	3.359.619	8,944,275	9.070.758	29,834,824	04 E00 DER				
Bangor, Mo		33,025	534,802	671,366	181.621	\$1,538,355				
Beaufort, S. C.	87,431	72,260	85,613	39,905	932,945	119,052 845,295				
Bostoo, Mass.	4,549,293	4.009.460	45,031,301	53,103,836	45,829,556	53,941,121				
Brazos de San-	1,040,400	-2,000,400	100,100,001	00,103,500	*0,000,000	00,041,121				
tlago, Texas.	42,705	66,739	358.014	346,29;	699,525	807.653				
Brunswick,Ga.		91 652	1,243	495	1,197,874	1.480.060				
BuffaloCk.N.Y	845,338	23,981	4.049.652	3.894.252	270,468	8 12,654				
Champl'o, N.V	289,104	190.126	2,090,956	2.331.145	1.252,369	1,558,809				
Charlest'n, S.C	45,793	4,087,595	322,024	352,790	9,767,601	11.244.546				
Chilengo. Ill	851.855	176,832	8,597,499	4.3.5.010	1.519,995	2,296,051				
Detroit, Mich.	241,688	376,178	1.705.135	1,609,449	4,523,908	3,264,799				
Daluth, Minn.	24.008.	201.017	120,619	11,432	2.158,154	1,555,520				
Galvest'n, Tex	32,310	1,230,963	722.440	694.071	8.033,164	11,891,495				
Huron, Mich	\$13,498	933,853	1,706,717	2,069,151	0,384,270	9,408,141				
Key West. Fla.	5-,065	10,7281	571.803.	445,707	124,544	105,188				
Minn's'a.Mino	5-,064 217,803	91,675.	7-2.478	541,018	1,145,699	2,125,412				
Mohlle, Ala	8,565	27.015	51,500,	199.273	2,540.023	2,998,418				
New Orl'ns, La	675,042	8.125.578	7,483,401	8,701, 50	49,995 188	57,933,196				
New York, NY	31.3 4.319	28,161,152	120,043,570	333.7 40.803	276,413,518	270,562,822				
Niagara, N.Y	455,959	4,070		2,838,429	58,023	67,200				
Norfolk, Va	11,810	1,780,825	10,056	93,237	6,332,597	7,320,159				
Oregon, Oreg	2.191	289,748	132,145	164,862	1.2×5,930	1,853,529				
Oswega'ie, N.Y	226,817	153,943	1,223,776	1,551,353	1,803.059	8,740,411				
Oswego, N.V	1,241,837	189,701	8, 37.841	4,010,383	1,193,286	1,834,0:4				
l'assam'dy Me	52,898	83,229	492,825	538,719	353.135	458,929				
Pensaeola, Fla.	14,830		39,403	36,368	1,895,050	2,017,633				
Philadel'a. Pa.	2,855,964	2,850,855	27,853,960	28,755,939	31,943,717	39,511,332				
Portland, Me.	153,508	124,531	1,853,707	1,861,458	3,844,833	5,112.790				
Richmond, Va	7,275		21,418	237,901	1,757,637	1,458,174				
Saluria, Tex San Frao., Cal.	53,332	20,0.0		154,652	125,098	561,201				
Samaanah Ca	3,958,301 36,325	3,515,253 5,354,506	28,332,031	30,366,846	27,730,143	26,701,034				
Savannah, Ga. Vermont, Yt.				423,890	10,654,848	13,254,077				
Willamette,Or	590,171	92,0>0	4,971,037 205,462	4,997,524 390,741	1,131,911 8,290,841	1,265,205				
Wilmi'g'o, N.C	0,432	1,169,192			8,117,104	2,515,599 2,433,045				
Yorklowo, Ya.	543	22,748			1,204,233					
All other cus-	0.00	W#4140	04,00%	201010	L.404,400	2,020,248				
toms districts										
and ports	1.368.104	951.690	10,260,390	6 007 710	7.861.389	9,426,235				
and horoperer	1,000,108	005,000	20,200,000	0,001.140	a 1900a,000	01,100,000				
Totals	53,752,004	72,178,712	485,694,913	541,879,451	547,030,527	579,217,603				
Remaining in	Totals									

Houetary Commercial English Jews

RATES OF EXCHANGE AT LONDON AND ON LONDON AT LATEST DATES.

XOHANGE	ATLO	NDON-Nov. 13.	RIOH	ANGR	ON LONDON.
On—	Time.	Rats.	Latesi Date.	Time.	Rate.
unstordam.		12.24 012.34	Nov. 12	Short.	12.05
Amsterdam.	Short.	12.1.4015.13			******
lamburg		20.52 @20.56	Nov. 12		20.34
Berlin	49	20.32 020.50	Nov. 12		20.34
'rankfort	14	20.12 220.56	Nov. 12		20.34
Vienna	6.6	12.72 20 12.77 2			12.00
Criesto	66	12.72 4 12.77 4	Nov. 12	44	
antwerp	46	25.47 9 0 25.52 2	Nov. 12		25-24
It. Petersb'g	66	234 0234	Nov. 11	3 mos.	235 _{fl}
aris	Short.	25.214025.274	Nov. 12	Short.	25.22
arls	3 mos.	25.40 225.45			******
Jenon	6.6	25.65 @25.70	Nov. 12		
ladrid	84	4578704558	Nov. 11		40.60
ladiz	44	45% @45%	Nov. 12		
debon	4.6	517 0513	Nov. 12		
lexandria .	84		Nov. 12		
Constant'ple	68		Nov. 11	3 mos.	109.00
Bombay	Dom'd	18. 85 16d.	Nov. 13		
aloutta	26	18. 6516d.	Nov. 13	101.010	18. 6316d.
Now York			Nov. 13		4.8219

long Kong.		******	Nov. 13		38. 55gd.
hanghai	****	******	Nov. 13		48. 838d.

[From our own correspondent.]

LONDON, Saturday, November 14, 1885. If the Stock Exchange is to be regarded as the barometer of public opinion, the hopeful anticipations as to our commercial future may be said to be becoming more pronounced. The rampant speculation in American railways is extending, though certainly in a minor form, to English railways and the securities of industrial enterprise. Notwithstanding the absence of any prospect of the early settlement of the troubles in Eastern Europe or of any decisive information pointing to a rapid expansion of trade, there can be no question that a more confident feeling is asserting itself. Politics are not exercising that influence they were a few weeks ago, at least so far as relates to foreign affairs. The coming-election is of course for the time being a hindrance, but that is transient and will be speedily overcome. Furthermore, we can hardly expect there will be much change during the closing weeks of the current year, but a general belief undoubtedly holds that the new year will soon exhibit evidence of a commercial position to which we have long been strangers.

The advance in the Bank of England rate of discount from 2 to 3 per cent was not brought about by any expansion in the demand for money for trade purposes, but was principally due to the necessity for protecting our bullion reserves. There is, however, evidently more movement going on in money, and a maintenance of the movement will strengthen the hopes of those who indulge in optimistic views as to the future. Speculation in stocks has not extended to produce, and for this wo have to be thankful, as in these days, where profits are cut so fine as to always approximate the vanishing point, it would go hard with our manufacturers to be compelled to purchase the raw material at inflated prices. Beyond the advance in the Bank of England rate of discount nothing of importance has transpired during the week, either commercially or financially, until to-day. News comes this morning that hostilities have actually commenced between Bulgaria and Servia; but it is not beheved that the conflict will be allowed by the Great Powers to become general, and it is not improbable that energetic action may now be adopted which for the time at least shall settle the disputes in that quarter of Europe, and prevent any interference to reviving trade. Nor is any long trouble expected with Burmah, with whom we are now at war.

The metal market has been exhibiting greater steadiness during the week. Copper has advanced about \pounds per ton and iron is about 1s. dearer, the close being strong in each case.

That precautionary motives weighed with the directors in influencing their decision in advancing the official minimum, becomes more evident from an examination of the weekly return. In point of fact the position of the Bank is stronger now than it was a week ago, the reserve having increased $\pounds 429,411$ in the interim, and the proportion to liabilities being 41.64 per cent against 38.83 per cent. In bullion an increase of about $\pounds 76,000$ is shown, notwithstanding the export demand, from which it can only be inferred that coin is being returned from Ireland. The stock is now $\pounds 20,713,900$, or about $\pounds 1,400,000$ more than at this time last year, whilst the reserve is $\pounds 11,772,000$, or about $\pounds 2,000,000$ more. It is satisfac-

tory to notice that the total of private deposits is being gradually reduced, the loss on the week being £755,869, thus indicating a better demand for money; and, a decline of £808,559 in Government securities bears witness to the endeavors of the Bank directors to make the open market follow their lead by contracting the large balances still unemployed. But the question arises, will the Bank be successful on that point? Unless they can elevate quotations out of doors, it will be very little use putting up the official rate. It is the state of the open market which governs the exchanges, and this regulates the ebb and flow of gold. Some significance must therefore be attached to the circumstance that the joint-stock banks have not fully followed the lead of the head establishment. It is usual for the different banks to fix their rates of allowance for deposits at notice at 1 per cent under Bank rate, but this time they have only advanced the quotation 1/2 per cent, giving 11/2 per cent, instead of 2 per cent, as was expected. The discount establishments also have raised their rates only 31 per cent, giviog 11/2 per cent for call money and 13/4 per cent if with notice. From this it can only be inferred that the principal financial establishments do not contemplate that the absorption of present supplies of idle money will be at all rapid. Meanwhile, for the moment at least, the discount market, without being active, is firm, three months' bills being negotiated at about ½ per cent below the Bank rate.

The rates for money have been as follows :

	Rate.		Open market rates.						Interest allowed for deposits by	
		Bank Bills.			Trade Bills.				Disc't H'se	
	Bank	Three	Four	Six	Three	Four	Six	Joint Stock	At 7 to 14	
		Months	Months	Months	Months	Months	Months	Banks.	Oall. Days	
Oct. 9	2	11/0 -	1360 -	2 @	11/232	1%@2%	2%@3	1	16 31- 31	
** 16	2	1@ -	1%@ -	21/8@ -	116:02	1342214	2%38	1	36 34- 31	
* 23	2	1%@ -	1%@ -	21/3 -	11,292	134 3 214	24@8	1	36 31- 3	
44 30	2	1.34991%	2 @ -	2363 -	2 @ -	2163 -	S @	1	36 31-3	
Nov. 6	2	17/22	216 234	21/0 -	2 @ -	24@212	5 @ -	1	残1-1	
* 13	3	2%@ -	2%3 -	2340 -	23463	3 @514	5%@3%	11/2	11/2 134-19	

The following return shows the position of the Bank of England, the Bank rate of discount, the price of consols, the price of middling upland cotton and wheat, and the Bankers' Clearing House return, compared with the three previous vears

- Oren o	•				1
	1885.	1884.	1883.	1882	1 6
Circulation , excluding	£	2	2	2	
7.day & other bills	24,691,370	25,303,390	23,464,975	26,209,010	1
Public deposits	2,855,910	4,411,050	4,639,222	2,545,8:4	11
Other deposits	25,161,699	21,640,007	24, 29,604	22,593 139	
Governm't securities.	14.315,210	13,312,873	14,679,013	10,631,057	
Other securities	19,816,113	21,866,639	19,571,301	22,531,912	
Res've of netes & coln	11,772,543	9,760 819	12,363,211	9,818,917	
Coin and bullion in					
both departments	20,713,913	19,319,209	22.033,183	20,307,957	
Proport'n of reserve					11
te liabilities	41.64 p. e.	3534 p. o.	4234 p. c.	3878 p. c.	
Bank rate	3 p. o.	5 p. e.		5 p. e	
Consels	1007 ₁ d.			10178	1
Eng. wheat, av. price	318. 1d.				1.
Mid. Upland cotton				51gd.	11
No. 40 mule twist	878d.			10d.	
Clear'g-House ret'n .	92,765,000	97,010,000	124,981,000	138,159,300	

The Bank rate of discount and open market rates at the chief Continental cities now and for the previous three weak $_8$ have been as follows:

Rates of	Nov. 12.		Nov. 5.		Oct. 29.		Oct. 22.	
Interest at	Bank Rate.	Open Market	Bank Rate.	Open Market	Bank Rate.	Open Market	Bank Rate.	Open Market
Paris	8	216	3	21/4		236	s	2%
Berlin	4	25%	4	2%	4	234	4	2%
Frankfort	4	234	4	234	4	231	4	236
Hamburg	4	25%	4	256	4	216	4	2%
Amsterdam	216	214	216	216	236	214	25	234
Brussels	3	27/8	3	276	S	234	8	23/
Madrid	4	3%	4	4	4	4	4	4
Vlenna	4	4	4	81	4	316	4	51
St. Petersburg	8	8	6	6	8	6	8	6
Copenhagen	4	4	4	4	4	4	4	4

Messrs. Pixley & Abell write as follows on the state of the bullion market:

Gold has been in strong demand since last week, but the religing of the Back rate to day from 2 to 3 per cent will to a certain extent check further exports. The Bank, during the week, has purchased 2186,000 and sold £176,000. The arrivals are: From China, £145,-000; Calcutta, £2,650; River Plate, £166,500; Cape, £66,500; total, 2330,650.

£330,650. Silver has shown improvement on our last quotation of 4738d, and on an order for the English Mint being received, the price rese to 4719^4 , at which the matket closes nominal. The only arrival during the takes 267,00 to the East. Mexican dellars remain nominal, pending the receipt of supplies by the French steamer.

The quotations for bullion are reported as follows:

GOLD. London Standard.	Nov. 12.	Nov. 5.	SILVER. London Standard.	Nov. 12	Nov. 5.
Bar gold, fine . oz. Sar gold, contain'g.		a. d. 77 934	Bar silveroz. Bar silver,contaln-		d. 4738
20 dwts. silver.oz. Span. doubloons.oz. S.Am.doubloons.oz.		77 11	ing 5 grs. goldoz. Cake silveroz- Mexican dolsoz.	47% 61% 47%	4734 51 8-16 47%

The speculative excitement in Stock Exchange circles has been daily stimulated by the advices from New York. The rush for Canadian and American railways has been very great. Not only have Erglish operators been dealing freely, but we hear of large parcels of stock being absorbed by Dutch and German houses. The advance in prices is naturally very decided, but the rise is merely the reflex of an advance which has previously occurred on your side. The last day or two has, however, witnessed an extension of the speculative movement. Previously it had taken its initiative from New York, and was confined to the securities dealt in at that centre ; but now English railways are being readily purchased and there is also a run upon gold and copper mines, Rio Tinto copper mine shares being the special attraction of a French syndicate. The new development of this speculative fever has been so sudden that the permanency of the movement is questioned. It is difficult to discover what has occurred during the past week or so to influence the value of Stock Exchange securities to the extent noticed, and it would create no surprise were there to be a sharp reaction. The fortnightly settlement which was concluded yesterday was not without. some disaster. The checks of a large operator were returned and it is believed that heavy losses will fall within the House The speculator had an enormous account open for the fall in American, Canadian and Mexican railways.

The Peninsular & Oriental Steam Navigation Company recommend a dividend of 5 per cent per annum, with a bonus of 2 per cent and 1 per cent from the underwriters' account, making with the interim dividend already paid 8 per cent for the year.

The wheat trade remains in a lifeless condition. There is an entire absence of any special feature. Millers still altogether refrain from allowing their operations to go beyond supplying actual requirements. Factors, and not without reason, are complaining of the slackness of business, and farmers are equally disappointed at the prices realized. Nothing but an extension of the speculative movement in New York will infuse anything like life into the trade, and of that no signs can be perceived. If New York shows weakness, our market, which all the time keeps below New York, cannot be expected to be strong. The advices of the advance in freights on American lines, which should increase the cost of placing wheat at Liverpool, and, pari passu, enhance its value, have either been ignored or at least have fallen very flat, and have failed to steady prices in any way. The market is for the moment, in fact, sufficiently well supplied with produce. notwithstanding the contracted American shipments. The aggregate importations have become more liberal, and for the past ten weeks now show an excess over last year of nearly 120,000 cwts.; but there is still a deficiency of about 650,000 cwts. in the receipts of flour. Farmers have been sending forward somewhat more freely during the past week or two, but the gross sales in the principal markets since the commencement of the season still show a falling off of about 73,000 qrs. Meanwhile values keep low, the average for the season being 1s. 9d. per qr. below that of last year.

The following return shows the extent of the imports of cereal produce into the United Kingdom during the first ten weeks of the season:

		1885.	1884.	1883.	1882.
	Whest	2,00.),600	11,790,559	14,358,833	17,176,015
	Barley	3,2-3,474	4,889,036	4.874.466	2,588,953
	Oats	2.688.167	2,246,815	2.636.014	1,620,800
	Peas	379.888	391.973	133.741	171.117
ł	Beans	774.985	742.480	538,528	255.504
		5.466.357	3.820.108	6,272,661	2,801,908
I		2.313.486	2,992,677	2.892 016	2.825.280
	Supplies available	, .,			

September 1):

1885.	$1884. \\11,790,559 \\2.992,677 \\10.352,592$	1883.	1882.
Imports of wheat. owt.12,009,600		14,389,833	17,176,045
imports of flour 2,343,486		2,892,016	2,825,280
Sales of home-grown 9,303.085		9,803,700	8,571,489
Total 23.653.171	25 135 828		28 572 814

The extent of the sales of home-grown wheat, harley and oats in the leading markets of England and Wales during the first ten weeks of the season, together with the average

[VOL. XLI.

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THE CHRONICLE.

prices realized, compared with the previous season, are shown in the following statement:

	1985.		1854	l.	1481,	
	Sales.	At'ye Price	Sales.	A p'ye Price	Sales.	Av'un Pri .
Wheat, gra	619,372	8. el.	721,746	8. d.	675,860	8. d
Barley	812,504	30 10	936,253	32 0	757,285	33 1 3

Converting quarters of wheat into cwts., the totals for the whole kingdom are estimated as follows:

1985, 1884, 1883, wheat.....ewt. 9,300,035 10,332,592 9,805,700

The following shows the quantities of wheat, flour and maize alloat to the United Kingdom:

Al present.	Last week.	Last year.	1883.
Wheatqrs. 1,392,000	1,401,000	1,570,000	
Flour, equal tn qrs 107,000	152,000	121,000	147,000
Maizeqrs. 167,000	202,000	133,500	156,000

English Financial Markens-Per Cable.

The daily closing quotations for securities, &c., at London are reported by cable as follows for the week onding Nov. 27:

London.	Søt.	Mon.	Tucs.	Wed.	Thurs.	Fri.
Bliver, per ozd.	47516		477.0	47716		
Consols for money	100916	1001118	1001516	1001516	1001518	100131A
Consuls for account	100916	100%	101	100.510	1001518	1001318
Fr'eh rentes (in Paris) fr	80.07 -2	79.93	79.50	79.35	79.80	
U. S. 4198 of 1891	11510	1154	1154	1154	11519	1:54
	1274	12738	12714	1274	1274	1274
Canadian Pacifio	5614	554	55 %	5638	5638	5812
Chie. Mil. & St. Paul	100	973	984	100-2	10058	10012
Erie, ecumon stock	2734	264	2678	2819	27 58	2738
Illinois Central	1424	142	142	1423	1423	14274
Pennsylvania	574	5614	5612	57	5678	5G58
Philadelphia & Reading		117a	125	1278	1278	123
	10918		10758	11038 1	10958	10938

Commercial and Miscellaneous News

NATIONAL BANKS. - The following national banks have lately been organized:

3,408-The First National Bank of Moscow, Idaho. Capital. \$50,000. Miles C. Moore, President; William W. Baker. Cashier.
3,409-The Traders' National Bank of Spykane Falls, Washington Territory. Capital. \$75,000. Edward J. Brickell, President. Jacob Hoover, Cashier
3,410-The Second National Bank of Owosso, Mich. Capital. \$60,000. A. F. Nichels, President; E. M. Miller, Cashier.
3,411-The Illisboro' National Bank, of Hillsboro', Dakota, Capital, \$30,000. Amos L. Plummer, President; Albert L. Hansou. Cashier.

\$30,000: Amos L Fummer, President; Albert L. Hanson. Cashler.
 3,412—The Union National Bank of La Crosse, Wis. Capital, \$100,000. Augus Cameron, President; I. N. Perry, Cashler.
 3,413—The Union National Baok of Richmond, Ind. Cashler.
 5,413—The Union National Baok of Richmond, Ind. Cashler.

IMPORTS AND EXPORTS FOR THE WEEK .--- The imports of last week, compared with those of the preceding week, show a decrease in dry goods and an increase in general merchandise. The total imports were \$6,975,812, against \$6,847,146 the preceding week and \$7,252,676 two weeks previous. The exports for the week ended Nov. 24 amounted to \$5,688,429, agains t \$6,431,943 last week and \$6,120,866 two weeks previous. The following are the imports at New York for the week ending (for dry goods) Nov. 19 and for the week ending (for general merchandise) Nov. 20; also totals since the beginning of the first week in January:

FOREION IM	POBTS AT	NEW	YORK.
------------	----------	-----	-------

For Week.	1882.	1883.	1884.	1885.
Dry Gonds Gen'l mer'dise	\$1,793,793 5,742,087			
Total Since Jan. 1.	\$7,540,830	\$6,470,381	\$6,871,765	\$6,975,812
Dry Goods Gen'l mer'dise	\$121,656,873 331,033,901	\$112,668,104 302,012,207	\$103,497,590 278,763,031	\$91,238.513 256,636,257
Total 47 weeks.	\$452,740,774	\$114,650,311	\$381,260,621	\$317,914,770

In our report of the dry goods trade will be found the im

The following is a statement of the exports (exclusive of specie) from the port of New York to foreign ports for the week ending Nov. 24, 1885, and from January 1 to date:

EXPORTS FROM NEW YORK FOR THE WEEK

	1882.	1883.	1884.	1885.
For the week Prev. reported	\$0,506,431 305,299,853			
Total 47 weeks.	\$311,808,231	\$322,263,128	\$292,097,333	\$297,415,475

The following table shows the exports and imports of specie at the port of New York for the week ending Nov. 21, and since January 1, 1885, and for the corresponding periods in 1884 and 1883:

EXPORTS A	ND IMPORTS	IF HPHOLE A	I NEW YOR	в.
Aald.	Rapo	orts	Imp	orts.
TOTO.	Week.	Since Jun.1.	Week.	Since Jan. 1
France France Jermany West Indies Maxico. Jonth America	\$1,971 131,000 21,600	#321,961 12,311 01,401 5,601,859 317,042	945.700 133,861 23,261 79,205	6,514,375 1,205,029 87,686 839,004
All other countries Ferel 1985 Total 1884 Total 1883 Silver.	21,970 \$178,641 81,188 23,000	402,807 90,873,541 38,019,574 601,693	11.182,C87 2,070,360 458,160	
Aroat Bittain France Jerman. Vest Indies MexTo. South America. All other countries	\$195,300 12,290 5,000 1,250 0,575	\$12,468,618 650,912 149,468 242,905 54,656 085,026	\$ 8,393 5,450	\$27,904 19,509 523,391 365,450 748,047 10,266
Total 1885 Total 1884 Total 1883		\$14,261,583 12,235,131 13,719,236	\$13,873 19,165 125,117	\$1,694,027 3,295,973 5,482,249

Of the above imports for the week in 1885, \$59,325 were American gold coin and \$7,173 American silver coin. Of the exports during the same time, \$13,371 were American gold coin and \$2,200 American silver coin.

United States Sub-Treasury.—The following table shows the receipts and payments at the Sub-Treasury in this city, as well as the balances in the same, for each day of the past week:

				Batar	Batances.			
Date.	Receipts.		Payments.	Ooin.	Ourrency.			
	*		\$	\$	\$			
Nov.21.	913,526	16	734,153 31	169,641,274 40	11.055.657 62			
23.	1,210,933			170,288,753 67				
" 24.	1,063,595		541.563 68	170,684,283 77	11,181,113 22			
" 25.	736,389	50		170,822,247 07				
" 26.			IIoli	day				
" 27.	1,635,601	99	848,323 59	171,638,393 07	11,283,479 52			
Total	5,639,126	75	3,207,831 33					

New York Ontario & Western.—In the spring of 1882 this company abandoned the branch from Norwich, N. Y., to DeRuyter, which had always been unprofitable, taking up the rails and allowing the bridges and other structures to decay. Litigation ensued and the case was decided against the company, and appealed. The court has now rendered its judgment affirming the order of the court below, and holding that the company must reopen and operate the part of its line that the company must reopen and operate the part of its line which it had abandoned. This involves, on the part of the company, the necessity of rebuilding and putting in proper construction about 23 miles of road running from Norwich to The case will probably be carried to the Court of DeRuvter. Appeals.

Ohio Central.—At Charleston, West Va.. Nov. 25, the Ohio Central Railroad was opened by a general test of the hridge over the Ohio River at Point Pleasant. Through trains were to be run over; the road Nov. 26.

Western Maryland.—The gross earnings for the past year were \$619,217; operating expenses, \$337,031; net earnings, \$232,135. The expenditures in betterments were \$101,124. Passengers carried during the year, 672,316; freight trans-ported, 285,485 tons.

Auction Sales.—The following were sold at auction lately by Messrs Adrian H. Muller & Son:

The Bankers' Gazette.

DIVI	DEN	US.	
The following dividends have rec	ently h	een annon	need:
Name of Company.	Per cent.	When Payable.	Books Olosed. (Days inclusive.)
Railroads. Chicago & No. West. Do de pref. (quar) - Chie, St. P. Minn. & Omaha pref Connecitent River. Northern (N. II.) Phila. Wilmington & Baltimore Wilmington & Weldon. Miscellaneous. Dol. & Hudson Canal (quar.) Lehigh Coal and Navigation	3 134 3 \$1 \$3 \$1 \$3 4 4 119 229	Dec. 24 Jan. 20 Jao. 1 Dec. 1 Jan. 2 Jan. 16 Dec. 10	Dec. 6 to Dec. 27 Dec. 6 to Dec. 27 Jan. 1 to Jan. 21 Dec. 17 to

WALL STREET, FRIDAY, NOV. 27-5 P. M. The Money Market and Financial Situation.—The occurrence of the Thanksgiving holiday has made a break in the week, and shortened the volume of business.

Events transpiring since our last report have been of unusual importance in their bearing upon the railroad situation, and they have tested quite severely the real strength of the under-current of the market. The announcement that the Baltimore current of the market. & Ohio had secured terminals on New York Harbor, and, in another direction, that an injunction had been issued to check the great New York Central-West Shore negotiation, were matters of no ordinary import; though as to the latter, it can hardly be said that the usual temporary injunction, presumably obtained for speculative purposes, is regarded with sumably obtained for speculative purposes, is regarded with much fear among railroad men as an obstacle to the final suc-cess of an important transaction. The actual sale of the West Shore road on Tuesday was also an event which had its effect on the market in stiffening prices immediately. The reduction on Friday in the rate of dividend on North-west common stock from 7 per cent per annum to 6 per cent (the rote on the performed was reduced) last Seriembor from 9.

(the rate on the preferred was reduced last September from S per cent to 7) was likewise an occurrence of some moment, and was used to depress the market, though in the face of the larger earnings now reported it would seem simply an evidence of conservative action.

of conservative action. The advance on east-bound freights, just established, should naturally have the effect of checking shipments by rail for the moment, but since inland navigation is now practically closed for the season, the freight must come forward by rail in the near future, and whatever is held back at present will make the volume larger hereafter. The comparatively low prices of wheat and corn and the moderate export demand still remain as drawbacks to a large movement to the seaboard, but the new year may see a change in this respect, and in the meantime the movements of general freights and of passengers

meantime the movements of general freights and of passengers are likely to show improvement. Reports of increased earnings still continue quite a favorable feature of the situation. The statement of the Pennsylvania for October is not as good as had been expected, in view of the advance in rates in that month, but the full effects of the better rates cannot be felt all at once, and as there has now been a further advance in the tariff this will hereafter count as a more decided indusnoe. a more decided influence. Some of the lines controlled by the Pennsylvania do much better than itself, for the statements of both the Northern Central and the Baltimore & Potomac show important gains in net for the month. As regards Western, Northwestern and Southwestern roads, the weekly reports thus far received for November are almost all very satisfactory, those in the Northwest particularly being distinguished for improved results, though some of the Southwestern lines give equally good accounts of themselves.

The open market rates for call loans during the week on stock and bond collaterals have ranged at $1\frac{1}{2}@4$ per cent, and to day at 2@4 per cent. Prime commercial paper is quoted at 4@5 per cent.

at 4@5 per cent. The Bank of England weekly statement on Thursday showed a gain in specie of $\pounds 334, 314$, and the percentage of reserve to liabilities was $46\frac{1}{3}$, against $44\frac{1}{3}$ last week; the discount rate remains at 3 per cent. The Bank of France gained 3,420,000-frances in gold and lost 1,748,000 frances in silver. The New York Olivering House banks in their statement of

The New York Clearing House banks, in their statement of Nov. 21. showed an increase in surplus reserve of \$804,125, the total surplus being \$27,389,275, against \$26,495,150 the previous week.

The following table shows the changes from the previous week and a comparison with the two preceding years in the averages of the New York Clearing House banks.

	1885. Nor. 21.	Differ'nces fr'rı Previous Week.	1884. Nov. 22.	1883. Nov. 24
Loans and dis. Specie	93,656,300	lno. 860.000		\$324,638,709
Circulation Net deposits Legal tendors.	3-1.106.900	tne. 872.700	325,887,400	15,400,760 315,677,600
Legal reserve Reserve held.	\$93,276,750	Inc. \$218,200	\$31.471.830	\$78,919,400
Surplus	\$27,389,250			

Exchange.—Sterling exchange has been in rather limited demand, and under an increased supply of bills, chiefly on account of shipments of securities, there was early in the week a reduction of one-half cent, but on Friday, under a searcity of commercial bills, quotations were advanced again, leaving them the same as on last Friday. The artes of leading backers are on the

The rates of leading bankers are as follows :

November 27.	Sixty Days.	Demand.
Prime bankers'sterling bills on London Prime commercial Documentary commercial	4 81 204 81 3	
Paris (francs) Amsterdam (guilders)	5 2212 05 2178 40110 2 4018	
Frankfort or Bremen (reichmarks)	94781095	953829312

United States Bonds.-Government bonds have been only moderately active and prices barely steady.

The closing prices at the N. T. Doard have been as follows:								
	Interest Periods.		Nov. 23.	Nov. 24.	Nov. 25.	Nov. 23,	Nov. 27.	
4 ¹ 95, 1891reg 4 ¹ 95, 1891ooup 43, 1907reg 64, 1907coup 35, option U.Sreg 63, our'oy, '95reg 63, our'oy, '96reg 64, our'oy, '97reg 64, our'oy, '98reg	QMar. QJan. QJan. QFeb. J. & J. J. & J. J. & J. J. & J.	11319 12334 12358 10234 *12838 *13058 *13234 *13234 *13178	*11335 *12312 *12312 *10234 *10234 *12836 *13056 *13234 *13476	$^{*1133_{8}}_{1235_{8}}^{*1235_{8}}_{1023_{4}}^{*1234_{8}}_{*1283_{8}}^{*1305_{8}}_{*1323_{4}}^{*1345_{8}}_{*1323_{4}}^{*1345_{8}}_{*1345_{8}}^{*1345_{8}}_{*1355_{8}}^{*1345_{8}}_{*1355_{8}}^{*1345_{8}}_{*1355_{8}}^{*1345_{8}}_{*1355_{8}}^{*1345_{8}}_{*1355_{8}}^{*1345_{8}}_{*1355_{8}}^{*1345_{8}}_{*1355_{8}}^{*1345_{8}}_{*1355_{8}}^{*1345_{8}}_{*1355_{8}}^{*1355_{8}}_{*1355_{8}}^{*1355_{8}}_{*1355_{8}}^{*1355_{8}}_{*1355_{8}}^{*1355_{8}}_{*1355_{8}}^{*1355_{8}}_{*1355_{8}}^{*1355_{8}}_{*1355_{8}}^{*1355_{8}}_{*1355_{8}}^{*1355_{8}}_{*1355_{8}}^{*1355_{8}}_{*1355_{8}}^{*1355_{8}}_{*1355_{8}}^{*1355_{8}}_{*1355_{8}}^{*1355_{8}}_{*1355_{8}}^{*1355_{8}}_{*1355_{8}}^{*1355_{8}}_{*1355_{8}}^{*1355_{8}}_{*1555_{8}}^{*1355_{8}}_{*1555_{8}}^{*1355_{8}}_{*1555_{8}}^{*1355_{8}}_{*1555_{8}}^{*1355_{8}}_{*1555_{8}}^{*1355_{8}}_{*1555_{8}}^{*1355_{8}}_{*1555_{8}}^{*1355_{8}}_{*1555_{8}}^{*1355_{8}}_{*1555_{8}}^{*1355_{8}}_{*1555_{8}}^{*1355_{8}}_{*1555_{8}}^{*1355_{8}}_{*1555_{8}}^{*1355_{8}}_{*1555_{8}}^{*1355_{8}}_{*1555_{8}}^{*1355_{8}}_{*1555_{8}}^{*1355_{8}}_{*1555_{8}}^{*1355_{8}}_{*1555_{8}}^{*1355_{8}}_{*1555_{8}}^{*1355_{8}}_{*1555_{8}}^{*1555_{8}}}_{*1555_{8}}^{*15$	*10258 *12838 *13058 *13284 *13284 *13478	Holiday	*11214 *1336 *12356 *10278 *12819 *12819 *13034 *13278 *135 *13718	

State and Railroad Bonds .- Business in State bonds has not been so active as in some other recent weeks, the sales not been so active as in some other recent weeks, the sales embracing \$582,000 Virginia 6s deferred at 11-13; \$1,000 do. trust certificates at $11\frac{1}{3}$; \$133,000 North Carolina special tax bonds at $7\frac{5}{3}-...7\frac{5}{4}$; \$8,000 do. consol. 4s at 90; \$54,000 Louisiana stamped 4s at $75-75\frac{5}{5}$; \$5,000 do. consols at $87\frac{1}{5}$; \$1,000 Alabama Class A at 99, and \$20,000 South Carolina 6s, nonfundable, at 51-6.

Railroad bonds have followed the course of the stock market to a great extent, and at one time showed some weakness; latterly, however, they have been stronger, and some of the most active classes have advanced to the highest prices of the year. The closing prices and range of a few leading bonds are annexed.

	Clos	ing.	Range since Jan. 1.		
	Nov.20.	Nov.27.	Lowest.	Highest.	
N. Y. L. E.& West., 2d consol. 6s	8958	8934	4514 June	9012 Nov.	
Atlantio & P., West. D., 1st, 6s Do do Incomes	83 2678	2431	69 Mar. 13½ Mar.	84 Nov. 2738 Nov.	
Texas & Pac., inc. and Id. gr. 7s Do do Rios, 6s, coup. off	50	4834	30 April 47 April	50 Sept.	
Mo. Kan. & Tex., gen., 68,1920	927_{8}	9231	63 Feb.	647 ₈ Sept. 931 ₄ Nov.	
Do do General, 5s, 1920 East Tenn. Va. & Ga., con., 5s	$\frac{80}{667_8}$	79 66	495 ₈ Jan. 44 Jan.	80 Nov. 68 ¹ ₂ Nov.	
Do do Incomo, 6s West Shore Trust Receipts, 5s	$\frac{224}{463}$	22 4614	10 Jan. 2812 Apr.*	2319 Nov. 4678 Nov.	
North Pao. 2d coop. 6s	92	91	8812 Nov.1	93 Nov.†	
Virginia Mid., inc., 6s. Indiana Bloom. & West., inc., 6s	60% 35	66 3612	48 July 15 Mar.	6634 Nov. 39 Nov.	
N.Y. Chic. & St. L., 1st, 6s Ohio Southeru, inc., 6s	$\frac{913}{3912}$	9134 42	66 May 20 June	9278 Nov. 43 Nov.	

Previous to September range is for the bonds.

† Sold first November 12.

Railroad and Miscellaneous Stocks,—The stock market has exhibited not a little irregularity the past week, and prices have fluctuated quite widely, showing alternate strength and weakness as they were influenced by the operations of dealers on one or the other side of the market. In the early part of the week prices were decidedly weak, and declined very sharply under the influence of operations supposed to be for those favoring lower values, but assisted by unsettling reports of various kinds, the most important being the negotiations of Baltimore & Ohio to effect an independent outlet to New York and the issuance of a preliminary injunction restraining N. Y. Central from leasing West Shore. The rush to sell, in antici-pation of an important reaction, became very general, and prices gave way materially, especially for the Vanderbilts. On Tues-day, however, the tone of speculation quickly changed when it was found that the effects of the above-mentioned reports had been exaggerated, and prices recovered very rapidly, the leaders in the unward morement being them there which had leaders in the upward movement being those stocks which had been most conspicuous in the previous decline. Since Tuesday the market has been irregular, with an inclination towards lower prices.

The movement of individual stocks under special influences has been less a feature this week, most of the unarket following the course of the leading stocks. Kansas & Texas, however, has been conspicuously active, and has fluctuated widely under varying rumors that opposing parties were seeking control, and wished to break the lease to Missouri Pacific.

Jersey Central, also, after showing considerable weakness in the early dealings, later became quite strong, influenced by rumors that the Baltimore & Ohio wanted possession of the road, despite the Staten Island scheme.

To-day (Friday) the market was weak almost from beginning to end, and little or no effort appears to have been made to arrest the decline. St. Paul went off decidedly, and so did the Vanderbilts and the ex-Villards.

NEW YORK STOCK EXCHANGE PRICES FOR WEEK ENDING NOVEMBER 27, AND SINCE JAN. 1, 1895.

		IIIGI	LEST AND I	OWEST PRI			Sales	Dubun da	
STOCKS.	Saturday,	Monday, Nov. 23.	Tuesday,	Wednesday,	Thursday,	Friday, Nov. 27.	of the Week	Lowest.	Inn. 1, 1885. Highest.
Active RR. Stocks.	Nov. 21.	NOV. 23.	Nov. 24.	Nov. 25.	Nov. 26.	Nov. 27.	(Sh'res)	LOWCHL.	miguest,
Canadian Pacifio Canada Southern	5812 54 41 4519		54 543 4278 4519	5434 5514 44 4539	-	5018 5688 4338 41	9,275 23,110	35% Apr. 24 23 May 7	5659 Nov. 27 4713 Nov. 14
Central of New Jersey Central Pacific Chesapeake & Ohlo	$\begin{array}{rrrr} 4114 & 4614 \\ 46 & 46 \\ 1114 & 1134 \end{array}$	$\begin{array}{cccc} 40^{1} & 4.1^{1} \\ 4.1 & 4.1 \\ 11^{1} & 11^{1} \\ \end{array}$	$\begin{array}{rrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrr$	45 4678 4634 4734 1134 1134		$45^{3}9$ 47 47 $11^{1}2$ $11^{1}2$	72,030 3,160 2,912	23 May 7 31 Mar. 25 26 ¹ ₂ Jan. 31	52 Aug. 13 49 Nov. 11
Do 1st pref Do 2d prof	$ \begin{array}{ccccccccccccccccccccccccccccccccc$	$\begin{array}{ccc} 19 & 20 \\ 14 & 14 \end{array}$	20% 21 1419 1412	21 2119 *1419 15		$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	2,970 959	7 Apr. 7 458 Apr. 22	12 ¹ ₂ Nov. 20 23 ³ ₈ Nov. 20 15 ¹ ₄ Nov. 20
Chiengo & Alton Chiengo Burlington & Quiney.	137 ¹ 2 137 ¹ 3	$\frac{140}{1319}\frac{140}{1351}$	$\frac{137}{1341_2}\frac{137}{135}$	135 13512	6	135 135	3,105	115 ¹ 2 Jan. 2	135 Nov. 23
Chleago Milwaukee & St. Paul. Do pref. Chleago & Northwestern	$\begin{array}{r} 957_8 & 97 \\ 118 & 1194_9 \\ 1135_8 & 1154_4 \end{array}$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{r} 94^{5}\!\!8 & 973\!\!4 \\ 116^{7}\!\!8 & \!117^{3}\!\!8 \\ 113^{5}\!\!8 & \!115^{3}\!\!4 \end{array}$	$\begin{array}{c} 96^{1_8} & 97^{7_8} \\ 117^{1_2} & 118 \\ 11334 & 115^{1_4} \end{array}$	*	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	2,368	613, June 8 102 Jan. 28 8438 Jan. 2	1193 Nov. 12
Do pref. Chiengo Rock Island & Pacific.	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$ \begin{array}{ccccccccccccccccccccccccccccccccc$	*1863 1374 *128 129	$\frac{137}{129} \frac{137}{129}$		137 139 129	612	1193; Jan. 2 105 Jan. 2 6 ¹ 2 Mar. 31	13978 Aug. 13 132 Nov. 14
Chicago St. Louis & Pittsburg. Do pref.	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	*16 17 *37 3912	3612 3712	374 374		$16\frac{1}{2}$ $16\frac{3}{4}$ $37\frac{1}{4}$ $37\frac{1}{4}$	200	TH JUIN II	41-2 001. 21
Chicago St. Paul Minn. & Om. Do pref. Cleveland Col.Cin.& Indianap.	$\begin{array}{rrrr} 413 & 427_8 \\ 102 & 104 \\ 63 & 63 \end{array}$	$\begin{array}{cccc} 40 & 41 {}^1_{\rm d} \\ 102 {}^1_{\rm d} & 102 {}^3_{\rm d} \\ 61 {}^1_{\rm 2} & 62 \end{array}$	$\begin{array}{cccc} -41 & 423_4 \\ 1035_8 & 1033_4 \\ -604_2 & 644_2 \end{array}$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$		$\begin{array}{r} 41^{1_8} & 42^{3_4} \\ 102^{1_2} & 104 \\ 61^{1_2} & 63^{7_8} \end{array}$	4,010	18 ¹ 2 Apr. 21 66 June 8 28 Apr. 30	1054 Nov. 18
Delawaro Lackawanna & West Denver & Rio Grande	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\frac{1197_8}{201_8}$ $\frac{1213_4}{201_8}$	$12019 1225_8 \\ 22 24$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$		$\begin{array}{cccccccccccccccccccccccccccccccccccc$	123,157 5,565	8258 Jan. 22 438 Jane 25	124 Nov. 20 24 ¹ ₂ Nov. 17
East Tennessee Va. & Ga Do pref. Evansviiio & Terre Hauto	$ \begin{array}{rrrr} 73_{4} & 85_{8} \\ 13 & 143_{9} \\ 70 & 70 \end{array} $	$ \begin{array}{cccc} 7^{1}4 & 7^{3}4 \\ 13 & 13^{3}4 \end{array} $	$ \begin{array}{rrrr} 73_4 & 8 \\ 131_8 & 133_4 \\ *65 & 69 \end{array} $	$ \begin{array}{ccccccccccccccccccccccccccccccccc$	0 0 0	7^{1_8} 7^{3_4} 12^{1_2} 13^{1_4} 67^{1_2} 68	$39,762 \\ 20,862 \\ 1.010$	24 Jan. 15 42 June 11	8% Nov. 21 14 ¹ 2 Nov. 20
Fort Worth & Denver City Green Bay Winona & St. Paul.	211 ₂ 25 8 8 ⁷ 8	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	814 810	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	•	10 1158	1,050		71 Nov. 18 25 Nov. 21 1158 Nov. 27
Houston & Texas Central Illinois Central	$\begin{array}{ccc} 37 & 37 \\ 1383 & 139 \end{array}$	*36 38	38 38	$\begin{array}{ccc} 37 & 37 \\ 138^{1_2} & 138^{1_2} \end{array}$		37 37	500 740	14 Mar. 26 119 ¹ ₂ Jan. 17	3934 Nov. 20 13949 Nov. 12
Indiana Bloomingt'n & West'n Lake Erie & Western Lake Shore & Mich. Southern.	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{rrrr} 24\frac{1}{4} & 27\frac{3}{4} \\ 18 & 19\frac{1}{9} \\ 82\frac{7}{8} & 86\frac{1}{4} \end{array}$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccc} 26^{1}_{2} & 27^{3}_{8} \\ 20 & 21 \\ 87^{1}_{8} & 89^{1}_{4} \end{array}$		$25^{5_8} 27$ $19^{1_4} 20^{3_4}$ $86^{3_8} 88^{1_4}$	31,455 25,465 330,895	138 July 8	283 Nov. 21 214 Nov. 21 895 Nov. 14
Long Island Louisville & Nashville	$ \begin{array}{ccc} 79 & 79 \\ 49^{1}_{4} & 50^{1}_{2} \end{array} $	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	4878 51	4912 5078	•	$\begin{array}{ccc} 797_8 & 797_8 \\ 49 & 501_2 \end{array}$	$510 \\ 35.205$	62 Jan. 2 22 Jan. 16	804 Nov. 18 513 Nov. 18
Louis, New Alb. & Chicago Manhattan Elevated, consol Manhatta f. Chorlector		$\frac{1161_{2}}{37}\frac{119}{37}$	$\begin{array}{cccc} 38 & 38 \\ 118 & 119 \\ 374 & 40 \end{array}$	$\begin{array}{cccc} 37 {}^{1}\!_{2} & 37 {}^{1}\!_{2} \\ 118 & 119 {}^{1}\!_{2} \\ 39 & 39 {}^{2}\!_{8} \end{array}$	6 9 9 9	$\begin{array}{cccc} 34 & 39 \\ 1184 & 1184 \\ 36 & 38 \end{array}$	$1,336 \\ 9,551 \\ 16,685$	11 ¹ 2 Jan. 6 65 Jan. 15 27 ¹ 2 Jan. 15	120 Nov. 20
Memphis & Charleston Michigan Central Minneapolis & St. Louis	$ \begin{array}{ccccccccccccccccccccccccccccccccccc$	$75 761_2$ 223 2338	$ \begin{array}{ccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$		$ \begin{array}{ccccccccccccccccccccccccccccccccccc$	5,233	4612 May 7	793 Nov. 14 26 Nov. 13
Do pref. Missouri Kansas & Texas	51^{1_2} 53 33^{1_2} 363 1011 1051	$\begin{array}{cccc} 481_2 & 50 \\ 335_8 & 355_8 \\ 102 & 101 \end{array}$	501_2 521_2 35 361_4	$52 521_2 \\ 353_4 361_2 \\ 1011 1022$		513_4 517_8 355_8 371_8	4,535 245,855 10,525	24 ¹ ₂ May 29 14 ¹ ₂ Jan. 22	563 Nov. 14 3718 Nov. 27
Missouri Pacitio Mobile & Ohio Nashy.Chattanooga&St.I.ouls	$\begin{array}{r}1041_{9}1051_{9}\\161_{4}&173_{4}\\48&481_{4}\end{array}$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$		$\begin{array}{cccc} 104 & 1048_4 \\ 15^{1}_2 & 16^{1}_2 \\ 48 & 48 \end{array}$	$ \begin{array}{r} 10,335 \\ 2,707 \\ 2,200 \end{array} $	6 June 5 33 Jan. 7	106 Nov. 18 184 Nov. 20 49 Nov. 25
New York Central & Hudson. New York Chie, & St. Louis.	$ \begin{array}{ccccccccccccccccccccccccccccccccc$	$\begin{array}{cccc} 101 & 1041 \\ 834 & 10 \end{array}$	$\begin{array}{cccc} 104 & 1063 \\ 91 _2 & 103 _4 \end{array}$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$		$\begin{array}{c} 10414 \\ 10614 \\ 912 \\ 1018 \end{array}$	$114,964 \\ 9,535$	8134 June 1, 112 May 5	107 ¹ 4 Nov. 14 11 ⁵ 8 Nov. 20
New York Lake Erie & West'n. Do pref.	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$ \begin{array}{r} 18^{1_2} & 21 \\ 24^{1_4} & 25^{3_4} \\ 49^{3_4} & 55 \end{array} $	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$		$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$5,085 \\ 172,821 \\ 3,321$	4 Mar. 25 94 May 29 18 June 29	2778 Nov. 13
New York & New England New York Ontario & Western.	$\begin{array}{ccc} 36 & 38^{1}4 \\ 18^{1}2 & 19 \end{array}$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{rrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrr$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$		$\begin{array}{rrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrr$	$26,811 \\ 4,646$	12 Jan. 17 6% Apr. 14	384 Nov. 20 2078 Nov. 17
New York Susq. & Western Do pref. Norfolk & Western	$\begin{array}{rrrr} 8^{1_8} & 8^{5_8} \\ 20^{3_4} & 21^{1_2} \\ 12^{3_4} & 12^{3_4} \end{array}$	$ \begin{array}{ccc} 7^{1_{2}} & 8 \\ 20 & 21^{1_{2}} \end{array} $	$\begin{array}{cccc} 778 & 858 \\ 2014 & 2234 \\ 1234 & 124 \end{array}$	$\begin{array}{rrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrr$		$\begin{array}{rrrr} 8^{1}\!_{2} & 9^{1}\!_{8} \\ 22 & 22^{7}\!_{8} \\ 12 & 12 \end{array}$	9,970 17,920 1,530	134 June 2 47 ₈ Jan. 27 8 Sept. 3	9 ¹ 4 Nov. 21 23 ³ 8 Nov. 25 13 ⁷ 8 Oct. 24
Northern Pacifio	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$		$\begin{array}{ccc} 31 & 32^{1}_{2} \\ 28^{7}_{8} & 30 \end{array}$	5,300 43,383	14 July 3 15 Jan. 17	3412 Oct. 26
Onlo Central	$\begin{array}{cccc} 62^{1}_{2} & 63^{5}_{8} \\ 2^{1}_{8} & 2^{3}_{8} \\ 25^{1}_{8} & 26^{1}_{4} \end{array}$	$\begin{array}{cccc} 604 & 624 \\ 2 & 238 \\ 24 & 25 \end{array}$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccc} 63 & 645_8 \\ 2 & 23_8 \\ 25 & 257_8 \end{array}$		$\begin{array}{cccc} 61^{12} & 64^{1}4 \\ 2 & 2^{1}4 \\ 24^{1}2 & 26^{1}4 \end{array}$	$ \begin{array}{r} 118,281 \\ 21,825 \\ 7,625 \end{array} $	36 ¹ 2 Jan. 29 ¹ 8 June 3 10 ¹ 4 May 4	6538 Nov. 18 234 Nov. 20 2848 Nov. 13
Ohio & Mississippi Ohio Southern Oregon Short Line	1914 211 ₈			$\begin{array}{cccccccccccccccccccccccccccccccccccc$	Holiday	1912 20	5,405	7 ¹ ₂ June 24 14 ⁷ ₈ Mar. 21	21 ¹ / ₈ Nov. 21 28 Nov. 20
Oregon & Trans-t ontinental Peoria Decatur Evansville	$ \begin{array}{ccccccccccccccccccccccccccccccccc$	$ \begin{array}{ccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	[0H.	224 23	$122,112 \\ 22,965 \\ 15,830$	1034 Apr. 8 734 Juno 9	3678 Nov. 20 24 Nov. 21
Philadelphia & Reading Riebmond & Danville Riehm'd & West P'nt Terminal	$\begin{array}{cccc} 24 & 243_4 \\ 82 & 84 \\ 38 & 41 \end{array}$	22 23 ¹ 2 39 ¹ 4 40 ¹ 8	$\begin{array}{rrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrr$	$ \begin{array}{ccccccccccccccccccccccccccccccccc$			13,330 1,736 27,310	13 May 29 4478 Jan. 19 1838 May 29	26 Oct. 22 87 Nov. 27 434 Nov. 27
Rochester & Pittsburg St. Louis & San Francisco	$\begin{array}{ccc} 5^{1_8} & 5^{1_8} \\ 23^{1_4} & 23^{3_4} \end{array}$	$\begin{array}{c} 221_2 & 221_2 \\ 47 & 47 \end{array}$		*4 5^{1_2} 233 $_3$ 233 $_4$		$41_9 41_2 221_2 221_2$	300 3,050	258 Mar. 11 1712 May 8	6 ¹ ₂ Aug. 17 24 ¹ ₂ Nov. 18
Do pref Do 1st pref St. Paul & Dulnth	$\begin{array}{rrrr} 47 & 491_4 \\ 971_2 & 971_2 \\ 371_2 & 381_4 \end{array}$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccc} 471_4 & 481_2 \\ 97 & 991_2 \\ 37 & 391_2 \end{array}$	$\begin{array}{cccc} 48 & 49 \\ 98 & 99 \\ 38^{3}\!$		$\begin{array}{rrrr} 4 & & 4 & & 4 & & 1 \\ & *96 & & & 99 & & 1_2 \\ & & 38 & & & 39 & & 1_2 \\ \end{array}$	4,610 1,604 9,398	30 Apr. 30 79 May 12 18 July 31	4975 Nov. 20 9912 Nov. 24 3978 Nov. 25
Do prof St. Paul Minnesp. & Manitoba.	$\begin{array}{c} 96^{1}_{2} & 97^{1}_{3} \\ 108^{1}_{4} & 110 \end{array}$	$ 96 96^{5_8} 106^{3_4}10^{8_1} $	$ \begin{array}{cccc} 97 & 98 \\ 1077_8 & 1093_4 \end{array} $	$\begin{array}{ccc} 98 & 9834 \\ 1093 & 11012 \end{array}$		$ 98 98 \\ 10814 11014 $	4,164 16,895	77 ¹ ₂ Feb. 7 79 ³ ₄ Jan. 2	9834 Nov. 25 11012 Nov. 20
Texas & Pacific Union Pacific Wabash St. Louis & Pacific	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccc} 22^{1_8} & 23 \\ 58 & 59^{1_2} \\ 11^{7_8} & 12^{1_4} \end{array}$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$		$\begin{array}{cccccccccccccccccccccccccccccccccccc$	126,020 76,515 7,201	41 Mar. 21	2548 Nov. 25 624 Nov. 18 1542 Nov. 18
Do prof. Miscelianeous Stocks.	$\frac{1}{20}$ 22_{1_2}	1978 2034	2012 2334	23 23		2158 2212	3,480	618 May 7	23 Nov. 13
American Tel. & Cable Co Colorado Coal & Iron	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{r} 68^{1}_{2} & 68^{1}_{2} \\ 23^{3}_{4} & 24^{3}_{4} \\ 102^{7}_{8} & 102^{7}_{8} \end{array}$	$\begin{array}{ccc} 69 & 69 \\ 24 & 24^{7}_{8} \\ 101 & 102^{1}_{2} \end{array}$	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$		$\begin{array}{r} 233_{4} & 253_{4} \\ 1021_{2} & 1031_{4} \end{array}$	300 6,230 2,931	51 Jan. 27 8 Jan. 3 80 Mar. 21	71 Oct. 12 2634 Nov. 20 10442 Nov. 16
Consolidated Gas Co Delaware & Hudson Canal Oregon Improvement Co	$ \begin{array}{c cccccccccccccccccccccccccccccccccc$	$\begin{array}{c} 102.8 \\ 9614 \\ 3212 \\ 3312 \\ 331 \\ $	9712 9938	$\begin{array}{c} 981_{9} & 991_{2} \\ 331_{2} & 347_{8} \end{array}$		x97 97 ¹ 2	7,502 1,060	66 ¹ ₂ Jan. 22 21 Jan. 3	100 ¹ ₂ Nov. 4 347 ₈ Nov. 25
Oregon Railway & Nav. Co Pacific Mail	$\begin{array}{cccc} 106^{1}4 \ 108 \\ 67^{1}2 \ \ 68^{1}2 \\ 108^{1}2 \end{array}$	$ \begin{array}{ccccccccccccccccccccccccccccccccc$	$\begin{array}{cccc} 107 & 109 \\ 667_8 & 683_4 \\ 100 & 1213_4 \end{array}$			$\begin{array}{r} 108^{1}8 \ 110^{1}2 \\ 66^{1}4 \ \ 67^{7}8 \\ ^{*}134 \ \ 137 \end{array}$	20,800 101,589	d61a Sent. 18	11114 Nov. 25 70 Nov. 20 1374 Nov. 21
Puliman Palaee Car Co Western Union Telegraph Express Stocks.	$\frac{135^{1}_{2}}{78} \frac{137^{1}_{4}}{79^{1}_{4}}$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$		77 7818	130,062	107 ¹ ₂ Jan. 2 53 ¹ ₂ Jan. 2	
Adams American	104 104	*102 104	*140 150 104 104 *60 62	$\frac{142^{1}2}{104} \frac{142^{1}2}{104}$	1 1 1	$^{*143}_{62}$	100	8718 Jun. 31	145 Sept. 3 1014 Oot. 19 624 Oct. 15
Wells, Fargo & Co Inactive Stocks.	60 60	$^{59^{12}}_{*116}$ $^{60}_{120}$	$^{*60}_{118}$ $^{62}_{118}$			115 115	30	10418 Jan. 2	120 Nov. 17
Ateliison Topeka & Santa Fe. Atlantic & Pacific		10 1058	10_{18}^{1} 10_{19}^{1}	89 85 10 ³ 4 10 ³ 8		934 1014 *3 5	$ \begin{array}{r} 200 \\ 10,830 \\ 100 \end{array} $	6638 July 22 834 Oct. 20 34 Oct. 15	89 Nov. 14 11 ¹ ₂ Nov. 6 6 ¹ ₄ Nov. 14
Bankers' & Merchants' Tol Burlington Ced. Rapids & No. Cedar Falls & Minnesota	15 1642	*4 5	$\begin{array}{rrrr} 43_8 & 43_8 \\ 81 & 82 \\ 16 & 163_8 \end{array}$	16 16			82 1,200	57 Feb. 1 9 July 23	80 Oct. 4 1758 Oct. 12
Central Iowa Columbia & Greenville, pref	2112 2358	$ \begin{array}{ccc} 19 & 21 \\ 45 & 46 \end{array} $	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$ \begin{array}{ccccccccccccccccccccccccccccccccccc$		20 ¹ ₂ 22	6,911 400 9.517	7 Feb. 18 14 ¹ ₂ Jan. 9 18 Aug. 25	235 ₈ Nov. 21 49 Oct. 26 43 Nov. 13
Columbus Hoeking Val. & Tol. Dubuque & Sioux City E izabetht Lex. & Big Sandy.	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	35 38 19 19		$\begin{array}{ccc} 37 & 37 \\ 65 {}^{1}_{2} & 65 {}^{1}_{2} \\ 20 & 20 \end{array}$		3614 3614	2,547 375 1,412	55 Jan. 6 7 Oct. 1	67 Aug. 11 20 Nov. 25
Illineis Ceut., leased line stock Keokuk & Des Momes	10 10	10 10	91 91 10 10	91 ¹ 8 91 ¹ 8			$\frac{231}{400}$	212 Feb. 25	11 Aug. 27
Mil. Lake Shore & Western Do pref. Morris & Essex	54 54		*24 54 54 ¹ 9			$\begin{array}{cccccccccccccccccccccccccccccccccccc$	790	29 June 1	24 Nov. 19 54 ¹ ₂ Nov. 24 133 ¹ ₂ Nov. 27 100 ¹ ₂ Nov. 27
New York Lack. & Western New York New Haven & Hart.	100 100		20218 20218	*99 101 202 ¹ 4 202 ¹ 4		10012 10012	250	84 ¹ ₂ Jan 2 175 Jan 2 119 ¹ ₂ Feb. 17	9094 Nov. 25
Pittsbarg Ff. Wayne & Chio Quicksliver Mining Co	$ \begin{array}{r} 140^{1}8 140^{1}8 \\ 81_{2} 81_{3} \\ 155 155 \end{array} $	$140 \ 140 \ *71_2 \ 81_2$		734 812		$\begin{array}{c} 141 {}^{1}_{9} 141 {}^{5}_{8} \\ 8 {}^{1}_{8} 8 {}^{1}_{8} \end{array}$	210 900 120	119 ¹ ₂ Feb. 17 3 ¹ ₂ July 11 136 ¹ ₂ Jan. 29 1 May 22	156 Nov. 11
Rensselaer & Saratoga Rich.& Alleg., stock trust effs. St. Louis Alton & Terre Haute.	$ \begin{array}{r} 155 \\ 57_8 \\ *40 \\ 47 \end{array} $	42 42	$ \begin{array}{ccccccccccccccccccccccccccccccccccc$	9 11 ¹ 2	* * *	10 11	80	15 May 1	51 Oct. 21
Virginia Midland Cameron Coal	$ \begin{array}{ccccccccccccccccccccccccccccccccccc$	1812 1834	1712 1778	$ \begin{array}{cccc} 21 & 27 \\ 17^{1}_{2} & 17^{7}_{8} \end{array} $		$ \begin{array}{ccc} 28 & 28 \\ 173 & 177 \\ 177 \\ 177 \\ $	000 [6,120 [100	5 ¹ ₂ July 24 19 Feb. 9	1938 Nov. 20 2378 Nov. 18
Consolidation Coal Maryland Coal Co New Central Coal	$\begin{array}{cccccccccccccccccccccccccccccccccccc$		14 14	1478 1478		1478 1478		712 Apr. 6	1614 Nov. 17 1534 Nov. 18
" These are the prices hid									

" These are the prices bid and asked; no sale was made at the Board.

QUOTATIONS OF STATE AND RAILROAD BONDS. NOVEMBER 27, 1885.

QUOTATIONS OF STATE AND RATIROAD BONDS, NOT HARDING 20, 1000.											
SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.	SECURITIES.	Bld.	Ask.	SECURITIES.	Bin	Ask.
Alabama-Class A, 1906. Olass B, 5s, 1906.	100		Louisiana-7e, cons.,1914 Stamp d, 49.	86 75%	76	N. Carolina-Continned- New bonde, J.&J., '92-8	20		Tennessee-Continued- Se, new series, 1914	5012	52 % 4
Alabama-Class A, 1906. Class C, 46, 1906 Class C, 46, 1906 86, 10-206, 1900 78, L. Rock & Ft. S. 198. 78, Memp.& L. Rock RF 76, Miss. O. & R. R. RR. 76, Miss. O. & R. R. RR. 78, Arkanese Cent. RR. Georgia-66, 1886 78, gold, 1890	95 107		Stamp d, 48 Missouri-66, 1886 6, dne 1889 or 1890 4 grulle or Hair	10212		New bonde, J.&J., '92-8 Special tax, all classes. Do Wil.C.&Rn.R. Consol. 4s, 1910			6e, new series, 1914 C'mp'mise,3-4-5-6s,1912 Virginia-6s, ed. 6s, new,1836 6s, consel, bonde. 6s, consel, bonde. 6s, consel, 2d series. 6s, deferred. District of Columbia- 3-65s, 1924. Registered. Funding 5s, 1839.	60 43 43	01
78, L. Rock & Ft. S. 188. 78, Memp. & L. Rock RR	9 15 15		Finding, 1894-95 Hannibal & St. Je., '86.	118 104		6s, 1919. Ohio-6s, 1886	$\frac{1143_4}{105}$	$1152_4 \\ 1065_2$	68, consel. bonde 68, ex-matured compon.	80 52 54	55
78, L. R.P.R. & N.O. RR 76, Miss. O. & R. R. RR.	15	24	6s, dne 1889 or 1890 Asyl'm or Univ., dne'92 Funding, 1894-95 Hannibai & St. Jo., '86. New York-6s, reg., 1887 6s, loan, 1893 6s, loan, 1893 N. Carolina-6s, oid, J.&J. Funding act, 1900	105 113 ¹ 2		Consol. 48, 1910. 68, 1919. Sonth Carolina- 68, Act Mar. 23, 1869. non-fundable, 1888. Brown consol'n 68, 1893. Teonesses-66, edd, 1892-8 68, new, 1892-8-1900	412	512	Be, consol., 2d series Be, deferred District of Columbia-	11	1114
7s, Arkansas Cent. R.R. Georgia—6s, 1886	102 103	10412	68, 19an, 1892 68, 19an, 1893 N. Carolina – 6a old. J. & J.	30		Brown consol'n 6s, 1893 Teansesse—6e, old, 1892-8	50	110 5234	3-65e, 1924 Registered	118	
75, gold, 1890			Funding act, 1900	10 IP A TI		66, new, 1892-8-1900 D BONDS.	5013		Funding 5s, 1899	110	
CHORDITES	Bid.	Ask.	11	1	Ask.	SECURITIES.	Bid.	Aek.	SECURITIES.	Bid.	Aek.
SECURITIES.			Del. L. & WContin'd-		141	Mex. Cent1st, 7s, 1911.			Doon DD Continued		
Railroad Bonds.			Merris & Essex-1st, 78 2d, 7s, 1891 Bonds 7s, 1900	114	115	161, M., 76, ex-cp., 5, 7, 83 Mich.Cent.—Cons.78, 1902 Consol., 58, 1902	485 ₈ * *107	128	2d, 7s, 1913 Pitre. Ft.W.& C1st,7s	141	142
Atch. T.&S.Fe-4 ¹ 28,1920 Sinking Fund, 68, 1911.)		7s of 1871, 1901 1st, consol., guar., 7s.	*125 1324	$2\frac{133}{126}$	6s, 1909. Coupon, 5s, 1931		106 ¹ 2	2d, 7s, 1912 3d, 7s, 1912	*139 131	
Atl. & Pac1st, 68, 1910 Baltimore & Obic-		. 84	N. Y. Lack. & W.—1st,6s Construction, 5s, 1923 Dol. & Hud Canal—1st 7s	1151	104_{2}	Registored, 58, 1931 Jack.Lan,& Sag68, '91 Milw. & No1st, 68, 1910		100	4th, s. f., 6s, 1892 St. L.V.&T.Hlat.g.,78	1101_{2} 122	
5s, gold, 1925 5s, gold, reg	*107	1074	1st, ext., 76, 1891 Conpon, 78, 1894	*115 *120	1191_{2} 124	1st, 6s, 1884-1913 Mil.L.S.&WIst,6s,1921	+3.00	113	2d, 7s, 1898. 2d, guar., 7s, 1898		10612
Bnr. C. Rap.& No181,08 Consol. & col. tr., 56,1934 Minp. & St. L181, 78, 29	*983 1 130	8	18t, Pa. Div., cp., 76, 1917 1st, Pa. Div., cp., 76, 1917	*1331	134 12	Minn.&St.L1st, 78, 1924 Iowa Ext1st, 78, 1927	*130	110	Pitts, Jnnc1st, 6s, 1922 Pitts, McK. & Y1st, 6s.	*106	
Is. City & West1st, 7s C. Rap. I.F.& N1st,6s	*	. 114	Alb. & Susq1st, 7s let,cone.,guar.7s,1906	1103	$ \begin{array}{c} 111 \\ 128^{1}2 \\ 116^{1}2 \end{array} $	2d, 7s, 1891 S'thw.Ext1st, 7s, 1910	$101 \\ 117^{1}2$		RomeW.& Og1st,7s,'91 Cou., 1st, ext., 5s, 1922.	$ \begin{array}{c} 113 \\ 841_4 \\ 113 \end{array} $	8434
Buff. N. Y. & PCons.6s General, 6s, 1924	45	4	Rens. & Sar16t, cp.,78	*141	143	Mo.K.&TGoul.,68, 1920 General, 58, 1920	$ \begin{array}{c} 92_{3_4} \\ 79_{7_6} \end{array} $	93 80	Consol., 1st, 6s, 1922 Rich, & Alleg1st, 7s, 1920	1051 ₂ *68	
Can. Solet, int. guar.,58 2d, 56, 1913	843	$104 \\ 851_2$	Denv.& Rie Gr1st., 78 1et, consol., 7e, 1910	871 871 83	$ 121 \\ 88 \\ 88 $	Cons., 78, 1904-5-6 Cous., 2d, income, 1911.	113	113 ¹ 8 108	Trust Co. receipts Rich.&DauvCons.,g.,6s	$\begin{array}{c} 73\\110\\80 \end{array}$	$70 \\ 73^{1}_{2} \\ 111 \\ 89^{3}_{4}$
Reg., 58, 1913 Central Iowa—1st, 78,'991 East, Div.—1st, 68, 1912	1061	107 6812	Den.So.Pk.& Paclet,7e Den.& RioG. Westlet.6s	83 761	1 70%	Mobile & Ohio-New Gs Collateral trust, 6s, 1892	*11112		Atl.&Ch.—1st, pr.,7s,'97 Incomes, 1900	118 93	
111. Div., 1st, 6s, 1912 Chesapeake & Ohio-	+1191	68	Det. Mack. & Marq1st,68 Land grant, 3 ¹ 28, S. A.	50	55	1et, Extension, 6s, 1927 Mergan's La.& T1et, 6e	1057 _e	101 ¹ 2	Scioto Val1st, cous., 7e. St. L. & Iron Mt1st, 7s.	*48	111
Railroad Bonds. (Stock Exchange Prices.) Atch. T. & S. Fe - 4 28, 1920. Sinking Find, 66, 1911. Atl. & Pac 1st, 68, 1910. Baltimore & Ohle - 1st, 68, Park. Br., 1919. 58, gold, 1925	102	78	SECURITIES. Del. L. & W. — Contin'd— Morris & Essex—1st, 73 2dt, 75, 1891. Bonds, 78, 1900. Ta of 1871, 1901	674 584	68	Mex. Cent.—1st, 7s, 1911. 1st, M., 7s, ex.cp.,6.7, c8 Mich. Cent.—Cons.7s, 1902 Consol., 5s, 1902. Coupon, 5s, 1931. Registered, 5s, 1931. Jack Lan.& Sag.—6s, 991 Milw.& No.—1st, 6s, 1910 Mit. K. 8W.—1st, 1913. Mit. L.S. &W.—1st, 7s, 1909 2d, 7s, 1891. S'thw. Kxt.—1st, 7s, 1909 2d, 7s, 1891. S'thw. Kxt.—1st, 7s, 1909 2d, 7s, 1893. Cous., 7s, 1904.5-6 Cous., 2d, income, 1911. H.&Cent. Ma.—1st, 7s, 1910 Pac. Ext.—1st, 7s, 1909 2d, 7s, 1904.5-6 Cous., 7s, 1904.5-6 Cous., 5s, 1920. Cous., 7s, 1904.5-6 Cous., 7s, 1908. Collateral trasc, 5s, 1822 1st, Extension, 6s, 1827 Morgaris La.& T.—1st, 7s, 2d, 6s, 1901. N. Y. Central—6s, 1887. Deb certs., extd. 5s. N.Y.C.& H.—1st, 5s, 78	*	130	Prenn, 1r.R., e., 1911, 1920, 176 21, 78, 1913,, 1912,, 20, 78, 1912,, 20, 78, 1912,, 20, 78, 1912,, 20, 78, 1912,, 20, 78, 1912,, 20, 78, 1912,, 20, 78, 1912,, 20, 78, 1912,, 20, 78, 1912,, 20, 78, 1912,, 20, 78, 1912,, 20, 78, 1912,, 20, 78, 1912,, 20, 78, 1912,, 20, 78, 1912,, 20, 71, 20, 20, 20, 20, 20, 20, 20, 20, 20, 20	1131_{2} 110	115 110 ¹ 2
6e, currency, 1918 Mortgage, 6e, 1911	353	* 36 - 97	Divisional 5s, 1930 Eliz.C.& NS.f.deb.,c.,0s	95		N. Y. Central-6s, 1887 Deb. corts., extd. 5s	1003_4 1041_2	$1074 \\ 105 \\ 129$	Cairo Ark. & T1st, 7s Gen. r'y & l.gr5s,1931	10912	8434
Chicage & Alton- 1st mort., 76, 1893	1194	00	Eliz. Lex. & Big Sandy-6s Erie-1st. extended, 7s	124	. 96	N. Y. Central-6s, 1887 beb. certs., oxtd. 5s N. Y. C. K. I. – 1st., cp., 78 1st, reg., 1903 Deb., 5s, 1904 Harlem–1st, 7s, coup. 1st, 7s, reg., 1900 N. Y. Elev.–1st, 7s, 1900 N. Y. C. N. – Gran, 6s, 1910 Trust Co. receipts N. Y. ck. N. – Gran, 6s, 1910 Trust Co. receipts N. Y. ck. St. L. – 1st, 6e, 1921 2d, 6s, 1923 N. Y. W. Sh. & Buff. – CD., 5s Registered, 5s, 1031	*105	100	2d, pref., 7s, 1894 2d, income, 7s, 1894	*112 *104	
Sinking fund, 6s, 1903 . La. & Mo. Riv1st, 78.	1213 123 1123		2d, extended, 5e, 1919. 3d, extended, 4 ¹ ₂ s, 1923.	$ 1111 \\ 1061 \\ 1101 $	2	Harlem-1st, 7s, coup 1st, 7s, reg., 1900	$133 \\ 132^{1_2}$	126	Bellev.& So. Ill.—1st, 8s St.P.Minn.& Man.—1st,7e	$^{115}_{*113^{1_2}}$	
St. L. Jack. & Cbic1st 1st, gnar, (564), 7s,'94	*1171	118	410, extended, 56, 1920. 5tb, 7e, 1888 1st. cons., gold, 7s, 1920	1094 1274 *1194	128	N.Y. Flev	5918	60	Dakota Ext6s, 1910. 1st cousol., 6s, cp., 1933	* 11434	116 115
2d, (360), 7e, 1898 2d, guar. (188), 7e, '98			1 st, cons., fd. coup., 7s Reorg., 1st lien, 6s, 1908	*1194		Trust Co. reccipts N.Y.& N. Engl'd-1st, 7st	5812 125 *115	5914	1st cousol.,6s, reg., 1933 Min'e Un1st, 6s, 1922	·115	
Chic. Burl. & Quincy- Consol. 7s, 1903	1364	137	B.N.Y.& E1st,7s,1916 N.Y.L.E.&WN'w2d6s	1324	2	N.Y.C.&St. L1st,69,1921 2d, 68, 1923	91	$\frac{91}{62}$	St. P. & Dul18t, 56,1931 So. Car. R'y-16t, 69, 1920 2d, 68, 1931	*108	94 75
 Chie, Birf. & Guiney- Consol. 78, 1963	1041	10412	 411, 6Xt6nact, 55, 1920. 5tb, 78, 1838. 1st, cons., fd. coup., 7s. Reorg., 1st lien, 6s, 1908 Long Dock b'nds, 7s, '93 B.N. Y.& E., 1st, 7s, 1916 N. Y. LE, &WN. Wardds Collat'l tract, 6s, 1922 Buff, &S. WM. 6s, 1968 Ev. & T. H1st, cons., fs Mt, Vent'n -1st, 6s, 1920 Gal, Har. & S. Ant1e6, 6e 2d, 7s, 1905 West, Div1st, 5s. 2d, 6s, 1923 Or'n Bay W. & St. F1st, 5s. 2d, 6s, 1923 Or'n Bay W. & St. F1st, 6s. O'n Bay W. & St. F1st, 6s. Han., & S. L. Z Con., 6s, 1911 Hond, Bridge Co1st, 6s. H. & Yoc C1st M. J., 7st Lat. Western Div., 7st 	*98	115	N.Y.W.Sh.&Buff.—Cp.,5s Registered, 5s, 1931		40	Shenand'hV -1st,7s,1909 General, 6s, 1921	65^{1}_{4} 28 *101	75
Sinking fund, 48, 1919 Denver Div.—48, 1922	*97 *95	98 96	Mt. Vern'n-1st, 68,1923 Fl't& P. MargM.68,1920		106	N. Y. Susq. & WIst, 6et Debenture, 6a, 1897t	*4534 7812 58	$ \begin{array}{r} 46 \\ 791_{4} \\ 60 \end{array} $	Tex.Cen1st.e.f.,78,1909 1st. 78, 1911	68 68	
Plain 48, 1921 C.R.I. & P06, cp., 1917.	1324	13234	Oal.Har. & S.Ant1et,6e 2d, 7s, 1905	$ 106 \\ 1034 \\ 001$	3	Registered, 5s, 1931 Trust Co, recelpts N. Y. Susq. & W.—1st, 6st Debenture, 9a, 15971 Midland of N.J.—1st, 6s N. Yac.—G. I. gr., 1st. co., 6s Registered, 6s, 1921 Gon., 2d, M. R.R. & I.g. s.t., gold, 6s, 1933. cp.or reg. N. O. Pac.—1st, 6s, g., 1920 Norf. & W.—Gon., 6s, 1931 New Blver—1st, 6s, 1932 Ohio& Miss.—Cona. s. fd, 7s, Consolidated, 7s, 1939 2d, consolidated, 7s, 1939	98 *111	113_{12}	Tol. Del. & BurlMain, 6s 1st, Dayt. Div6s,1910		
Ext. & Col., 56, 1934 Keok. & Des M1st. 55	, 110 1081	111 2 110	2d, 6s, 1931 Or'n BayW.&St.P1st,6s	79		Registered, 6s, 1921 Gen2d M.RR.& 1.g.s.f.	1113 ₁	$\frac{113}{112}$	Tol.&O.C1st.g.,58,1910. Tol.&O.C1st.g.,58,1935 Tol. P. & W1st. 78, 1917	$\frac{871}{*92}$	
 Cent. of N. J.—1st, 7s, '90 1st, cons.assent. 7s, 1899 Conv. assented 7s, 1995)*1114)*1064 2 1664		Gulf Col.& S.Fe76,1909 Gold, 68, 1923	115 831 1161	8334	gold,6s,1933.cp.or reg. N.O. Pac1st,6s,g.,1920f	914 6638	911_{2} 661_{2}	Trust Co. receipts Tex. & N. O1st, 76,1905	$^{92}_{*116}$	07
Adjustment, 7s, 1903 Conv. debent., 6s, 1908.	110	2 66	Hend.Bridge Co1st, 6s. H.& Tex C1st M.L.,7st	104	1031 ₂ 997 ₈	New River-1st,68,1931 Ohio& MissCons.s.fd.78.	$ \begin{array}{c} 100 \\ 96 \\ 122 \\ 122 \\ 12 1 1 1 1 1 $	102_{2} 123_{2} 123_{2}	Sabine Div1st,68,1912 Va. MidM. ine., 68,1927 Wab St. L.&PacGen68		97 67 52 83
Leh.&W.BCou.g'd.as Am.D'k&Imp5s,1921 Chie. Mil. & St. P	1074	$2 1073_4 88 $	1st, Western Div., 7st 1st, Wace & No., 7st 2d, consol., main line, 8s	*941 *96 81	2 96 	Consolidated 7s, 1898 2d, consolidated, 7s, 1911	$\begin{array}{c}122\\115\end{array}$	11512	11av. Div6s, 1910	*6212	83
Chio. Mil. & St. P lat, Sa, P. D., 1898 2d, 7 3-108, P. D., 1898 2d, 7 3-108, P. D., 1898. 1st, 76, 8 g, R. D., 1902. 1st, La C. Div., 76, 1897 1st, I. & M., 78, 1893 Consol. 78, 1903 Consol. 78, 1903 1st, S. W. Div., 45, 1909 1st, 56, LaC.& Dav. 1915. 1st, Sol. Mino. Div., 63, 1910	*123	. 135			5812		81	99	Iowa Div.—6e, 1921 Ind'polis Div.—6s, 1921. Detroit Div.—6s, 1921.	70	
1st, 7e, 5 g., R. D., 1902 1et, La C. Div., 7e, 1893 1st, I. & M., 7e, 1897.	129 119 *1221	2 123 12	General, 6s, 1921 Hous, E. & W. Tex.—1st,76 2d, 6s, 1913 111.Cen.—Spd. Div.—Cp. 6e	*119	120	1 18L MIN'I DIV. 58 1921		100	Cairo Div58, 1931	55	
1st, I. & D., 7s, 1899 1st, C. & M., 7s, 1903	*1231	2	Middle Div - Por 5v	$110 \\ 120$		Ohio So.—1st, 6s, 1921 Oreg'n& Cal.—1st, 6s, 1921 Or.& Transc'l—6s, '>2, 1922 Oregou Imp. Co.—1st, 6s.	92_{4} 95_{2}	$923_4 \\ 957_6$	Wabash-Mort., 78,1909 Tol.& W1st, ext., 78 1st, St. L. Div., 78, '893 Equip't bds., 78, '893 Consol.conv., 78, 1997 Gt. West'n-1st, 78, 1997 Q. & Tol1st, 78, 1899 U. on. & Xaples_1st 78	1021 ₂ *9914	103
let, 7a, I. & D. Ext., 1908 1at. S. W. Div., 6s, 1909	1293	$ \begin{array}{r} 4 131 \\ 2 129 \\ 1 16^{1} \\ 2 \end{array} $	C.St.L.&N.O.—Tep.I.,7s 1st, cousel., 7s, 1897 2d, 6s, 1907	1237 118 111		Orag'nRR.&Nav1st,6s. Debeature, 7a, 1887	111		Equip't bds., 7s, '83. Consol, conv., 7s, 1907	* *84 ¹ 2 109 ⁵ 4	25 86
1st, 5e, LaC.& Dav. 1919 1st, S. Miuo. Div., 6s, 1910		116	Dab & C C OJ Di- F.	***	115	Panama—S.1., sub.68, 1910 Peoria Dec. & Ev1st, 6s Evans. Div1st, 6s, 1920	102_{2}^{1}		Gt. West'n-1st, 78, 88 2d, 78, 1893 O & Tol1st, 78, 1890	0912 90	100
 181, 56, LLC. & PNV, 1911 181, S. Mino. Div., 63, 1910 181, H. & D., 76, 1910 Chic. & Pac. Div., 65, 1911 161, Chic. & P. W., 58, 1021 Min'l Pt. Div., 56, 1910 C & L. Sup. Div. 56, 1000 	124 1021	126 120 1023	Dub. & S. C2d DiV., /8 Ced. F. & Minn1st, 7s Ind. III. & W1st, prst., 7s 1st, 5-6e, 1909. Eastern Div6e, 1921. Indiana, D. & Str., 1st, 7a	921 *76	Janana	Peoria & Pek. U'n—1st,6s Pac.RR.—Cen. Pac.—Q.6a San Joaquin Br.—6s	*105	115	III & So To -let or 6s		
U-06 LI-1711 J-1714 1, 08, 1921	111100	102-4			93	Cal. & Oregon-1st, 6e Cal. & OrSer. B., 6s.	$*1023_4$ $*1023_2$		St. L. K. C. & N. – R. e. 78 Omaha Div. – 1st. 78. Char'da Br. – 68, 1919	*58	108 65
Wla. & Min. Dlv., 58, 1921 Terminal 58, 1914 Fargo & So. 58, Asau., 24		10:4	let, 7s, ex lund. coups Int.& Gt. No1st.6s,gold Coupen. 6s, 1969	1121 83	115	Land grant bonds, 6s	*1031		St.Chas.Bge1st.68 No. Missouri-1st. 78.	$\begin{array}{c} 92 \\ 115 \end{array}$	11642
Chie, & Narthwest -		. 139	KontikyCont M Co 1011			West. Pac.—Bonds, 6s No. R'way (Cal.)—1st, 6s So. Pac. of Cal.—1st, 6s. So. Pac. of Ariz.—1st, 6s	*5959		West. Un. Tel7s, 1990 7s, 1990, reg N.W. Telegraph7s, 1904 Mnt. Un. TelS. Id.6s, 1911	*121	
Coasol, bonds, 7s, 1915. Coupon, gold, 7s, 1902. Regist'd, gold, 7s, 1902. Sinking land, 6s, 1920.	*	133 ¹ 2 416 116	Stamped 4 p. e., 1911 Lake Shore & Mich. So Cleve & TolN. bds.,7s Cleve. P. & Ash7s	1013 1151	118	So. Pac.of N. Moxlet.6s	*98 11578			80	
Sink, 1000, 08, 1920, 105.	107	. 116	Buff. & Erie-New bds.7s Kal. & W. Pigcon-1st. Det. M. & T1st.7s,1906	121 *108		Union Pacific—1st, 6s. Land grants, 7s, '87-89 Sinking fund, 8s, '93. Reg., 8s, 1893	$^{*1051_{2}}_{1203_{4}}$		(Interest payable if earned. Atl. & PacInc., 1910 Central of N. J1908 Cbic. & F. IllIncome	2534	28
Sinking innu, 68, 1929 Sink, fund, 68, 1929, reg. Sink'g fd., deb., 58, 1933. 25 years deb., 56, 1909 Eccanaba & L.S.—let, 68. Des M. Multan	1034	10334	Det.M.&TIst,78,1906 Lake Shore-Div. bonds Consol., coup., 1st, 76.		130	Collateral Trust, 6s.	93 112	110	Cbic. & E. 111Income E.T.V.&GaInc.,68,1931	$\frac{23}{28^{1}2}$ 36	2318
Escanaba & L.S.—1st,6s Des M.& Min'ap.—1st,7c Iowa Mid.aud—1st, 8s Peniosula—1st, conv7c	*111 *124		Lake Shore-Dir, Donds Consol., coup., 1st, 7e. Consol., reg., 1st, 7e. Consol., reg., 2d, 7e. Consol., reg., 2d, 7e. Long Isl, RR.—Ist, 7s, '98 Lat consol 5: 1031	1261_{2} 1201_{2}	127	Do 5s, 1907 Kans. Pac.—1st, 6s, '95 1st, 6s, 1896 Denv.Div.6s.ass., '99	1121_4	$ 113 \\ 113 \\ 112 $	E.T. V. & GaInc., 68, 1931 Gr. Bay W. & St. P2d, inc. Ind. Bl. & WCon., inc., 68 Ind's Dec. & Spr'd-2d, inc.		231 ₈ 297 ₆ 38
		130	Consol., reg., 2d. 7e Long Isl. RR.—1st, 7s, '98 1st, consol., 5s, 1931	120 107	$\frac{122}{108}$ ¹ 22	lst, consol., 6e, 1919. C.Br.U.PF.e.,78,'95	*101 *103	10112	Trust Co, receipts	*20	25
Win. & St. P 1et, 78, 87 2d, 78, 1907. Mil. & Mad 1st, 68, 1903	7 1064 *122 5 *114	4 107	Louisv.& NashCons.,78 Cecilian Br'ch78,1907	1201_2 102	123	At. J. Co.& W1st, 6s Oreg. Short L1st, 6s	$ \begin{array}{c} 100 \\ 96 \\ 98^{1}_{2} \end{array} $	99	Lake E & WInc., 78, '99 Sand'ky DivInc., 1920 Laf.Bi.& MunInc., 76, '99	31	32 32 33 87 66 42 36 33 60
C.C.C. & Ind's-1st.7s a fd	11122	106^{1}_{2}	2d, 6s, 1930. E. H. & N1st, 6s, 1919	$ \begin{array}{r} 101 \\ 87 \\ 113 \end{array} $	$ \begin{array}{c} 102 \\ 83 \end{array} $	At J. Co.& W1st, 6s Oreg. Short L1st, 6s Ut. SoGea., 7s, 1909 Exten., 1st, 7s, 1909 Mo. Pac1st, cons., 6s. 3d, 7s, 1906	90 104	10412		31 77 64	87 66
Consol. 7s, 1914 Consol. sink. Id., 7s, 1914 Goueral consol., 6s, 1934 Chic. St. P. Min. & Om.—	*121 1001		С. 2. 1930 2d, 6e, 1930 E. H. & N.—1st, 6g, 1919 General, 6s, 1930 Реляасоla Div.—6e, 1920 St. I. Div.—1st, 6: 1920	104	106 97		~109 's	11834	Mob.& Olst.prf.,deben 2d, pref., debentures 3d, pref., debentures 4th, pref., debentures V V tokak W. Inc Go		36 33
Chic. St. P. Min. & Om Consol. 6s, 1930	118		St. L. Dlv1st, 6s, 1921 2d, 3s, 1980	*1063 *525 116		2d, 7a, 1891 St. L.&S. F2d, 6s, Cl. A 6s, Class C, 1906	$\frac{113}{104}$				
Consol. 6s, 1930. C.St. P.& M.—1st5s,1918 No. Wis —1st, 6s, 1930. St. P.& S.C.—1st, 6s, 1930. Child & F. Ul. —1st 6s, 1910.		. 125	Thust hands C= 1000		101	68. CHISS B. 1906			Ohio CMin'l DInc.,7s Ohio So2d, inc., 6s,1921 PeoriaD.& EvInc.,1920 Evausv.DivInc., 1920	*44 *44	42 45 45
Chio.&.E.III.—1st,s.f.cur. Consol., 1st, 6s, 1934 Chic.St.L.&P.—1st,con.5s Chio.&W.Ind.—1st, s.f., 6s Chio.&W.Ind.—1st, s.f., 6s	1171	$\frac{118}{2105}$	10-40, 68, 1924. Pens. &At1st.68, gold	997 87	88	1st, 6s, Pierce C. & O. Equipment, 7s, 1895 Gen. mort., 6s, 1931 So. Pac. of Mo -1st, 6s	106 96 ¹ 4	9712	Roch. & Pittsb. — Inc., 1921 Rome W. & Og. — Inc., 78. So Car. Ry. — Inc., 68, 1931 St. L. A. & T. H. — Div. bds.	*54 41	45
Chio.&W.1nd1st, s.f., 6s Gen'l mort., 6s, 1932	*1001	. 89	10-40, 68, 1924. Pens. & At1st. 68, gold L. Ette & W1st. 68, 1019 Sandusky Div68, 1019 Loff. Bl. & M1st. 68, 1019 Louisv. N. Alb. & C1st. 68, General mort., 68, 1014. Lou N.O. & Tox1st. 58	901 821	86	So. Fac. of Mo -1st.6s. Tex.& Pac1st.6s.1905 Consol., 6s, 1905t Income & Id. grreg.	*****				36 54 3 4
Oen'l mort., 6s, 1932 Chio. & St. L. – 1st. (is, 1912 Col. & Green. – 1st. (is, 1912 2d. 6s, 1926	103	2	Louisv.N. Alb. &C 1st, 68, 1919 Goueral mort., 68, 1914	91	$ \begin{array}{c} 93 \\ 100 \\ 1_2 \end{array} $	1 R10 G., 08, Aug. ch. on	4812	49	Col.C.& Ir.Co1st,con.6s Ft. W. & Denv. C1st, 6s Gal. H. & II.of 821st.5s	*8534	8812 897 ₀ 70
Col. II. Val.& Tol1st, 5s Dal. L. & W7s.conv. 299	*811	2 817 _e 120	Manhat Plah ('a 7a 1000	1 204	9076	Oen. mort. & tor. 6s Ponusylvania RR.—	$\frac{627_{6}}{56}$	07	1760 STRIND, CD 08, 19911	*64 78 106	10
Col. II. Val. & Tol 1st, 5s Dol. L. & W 7s, conv. '02 Mortgage, 7s, 1007 Syr Biby, & N.Y 1st, 7s	110	137	N.Y.&M.B'h-1st,78,190 Motpn. Elev1et,78,1908 24, 64, 1899	107	116 ¹ 2 107 ¹ 3	Pa.Co.'sguar.4 ¹ 28,1st,cp Pa.Co.'s 4 ¹ 28,reg., 1921. Pitts C.&St L -1st,c.,7s	1024	$\frac{102^{12}}{102^{16}}$	Jefferson-1st, 7s, 1889 Men.&C1st, Tenn, L., 7s N. J. So., int. guar.6s, 1899 Tev. & St. LGen, 1st.6s	*120	90 50
	_		icas Friday , those any late			1. 1. 1. 1. 181.0				-04	

* No prices Friday; these are latest quotations mule this week.

† Coupons off.

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NOVEMBER 28, 1885.]	THE CI	HRONICLE.	607			
New York Loo	eal Securities.	Quotations in Boston, Philadelphia and Baltimore.				
Bank Stock List,	Insurance Stock List. (Prices by E. S. Balley, 5's Pine St.)	SECURITIES. Bid.	Duff Distan & W. Class for			
COMPANIES. PRICE.	PRICE.	HOSTON. Atch. & Topoka-lat, 7a. Land graut, 7a Boston & Mano-7a Hoston & Albany-7a Boston & Lowell-7a	Buff, Pitts, & WUish, 84 Carn, & Amboy-Gs, 0, 29 108 Nort, 9a, 1880 Carto, & Ath-14t, 768, 98 201, 65, 1904			
Marked thus (*) are Par. Bid. Ask.	COMPANIES. Par. Bid. Ask American	Boston & Albany-7s Boston & Lowell-7s 6s	2d, 6s, 1904			
America* 100 107 170 America* 100 122 lg 125 Broadway 25 275 112 Batchors' & Drov's' 25 142 112	Amer. Exchange 100 97 108 Howery 25 180 135	Boaton & Luwell-7a. 6a. Boaton & Providence-7a. Burt. & MoLd. gr., 7a. Nabraaka, 4a., Exompt Nebraaka, 4a., Exompt Nebraaka, 4a. Notaka, 4a. Ocon. & Paasumpale-7a. Connotton Valley-0s. East'rn, Mass0a, now East'rn, Mass0a, now K. City Lawr, & So6a 10	All, 08, 1205 Cons, 6 p. 0. Cam, & Burl, Co68, 97. Catax / as land, Co68, 97. Catax / as land, Co68, 97. Chat, M., 108, 1888. New 78, rog. & coup. 120 Obly Connecty 68, op. 1940-04 119 Cor. Coward, Ant., dob, 68, Delwara, Car, gr. gr. do out.			
Contral	Brooklyn	Nobraska, 6s. Nob-ex pt 1054 Nobraska, 4s	Del & Round Rr - 1at 7a			
Chatham 25 158 Chomical 100 2700 Citizeus' 25 115 City 100 255 Opport 100 255 Commorce 100 158	Clinton	Kast'rn, Mass08, now 121 21 Fort Scott & Gulf-78	Del. & Hound Br 1st, 7s 132 % 23 East Pann 1st, 7s, 1888, 103			
Continental 100 107 110 Corn Exchange* 100 175	Empire City 100 75 80	K. City St. Jo. & C. B78 Little R. & Ft. S78, 1at K. City Sn'd & Main68 110	24 5a, perpetual			
East River. 25 100 Eleventh Ward* 25 Fifth	Exclusive 50 105 110 Farragut 50 105 110 Firemen's 17 85 90 Firemen's 10 25 36 Franklin & Emp. 100 40 60 German-American 100 218 225 German-American 100 128 225	Berip	TO IL CHACKED & CH THE BILL IN			
Fourth		N. Y. & N. England-78 123	Uen., 68 123 28 ¹ 4 Leht.V1st,6s,C,& it.,'98 123 13 ⁵ 4 2d, 7s, reg., 1010 139 02 Cons. 8s, C,& it., 1923 124			
Gallatin 50 180 Garfield 100 140 German Americau*. 75 104	Glabe	N. Mexico & So. Pac7s 123	N. O. Pac1st, 6s, 1020. 65			
Germania*	Hanovor	Old Colony-68 Pneblo & Ark. Val78 Itutiond-6a lat. 100	Debenture 6s, reg 109 ¹ s 23 Norfolk & WestGen.,6s 101 N. R. Div., 1st, 6s.1932 95 99			
at ville assasses assass of and	Kings C'nty (Bkn.). 20 210 220 Knickerbocker 40 83 90 Long Jal'd (B'klyn) 50 95 100	Aleninon de l'operation 101.	04 12 N. Y. Phil, & Nor 1st, 68 105 14 106 10c, 68, 1033			
Manhattan [*]	Mechanics' (Bklyn) 50 80 85	Boston & Albany	10% Oil Creek-1st, 8s, conp			
Mechanics' 25 150 Mechanics'& Trads' 25 110 Mercantile 100 119	Merchanta'		84 1. Cons., 6s, conp., 1905 120 23 2 Cons., 6s, reg., 1910 110 10 Pa, & N. Y. C. 7s, 1896. 123			
Merchants' 50 100 102 Metropolis* 100 25 29 ¹ / ₂	National 37 2 85 90 N. Y. Equitable 35 155 105 N. Y. Fire 100 65 70	Cheshire, preferred 04 Chio, & West Michigan. 53	100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 101 101 101 100 101 101 101 100 101 101 101 100 101 101 101 100 101 101 101 100 101 101 100 100 101 101 100 100 101 100 100 100 101 100 100 100 101 100 100 100 100 100 100 100 100 100 101 100 100 100 100 100 101 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 100 1			
Murray Hill* 100 Naesan*	Daoltio 25 165 170		184 Cons., 6s, 1920. 110 Cons., 5s, 1920. 110 Phila, Newt. & N.Ylat 255 Phill, & Rlat, 6s, 1910. 121			
New York County. 100 135 N. Y. Nst. Exch 100 102 Ninth 100 119 122	Peter Cooper 20 145 155 Penulo's 50 105 110	Cleveland & Canton 3 Det. Lansing & No., pref. 101 Fastern, Mass. 67	2d, 7s, conp., 1893 115 06 Cons., 7s, reg., 1911 122 67 ½ Cons., 7s, conp., 1911 123			
North River* 30 115 Oriental* 25 150	Rutger's 25 115 120 Standard 50 95 100	Flint & Pers Maranette, 173	20 Cons., 6s, g., 1.R.C.1911 1814 Imp., 6s, g., conp., 1897 496 90 Gen., 7s, conp., 1908 52 90 Gen., 7s, conp., 1908 80			
Pacific* 50 150 160 Park 100 153 People's* 25 140 Pbontx 20	Star 100 50 65 Sterling 100 60 57 Stuyvesant 25 100 106 United States 25 100 130 United States 25 120 126	Fort Scott & Gulf 80 Preferred	00 Gen., 7s, conp., 1908			
Toolnes* 50 Republic 100 117 St. Nicholas* 100 115 Seventh Ward 100 115	Westchester 10 120 125 Williamsburg City. 50 220 232	Kan, C. Springf. & Mem. 64 2	64 Cons. 5s, 2d ser.c., 1933 25 65 Conv. Adj. Scrip, '85-88 37 40 44 Debenture conp., 18934 15 23 Scrip, 1882			
Shoe & Leather 100		Maina Central	50 Conv., 7s, R. C., 1893 26 21 Conv., 7s, cp.off, Jan., '85 26 ³ 4 Phil.Wil.& Balt.—4s,tr.ct 100			
Tradesman's 100		Mass. Central, pref 418 Matrapolitan	Pitts. Cin. & St. L7s 1204 20 Pitts. Titus. & B7s, cp. \$40 shamokin V. & Potts7s			
United States 50 Wall Street		Nashna & Lowell	1234 Shen, Vallat, 7s, 1909 63 (den'i 6s, 1921			
	ad Stocks and Bonds.	Preferred Northern of N. Hampsh. 4				
[Gas Quotations by GEO. H. PRENT	iss & CO., Brokers, 49 Wall Street.]		Tor. & Pac.—lst, 63,1905 10534 27 Consol., 63, 1905 81 23 Union & Titusv.—lst, 78. 41			
	nt. Period a Date. Bid. Ask.	Rutland-Preferred Summit Branch	23 Suis, Fish, & W185, S5 102 197 62 Syr.Gen.& Corn185, 78. 95 97 762 Syr.Gen.& Corn185, 78. 1053			
Brooklyn Gas-Light 25 2,000 Citizens' Gas-L.(Bklyn) 20 1,200 Bonds 1,000 250	000 Var's 5 Nov. 2,'85 126 130 ,000 Var's 3 Jnly 1,'85 86 88 ,000 A. & O. 5 104 107 104 107	PHILADELPHIA.	25 Usn., 43, 2010, 1923 Warren & F1st, 78, '96 101'2 West Chester-Cons. 78., 112 4			
Consolidated Gas 100 35,430 Jersey City & Hoboken. 20 756 Metropolitan-Bonds 1,000 700	.000	Allegheny Valley. Ashtabnia & Pittsbnrg.	Unas, 78, 1899. Cons. 68, 1909. W.Jersey & Atllst, 68, C. [2108 12]			
Jørsey Ulty & HODSED. 20 Mctropolitan-Bonds 1,00 Mutusi (N. Y.) 100 Bonds	(000 Quar. 2½ Oct.10,'85 133 135 136 136 137 138 135 136 136 137 138 135 136 </td <td>Beil's Gap Buffalo N.Y. & Phil Preferred</td> <td></td>	Beil's Gap Buffalo N.Y. & Phil Preferred				
Scrip Vars 10 People's (Bklyn.) 10 1,000 Bonds 1,000 400 Bonds Var's 130	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	Destorred	CANAL BONDS. Ches. & Dellst, 6s, 1886 81 Lehigh Nav6s, reg., '84. 110 Mort. itR., reg., 1897 117			
Bonds	000 Qnar. 3 00t 20,85 161 165 000 A. & O. 3 1900 112 115 000 3 July 1, 85 97 100	2d preferred	50 2 Cons., 7s, reg., 1911 125 Pennsvlv.—6s, cp., 1910 87 90 Schnylk Nav.—1st.6s.rg. 100			
Municipal-Bonds 1,000 750 Faiton Municipal 100 3,000 Bonus	$\begin{array}{c c c c c c c c c c c c c c c c c c c $	Preferred	BALTIMORE. 223. RAILED STOCKS. Par			
Bonds	2000 A. & F. 6 1900 110 113 T. Broker, 145 Broadway.]	Tohimh Valler 5634	Atlanta & Charlotte			
Bl'cker St.& Fult.FStk 100 900 lst mort 1000 700	0,000 J. & J. 34 July 1, '85 27 (284, 000) J. & J. 7 July 1, '85 27 (284, 114)	Minehill & Sch. Haven Nesquehoning Valley	60 2d pref. Parkersburg Br50 5 ¹ 2			
1st mort. 1,000 700 Br'dwsy & 7th Av.—St'k. 100 2,100 1st mort. 1,000 1,500 2d mort. 1,000 500	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	Preferred. Northern Central. North Pennsylvania	Western Maryland			
Brooklyn City-Stock 10 2,000 1st mort 1,000 800 Bklyn. Crosstown-Stock 100 200	0,000 QF. 3 ¹ / ₂ Nov.,1885 214 218 0,000 J. & I. 5 Jan., 1902 108 112 0,000 A. & G. 4 Oct., 1885 168 175	Philadelphia & Erie 10734	10312 /taltimure & Ohlo 48 103			
1st mort. bonds 1,000 400 Bushw'kAv. (Bkln)—St'k 100 500 Central Crosstown—Stk. 100 600 Int mort 100 255	122,000 QF. 2 Nov.1885 165 112 000 QF. 2 Nov.1885 162 167 000 QJ. 12 Oct. 1, '85 162 167 1000 V. V. S. Nov. 1092114 113	Phila, & Reading Phila, & Reading Phila, Wilm, & Balt	1258 Charl. Col. & Ang1st			
1st mort. 1,000 256 Oent.Pk.N.& E. RivStk 100 1,800 Consol. mort. bonds 1,000 1,200 Obrist'ph'r&10th St—Stk 100 657	0,000 M. & N. 6 [Nov1922] 114 1143 0,000 QJ. 2 Oct. 1, '85 141 143 0,000 J. & D. 7 [Dec., 1902] 121 123 0,000 QF. 15 Nov., 1885 135 140 5	West dersoy	309 12 2d8 308 40 3d8 3d8 212 213			
Bonds	000 A. & O. 7 Oct., 1898 110 116	CANAL STOCKS. Lebigh Navigation	48 ¹ ₂ Columbiad Greenv1818 2ds. No. Central-4 ¹ 2 ⁸ , J. & J. 120 ¹ ₂			
		Schnylkill Nav. prel. KAILROAD BONDS. Allegh. Val7 3.10s, '33 Ta, E, ext., 1910 Tac, 7s, end., coup., '54 18 Antab. & Pittab1st, 5s Lat & For. 1908	Ta Sarias B			
42d & Or'nd St.F'ry-Stk 100 745 1st mort. 1,000 233 Honst.W.St.&P.F'y-Stk 100 250	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$		Union RRlst, gna.dd			
1st mort 500 500 Second AvStock 100 1,860 1st mort 1,000 400 Consol 1,000 1,050	0,000 J. & J. 7 1894 111 1134 2,000 J. & J. 5 July,1885 205 210 0,000 M. & N. 5 1910 109 1103 0,000 M. & N. 7 May, '88 105		Canton endorsed. Virginia & Tenn5s. 88. 20 W. Md6s, 1st. g. J. & J. 107			
Consol. 1,000 1,050 Sl H b AvStock. 100 1,500 Ist bure. 1,000 500 Third AvStock. 100 2,000	0.000 J , C J , S J , J ,	Ashtab. & Pittvb1st,6s 1st,6s, rev., 1908 Beival's Dol1st,6s,1002 117 b 3d, 6s, 1897 Bell's Gap-1st, 7s, 1893 1st, 6s, 1905 Consol, 6s, 1913 2d, 7s, 1908 Consol, 6s, 251 2d, 7s, 1008 Consol, 2d, 2d Consol, 2d 2d, 7s, 1008 Consol, 2d Consol,	2d, Fref., J. & J			
Tat mort. 1,000 500 Third Av.—Stock 1,000 2,00 Bonds. 1,000 2,00 Twenty-third St.—Stock 1,000 2,00 Twenty-third St.—Stock 1,000 2,00 1st mort. 1,000 25	1000 J. & J. 7 July, '00 110 115 0,000 QF. 4 Nov., '85 315 325 0,000 J. & J. 7 Jsa., '90 111 113 0,000 F. A. 4 Aug., '85 260 0,000 M.&N. 7 May. '93 112 114	1at. Tr. 6a. 1922	Will. & Weidon-58 107 103			
	m stocks, but data of maturity of bonds	* Ex-dividend. Per share.	\$ In defailt. § Last price this week.			

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THE CHRONICLE.

RAILROAD EARNINGS.

The latest railroad earnings and the totals from Jan. 1 to latest date are given below. The statement includes the gross e

New York City Banks.—The following statement shows the condition of the Associated Banks of New York City for the week ending November 21, 1885:

latest date are earnings of all								Avera	rge Amount	0 <i>f</i> -	
earnings of all						Banks,	Loans and	Specie.	Legal Tenders.	Net Deposits other	Circula
ROADS.		arnings R		Jan. 1 to I			Discounts.		Tenaers.	than U.S.	tion.
	Week or Mo		1884.	1885.	1884.	New York Manhattan Co	10,460,000 9,994,000	3,322,000	\$ 635,000 749,000	10,993,000	\$ 150,000
Ala. Gt. South'n	October	\$ 104,273	\$ 109,734	\$ 861,849	\$ 892,335	Mechanics'	8,596,500	2,312,000 1,462,600 2,073,000 2,350,900	1,235,800 684,000 600,900	$\begin{array}{r} 9,345,100\\ 8,675,000\\ 11,309,400\end{array}$	356,300
Ala. Gt. South'n Atch. T. & S. F "Sonora Balt. & Potomae Bost. 11. T. & W.	September September	1,385,585	1,513.046 16,897	11,038,536 222,302	11,852,819 161,877	America Phenix	11,952,000 3,000,000	2,350,900 490,000	600.900 249,000	11,309,400 2,779,000	245,000
Balt. & Potomae Bost. 11. T. & W.	October 3d wk Nov.	125,145 12,013	114,377 9,090	1,099,414 422,820	1,017,584 407,264	City Tradeemen's	9,921,400 2,384,600	$\begin{array}{r} 490,000\\ 6,840,900\\ 322,300\\ 1,445,600\\ 10,350,900\\ 726,500\end{array}$	$1,813,000 \\238,200 \\127,600 \\657,200 \\807,600 \\$	2,779,000 2,779,000 2,236,600 2,217,300 1,861,900 22,743,700 22,743,700	90,000
Bur.Ced.R.& No.	2d wk Nov.	76,945	63,343	2.663.785	2.358.436	Fulton Chemical Merchants' Exch.	9,904,000 8,506,500 8,947,000 11,952,000 9,921,400 2,384,600 069,000 18,197,900 3,215,000 5,630,600	1.445,600 10,359,900 726500	$ \begin{array}{r} 127,800 \\ 657,200 \\ 227,600 \end{array} $	22,743,700 3,129,500	050 900
Canadian Pacific Central Iowa		182,000 31,040	$144,000 \\ 34,971 \\ 222,112$	7,373,654 1,114,790 9,272,178 2,454,924 2,500,500	5,065,597 1,271,424	Gallatin National Butchers' & Drov Mechanics' & Tr	5,630,600 1,706,500 1,826,500	1,133,500	753,500	4.985.700	252,300 604,400 233,900
Chesap. & Ohio.	August September	1,358,122 309,097	303,103	9,272,178 2,454,924 500,500	1,271,424 10,302,410 2,683,433 557,241 960,429 7,619,757	Greenwich,	1,826,500	$\begin{array}{r} 726.500\\ 726.500\\ 1,133,500\\ 312,500\\ 101,100\\ 120,100\\ 120,100\end{array}$	$\begin{array}{c c} 135.500 \\ 202.100 \\ 183.400 \end{array}$	1.038,090	
Central lowa tCentral Paelfic. Chesap, & Ohio. Eliz,Lex,&B.S. Ches, O. & S. W. Chieago & Altom Chie, Burl. & Q Chie, & East, Ill.	September September	138,892	117,916	1,108,916	960,429	Leather Manuf'rs. Seventh Ward	$\begin{array}{c} 1.326,500\\ 990,000\\ 3.893,900\\ 1,207,400\\ 3.770,600\\ 13.848,000\\ 19.031,400\\ 6.441,300\\ 6.441,300\end{array}$	651,600 258,300	110.100	1,200,300	2,600 509,200 44,700
Chie, Burl. & Q Chie, & East, Ill.	September	2,640,035	2,707,110 36,529	19,050,141 1,464,161	7,648,757 18,505,825 1,379,688	State of N. Y Americ'n Exoh'ge. Commerce	13,848,000	$\begin{array}{r} 615,200\\ 6,578,000\\ 4,927,300\\ 1.258,100\\ \end{array}$	$\begin{array}{r} 475,600 \\ 1,606,000 \\ 1,531,400 \end{array}$	16,034,000 17,391,200	581,900
Chie, Mil, & St.P.	31 wk Nov.	635,000	549,042 486,000	21,313,959 21,640,851	20.605.591	Brosdway Mercantile	6.441,300 6,442,300	1.258.100 1.453.900		7 389 500	807,100 45,000
Ch.St.P.Min.&O. Chie, & W. Mich.	3d wk Nov. 1st wk Nov	147,500 28,067	$128,800 \\ 25,585$	5 100 022	5 100 502	Pacifio Republio Chatham	$ \begin{bmatrix} 6,442,300 \\ 2.903,600 \\ 0,230,600 \\ 4.101,200 \\ \end{bmatrix} $	1,453,900 751,600 1,141,100	$\begin{array}{c}187,400\\251.700\\312,700\end{array}$	3,080,500 5,845,600 4,480,300	423,000 45,000
Cin.Ind.St.L.&C. Cin. N. O. & T.P.	2d wk Nov. October	$\begin{array}{c} 2,940,035\\ 46,879\\ 635,000\\ 563,500\\ 147,500\\ 28,067\\ 47,939\\ 257,163\\ 32,900\\ 9,158\end{array}$	47,878 242,380 35,935	1,098,849 2,068,077 2,167,160 1,468,920 426,669	1,294,891 2,131,130 2,188,019 1,601,265 425,739 2,447,421 155,583	Peoples'. North America	1 LOUGDOD			-2.109.100	
Ciu.Wash.& Bali Clev.Akron&Col	2d wk Nov. 2d wk Nov.	32,900 8,458	$35.935 \\ 8,825 \\ 344,481$	1,468,920 426,669	1,601,265 425,739	Hanover frving. Citizens'	3.75 ± 100 8.817.400 3.030.000	540 500 2,506,200 530,800	490,200 429,700 268,600	1 3.000.000	180.000 300,000
Clev.Col.C.& Ind Danbury & Nor.	September	$\begin{array}{r} 8,458 \\ 321,228 \\ 24,478 \end{array}$	$ \begin{array}{r} 344,481 \\ 21,690 \\ 107,907 \end{array} $	$\begin{array}{c} 420,000\\ 2,252,925\\ 168.251\\ 5,476,328\\ 840,025\end{array}$	1 3.4.1 6.4.21	Citizens'	2,462,500 2,552,200 3,210,100	733.900	238 600	3,425,500	269,000
Chie, & East, III, Chie, Mi, & St. P., Chie, & Northw Ch.St. P. Min, & O. Chio, & W. Mieh, Cin, Ind.St. L.&C. Cin, No. & T. P. Ciu, Wash, & Bali Clev, Col. C. & Iad Danbury & Nor. Denv, & R. G. W. Des, Mo. & Ft.D. Det, Lans'g & No.	October	$\begin{array}{c c} 138,901 \\ 125,615 \\ 0.915 \end{array}$	= 91.300	5,476,328	158,583 4,992,007 661,925 307,715	Nassau Market St. Nicholas Shoe & Leather Corn Exchange	2,552,200 3,219,100 1,985,300 3,161,000	$\begin{array}{c} 768,200 \\ 282,500 \\ 714,000 \end{array}$	178,500	1 - 2.005,200 3.733.000	439,000
Theh & Gianar Clify	124 mile & 1317	90,000	$\begin{array}{c} 9,473 \\ 24,954 \\ 21,348 \end{array}$	326,200		Continental	4,974,500	708,600 645,100			103,500
E.Tenn. Va.&Ga.	October	411,380	419 980	769,616	803,815 3,236,639	Oriental Importere'& Trad.	1 1,780,100	271,000	416,000	1,965,709 24,525,100	988 500
E. Tenn. Va.&Ga. Evansv. & T. H. Fliat & P. Marq. Flor. R'way & N. Ft. Worth & Den.	2d wk Nov.		$\begin{array}{c c} 11,863\\ 14,863\\ 40,721\\ 18,978\end{array}$	$\begin{array}{c} 653,818\\ 653,818\\ 1,662,743\\ 795,242\\ 387,581\\ 1,903,358\end{array}$	656,844 1,998,651 808.014	Park North River East River	1,711,000	$ \begin{bmatrix} 708,600\\ 645,100\\ 271,000\\ 5,817,300\\ 5.840,300\\ 71,000\\ 282,500\\ 3,524,700\\ 2.081,000\\ 2.081,000\\ 3,524,700\\ 3,524,$	$\begin{array}{c} 416,000\\ 1,328,000\\ 1,484,100\\ 157,000\\ 104,600\\ 104,600\\ 104,600\\ 104,600\\ 104,000\\ 104,000\\ 100,000\\ 1$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	221,800
Ft.Worth & Dea. Gal.Har.&S. An.	Oetobor	$\begin{array}{r} 22,648\\ 43,793\\ 270,235\\ 303,413\end{array}$	39,867	387,581	401,611	Enarth National	1 17.876 900	3,524,700 2,084,000	1,149,700 651,000	10.358.000	1 180 1200
Gr B W & St. P.	Wk.Nov 14 Sentember	31 764	226,751 342,533 23,581	13,260,620	13,017,070	Central National Second National Ninth National	$\begin{array}{c} 9,228,000\\ 2,744,000\\ 5.234,900\\ 12,234,900\\ \end{array}$	$\begin{array}{c} 2.084.000\\ 641.000\\ 1.601.000\end{array}$	387,000	3,400,000 B 166 100	37,000
Gulf Col. & S. Fe. Hous, & Tex. C. III.Cent.(III.&So)	October August	290,011 240,469	211,061 193.878	1 923 161	1,424,891 1,425,185	First National Third National N. Y. Nat. Exch	18,933,600 4,736,900 1.295,000	4,482,500 1,404,200 303,400		0,450,900	437,400
Do (lowa)	2d wk Nov.	.1 39.000	$281,000 \\ 40.107$	9,232,557 1,414,568	$\begin{array}{c} 1,424,991\\ 1,425,185\\ 8,817,772\\ 1,486,848\\ 2,042,514\\ 2,076,180\\ 995,790\\ 677,154\\ 227,479\\ 355,174\\ 2,559,490\\ 431,381\\ 285,198\end{array}$	Bowery N. Y. County	2.136,600 2,172,400	303,400 507,000 353,100 474,500	$\begin{array}{c} 218,000\\ 303,400\\ 132,900\\ 191,100\\ 114,400\end{array}$	$\begin{array}{c} 1,256,200\\ 2,348,700\\ 2,329,900\\ 2,614,000\\ 2,614,000\\ \end{array}$	225,000 180,000
fInd. Bloom. & W. K.C.Ft.S. & Gulf.	2d wk Nov.	47,773	47,033 49,078	-2.196.089	$\begin{array}{ c c c c c c c c c c c c c c c c c c c$	Chase National			132,900 191,100	3,548,000	45,000
Kan. C. Sp. & M. Kentucky Cent'	2d.wk Nev. September	$ \begin{array}{c c} 28,760 \\ 89,204 \end{array} $	99.891	$\begin{array}{r} 1,310,706\\ 623,350\\ 211,614 \end{array}$	$\begin{array}{c c} 995,790 \\ 677,154 \end{array}$	Fifth Avenue German Exch'nge. Germania	1,979,000	680,800 897,300 270,000 377,200 1,063,000	114,400 400,000 277,900	2.737.800	2
L.Rk.M.Riv.&T. L.Rk.&Ft.Smith	S ptember	26,215 49,797	$ 26,419 \\ 48.271 $	$\begin{array}{r} 211,614 \\ 371,184 \\ 2,634,413 \end{array}$	$\begin{array}{c c} 227,479 \\ 355,174 \end{array}$	United States Lincoln	$\begin{array}{c} 3,026,000\\ 1,979,000\\ 1,943,200\\ 2,756,700\\ 2,204,700\\ 2,204,700\end{array}$	1,063,000	36.500 280,300	3.216.300 2.757.700	180,000 43,990 179,290
L.Rk.& Ft.Smith Long Island La, & Mo. River	August	50,144 52,350 47,420	41.157	2,634,413 358,993 277,919	2,559,490 431,381	Filth National	1,340,800 1,218,100		127,900	1,392,600 1,211,500	179,290 133,000
Loui v.& Nashv	. 3d wk Nov.	$\begin{array}{c} 52,350\\ 47,439\\ 267,400\\ 143,960\end{array}$	291,150	12,162,925	$\begin{array}{r} 431,381\\ 285,198\\ 12,010,332 \end{array}$	B'k of the Metrop Weet Side Seabeard	1,541,500 1,672,600 1,548,400	102,400 1,123,300 258,700 98,000	289,700 296,800	1 1.893.000	L DODDERSE
La, & Mo, River Loui jana West. Loui v.& Nashv Manhattan Elev Mar.flough.& O Mem. & Charles *Mexlean Cent'l *Mex.N.,all line Milwankee & N	2d wk Nov		8,103	779,505	786,996	Sixth National			73,100		
*Mexicau Cent'l *Mex.N.,all line	3d wk Nov	$\begin{array}{c} 13,631\\ 133,795\\ 78,200\\ 129,610\\ 129,610\\ 12,715\\ 31,390\\ 135,557\end{array}$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	3,125,114	2,595,619	Total					10,077,300
Milwaukee & No Mil.L.Sh.& West	e 3d wk Nov 3d wk Nov	12,713 31,390		497.868	464,880	The following	1				
MIDD. & SLLOID	sisentember	225.87		$\begin{array}{c c}1,240,299\\1,537,670\end{array}$	1,321,743	1885. Loans.		L. Tenders.		Circulation .	
Mobile & Ohio Morgan's La.&T Nash. Ch. & St.I	. October	.1 191.840	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$ \begin{array}{c} 2,433,391\\ 1,759,712 \end{array} $	12.086.605	\$ Nov. 7 340,958,900 " 14 340,369,100	93,844,900	26,709,800	$380,7\overline{6}8,400$ 380,234,200	9,992,400	775,415,616
						" 14 340,369,100 " 21 339,493,200					
N. Y. City & Nor S. Y. City & No S. Y. L. Erle & W N. Y. Pa, & O N. Y. & New Eng N. Y. Ont. & W. N. Y. Susq. & Wes Norfolk & West Northern Cent ¹ Northern Pacifi Ohlo & Miss.	september	[1,505,37] [-485.71]	71,732,739 546,523	$ \begin{array}{c} 11,345,059\\ 53,599,901 \end{array} $	$12,396,412 \\ 4,156,361$	Boston Bank				1	
N.Y. Ont. & W.	October	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	281,63 185,04	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	$ \begin{array}{c} 5 & 2,446,509 \\ 5 & 1,651,995 \end{array} $	1885. Loans.	\$	L. Tenders.	\$	Circulation .	8
Norfolk & West	2 wks Nov	105,08 120,31'	$ \begin{array}{c c} 99,059\\ 102,299\\ 102,299 \end{array} $	908,603 2,347,786	849,249 2,296,341	Nev. 7 154,575,300 14 155,283,600 21 155,822,100	9,014,700	5,063.000	117,963,700 117,772,900	21,473,000	91,173,896 87,165,520
Northern Pacifi Oblo & Miss	c 2d wk Nov	301,158	$ \begin{array}{c cccccccccccccccccccccccccccccccccc$	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	4,601,804 5 11,341,224						
Ohio Southern Oregon Imp. Co	October	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	46.31	377.07	$\begin{array}{c} 2,788,970 \\ 376,146 \\ 2,504,384 \end{array}$	Philadelphi are as follows:	a Danks	-1 10 tota	us of the	rmaderp	ma banks
Ohio & Miss Ohio Southern Oregon Imp. Co Oregon Short I Oreg. R. & N. Co Pennsylvania Peoria Dec. & D' Philit. & Frio	. September	r 184,17- 151,15	1 96.74	0 1.323.092	658.368	1885. L	oans. Law	ful Money.	Deposits.*	Circulation.	Agg. Clear'gs
Pennsylvania. Peoria Dec.&Ev	October	4,359,17	14,447,51		3 40,846,646 686,992	Nov 7 83.6	\$ 500 30	\$ 700	\$ 86,454.600	7.119.500	\$ 56,589,705
Phila, & Erio Phila, & Readin Do C. & Iro Richm'd & Dauy	September g September	r 338,77 r 2,800,38	5 352,26 8 2,876,45	52,361,629 1 21,093,19	2,661,706 23,161,923	Nov. 7 80,6 14	32,100 80. 78,000 29	,301,500	87,156,800 86,938,900	$\begin{array}{c} 7,419,500 \\ 7,413,823 \\ 7,420,500 \end{array}$	50,433,827 60,747,634
Do C. & Iro Richm'd & Dany	n Septembe 7. October	$r_{1,754,21}$	$\begin{array}{c}4 & 1,574,60\\ & 428,10\end{array}$	711,172,25 3,243,64	$\begin{array}{c} 12,010,951 \\ 3,134,660 \end{array}$	*including the in	tem "due to	other banks	9.07		
Richm'd & Dauy Ch. Col. & Aug Columbia & G	r. Septembe	r 80,15 r 63,40	$0 \ 64,27$ $0 \ 51,13$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$5 511,120 \\ 418,743$	Unlisted Se week past:	carries	-ronown	ig are lat	esi quotat	tons tor a
Georgia Pac. Va, Midland West, No,Car Roch, & Pittsh Rome Wat, & O St. Jo, & Gd, Is St L, Alton Y J	October	r 62,06	2 -167.59	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	2 390,146	Securities.	. Bi	a. Ask. []	Secur	ities.	Bid. Ask
Roch. & Pittshi Rome Wat, & O	g 3d wk Nov	45,84 v. 28,93 r 172,90 v. 18,35	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{c}0 & 3 \\ 3 \\ 3 \\ 1 \\ 0 \\ 3 \\ 1 \\ 0 \\ 3 \\ 5 \\ 7 \\ 1 \\ 0 \\ 5 \\ 7 \\ 7 \\ 7 \\ 7 \\ 7 \\ 7 \\ 7 \\ 7 \\ 7$	5 359,678 5 1,018,445	Atl. & PacC. D. Cent. Div., 1st,	, 1st, old 84 new 65		orth Riv. Co	ons100 p.c & N. Y. Pref.	21 22 20
			9 25.07	V 912,21	3	A countly land a					
Do Branches St. L. F. S. & V	2d wk Nor	v. 15,28	$ \begin{array}{c} 0 & 16,08 \\ 0 & 12,06 \end{array} $	4 - 645, 84	5 - 649.322	lst mort., gen.	UOD46x 119	¹ 2 01	llo CentH	Riv. Div., 1st cort Atlantic	$ \begin{array}{c} 11 \\ 25^{1}2 \\ 10^{3}4 \end{array} $
St. Paul& Duln	fh. Bri WK NO th Bri wk No	v. 121,91	7 23.02	9 3,875,77	5 4,177,381 8 1,165,647		st.—Stk. 6	1	let mort	Western	$ \begin{array}{c cccccccccccccccccccccccccccccccc$
St.P. Min. & Mar Seloto Valley. South Carolina	n. October. Septembe	998,85 r 51,99	81,014,86	2 5,938,69	8 6,615,318		ila 12 17	1234 1 1734 Po	let mort stal Telegi	aph-Stock.	1 18 19
BO.Pac.Compy		1	1					RI	lat mort., 60 illand RR.	aph-Stock.	4
Atlan. Systo Pacitio Syste Texas & N. O. Tex. & St. Lou	in August .	740,13 1,900,30	2 2,240,45	6		Chicago & Can. S	75 01st. 20		ISU MOLL.		22 254
Tex. & St. Lou Union Pueiffo	is 2d wk No	$\begin{array}{c c} & 98,49 \\ 08 & 49,29 \\ 08 & 49,29 \\ 08 & 2.518,19 \end{array}$	0 75,59 8 34,74	2 631,27 6 7 1 8 272 77	2 511,597	Commercial Tel C Denv. & Rio Gr	oPref 97 5s 45	99 481 ₂	settlement,	Set't.38, x 58. 69. and 1sl., 1st.	90
Union Pneifie. Vicksb'g & Me Vicksh.Sh.&Pa Wab. St. L. & 1	r. October.	47,99		3 347,22	$8 18,274,252 \\ 6 390,350 \\ 7 390,350 $	Denv. & Rio Gr Denv. & Rio Gr.W Edison Electric I Georgia PacSt	Light 100	58 1878 St	LACOMOS		5/41 0840
Wab. St. L. & I West Jersey. Wisconsin Cent	P. 4th wk O	et 420,11 r 125,12			$\begin{array}{c}7 & 182,150\\4 & 12,634,179\\6 & 1,060,810\end{array}$	2d mort.	ock 15 103 47	⁸ 106 Fe	xas & Pac	-Scrip 1884. &A Div.,1st.	33 404
Wiseousin Cent	tl 2d wk No	v. 30,3	55 29,2	1,268,79	$\begin{array}{c c} 0 & 1,060,916 \\ 0 & 1,227,196 \end{array}$	Henderson Bridg Keely Motor Movican Nation		1.6 7	Incomes	Texas	68 71
* Mexican eu † Embraces †	rrency.					lat mort	10	4 0 11	Prof	. com, stuck.	$\begin{array}{c c}10\\15\\\ldots\end{array}$
f Embraces t Contrai Pacific 1 Not includin 8 Not includin	17 Indianan	oile Doosty	n & Conton	data at tab		M.K.&TIncom N.Y. M. Un. Tel. N.Y. W. Sh. & B.	e ecrip. 54	78	Pref 241 mort	oridian	814 46
And branc		of Now Ye	ork Penusy	lvauia & Ol	doryear.	Receivere. cert		³ 4 102 V	l ncomes icks.Shrove	& PacInd	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$
						North. PaoDiv	bonds l	93.4°/W	est N. Car.	-Con. mort.	85

[VOL. XLI.

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NOVEMBER 28, 1885.]

Luvestment AND

Railvond Intelligence.

The INVESTORS' SUPPLEMENT contains a complete exhibit of the Funded Debt of States and Cilies and of the Slocks and Bonds of Railroads and other Companies. It is published on the last Saturday of every other month-viz., February, April, June, August, October and December, and is fur-nished without extra charge to all regular subscribers of the CHRONICLE. Extra copies are sold to subscribers of the CHRONICLE at 50 cents each, and to others than subscribers at \$1 per conv at \$1 per copy.

ANNUAL REPORTS.

New York Lake Erle & Western.

(For the year ending September 30, 1885.)

The annual meeting of stockholders was hold November 24th,

 Total.
 \$5,5e9,747

 From which deduct amount for interest on funded debt (exclusive of second consolidated mortgage bonds) rentals of leased lines and other charges.
 4,950,947

 \$638,900

omigrant rates

No change has taken place in the funded debt of the company since the last report, except that no interest upon the second consolidated mortgage bonds has been paid during the fiscal year and that amount has accumulated.

CAR TRUSTS.

"Under the original agreements governing the car trusts, there was due and payable, during the present fis-al year, on account of principal and interest, the sum of \$1,201,200. The company, however, proposed to the holders of the various car trust securities that, instead of making the payments of prin-cipal as provided, it would make none on that account for the year 1885, but would pay one per c-nt each for 1880 and 1887, two per cent each for 1888 and 1889, and thereafter not less

than five per cent annually, and a greater sum should the com-pany so elect: agreeing further to pay the interest regularly when due; with the proviso, however, that the rate on series 4 and G should be reduced from 6 to 5 per cent. This propo-sition having, up to the present time, been accepted by over 80 per cent of the holders, payments of interest have been regularly and promptly made thereunder to such assenting holders. During the present fiscal year, this company, having paid the final amount of principal and interest of series B, has acquired title to 2,999 freight cars covered by that trust, at a cost of \$1,187,815. The car equipment, which has not been kept up to the standard for several years past, has been put in proper condition, the sum of \$750,810 having been expended in repairs and renewals of freight cars, and passenger cars also well maintained at a cost of \$184,154."

CINCINNATI HAMILTON & DAYTON RR.

CINCINNATI HAMILTON & DAYTON RR. After reviewing fully the Cincinnati Hamilton & Dayton affair and the termination of the contract by the courts, President King remarks : "It would be a great mistake to suppose that the east-bound business which came to the Erle line at Dayton was contributed by the Cincinnati Hamilton & Dayton Company. It was nearly all traffic which the agents of your company secured at Cincinnati and other points in the West, and for which the Cincinnati Hamilton & Dayton Co. simply furnished train and track facilities, charging therefor much more than the character of the services justified. As tho result of this controversy, to which undue importance was publicly given by those who desired to Injure your com-pany, the Cleveland Columbus Cincinnati & Indianapolis Railway Co. came forward and offered much better terms for the service between Dayton and Cincinnati, and a contract has been made which will shortly be put into operation." CHICAGO & ATLANTIC RR.

CHICAGO & ATLANTIC RR.

"Large sums of money were advanced to the Chicago & "Large sums of money were advanced to the Chicago & Atlantic for purposes of construction, without compensating advantages to the Erie Company, as results so far have shown. Notwithstanding the assertion that the Chicago & Atlantic was practically an extension of the Erie system to the city of Chicago, and that the road was to be under the control of the Erie Company, this company is now and has been for nearly a year past without voice or influence in the management of that company or the conduct of its business. The relations of the two companies are now the subject of disagroement and litigation." litigation.

In regard to the great reduction in expenses made necessary by the circumstances of the year 1884-5, Mr. King remarks: "Sinecures were abolished, superfluous men removed, exorbitant salaries reduced, and a direct responsibility enforced, exorbitant salaries reduced, and a direct responsibility enforced, all of which, with the further exercise of the utmost economy at all points, resulted in the enormous reduction of \$2,010,561 in the operating expenses of the company, as compared with the previous year. Had this been accomplished at the expense of the physical condition of the property, it would have been false economy, but the track, the car equipment and locomotive power, are in better condition than at the beginning of the year." The following statistics are compiled for the CHRONICLE, (including the N. Y. Pa.& O. RR. from May 1, 1883, of which 68 per cent of gross earnings are included).

01	ERATIONS AN	ID FISCAL RE	SULTS.	
_Operations*-	1881-82.	1882-83.	1883-84.	1891-85.
Passengers carried	6,784,195	6,934,724	6,734,045	
Passenger mileage	225,130,883	247.147.117	235.105.058	*********
Rate 2 pass. 28 mile	1.947 ets.	1 969 cts.	2.189 cts.	
Freight (tons) moved	11.895.238	13,610,623	16,219,598	14.959.970
Freight (tons) mil'ge			2493388976	
Av.rate 2 ton 2 mile	0.749 cts.	0.730 cts.	0.635 cts.	********
_ Lurnings—	\$	\$	\$	\$
Larnings— Passenger.	4,384,510	4,632,229	4,675,872	3.936.793
Freight	14,642,128	17,213,621	15,773,004	13,813,249
Mail, expr's, rents, &c.	949,136	956,396	1,188,559	1,134,530
and the state of t	010,100	000,000	2,100,000	1,101,000
Total gross carn'gs	19,975,774	22,802,246	21,637,435	12021570
	10,010,114	42,0V2,240	41,007,200	18,934,572
Operating expense -	1 007 000	0 000 101	0 000 000	0.000.01#
Maintenance of way.	1,995,368	2,720,174	2,602,368	2,369,045
Maintenance of cars.	1,009,662	1,299,985	1,247,324	1,303,864
Motive power	3,639,506	4,441,908	4.749.570	4,158,186
Transp. expenses	5,832,979	6.421.979	7,059,155	5,961,475
General expenses	610,578	558,536	699.660	549.946
Concentration of the concentra	010,010	000,000	000,000	010.010
[Taka]	10.000.000	15 444 500	10 050 077	11015510
Total	13,088,093	15,444,593	16,358.077	14,347,516
Not earnings	6,887,681	7,357,663	5,279.358	4,597,056
P.e. op. exp.to carn's	63.20	64.78	89.52	69.70

* In all the figures for 1833-34 the N. Y. Pa. & Ohio statistics are included for the extire year, but in 1892-83 they were included for five months only, which accounts for the apparent increase in business in 183-3-34. The figures of tr-file do not include could and other supplies for the use of the two companies.

Oregon Railway & Navigation Company.

(For the year ending June 30, 1885.)

(For the year ending June 30, 1885.) Mr. Elijah Smith, the President, says in the report, just issued: "There is a large decrease from the earnings of the previous year, due not only to the continued depression in general business prevailing in all parts of the country, and which seriously impaired the earnings of all transportation companies, but also to special local causes which made the business prostration more severe in the section of the country from which this company derives its revenue." These causes, Mr. Smith says, were the cessation of railroad building, the lower price for wheat during the year than ever before known, and the carry-ing over of stocks from 1883 by merchants in general causing light shipments. The stock on hand has since been reduced to such an extent as to warrant large orders to replenish, but purchases are limited to small quantities, which "state of affairs will probably continue untit the coming crop has been

harvested and marketed, which will stimulate larger pur-chases and increase of business." * * * "A reduction of \$1 per ton in the rate on wheat was made September 1, 1884, on account of the low price the farmers were compelled to receive for that product. "The snow-storm of last winter, unequaled for twenty years in duration and severity, practically destroyed the busi-ness and earnings for two months, besides causing a great loss to the property and machinery of the company. The Manager estimates the loss of business, increased expenses, and damages to property caused by the snow blockade at not less than \$400,000. "The operating expenses have been reduced \$464,721, which would have made a better showing of net earnings but for the extraordinary expense of \$180,005, incurred in fighting the snow-storm. The expenses have also been increased by the default on the part of the Oregon & California Railroad Com-pany in the payment of its proportion of rental of the property of the Northern Pacific Terminal Company." * * * "It is however, gratifying to note that the results of the month of June, the last month of the fiscal year, indicate that the situation has changed for the better." * * * "An enormous crop of wheat tributary to the line already assured insures even a greater increase in the company's bus-iness for the coming year than is indicated by the returns for June, and the results of the next fiscal year must be very satiafactory as companed with any of the previous years of the road's history." * * *

assured insures even a greater instructs in the compary of the returns for June, and the results of the next fiscal year must be very satiafactory as compared with any of the previous years of the road's history." * * * "The railroad is in good condition. Nincteen miles of steel rails were laid during the year, leaving 124 miles to be laid to make the main line and Baker City Branch all steel rail, of which 24 miles must be laid at once." * * * "On December 1, 1884, the Baker City Branch was finished and connection made with the Oregon Short Line at Hunting-ton, making for our company a second through line from the Pacific Coast to the East; and while it will be the policy of the O. R. N. Co. to preserve a strictly neutral basis between the lines, with both of which it has traffic contracts, it must derive great benefits in the way of increased business from having two atrong and powerful lines working for and with it." The total number of passengers carried on the R. R. division during the year was 123,100; the total number carried one mile was 16,633,292; total tons of freight carried were 385,-916; total number carried one mile was 74,142,473. "The roparison the Columbia & Palouse road mentioned in last year's report were completed, and that line operated by this company. August 1, 1884. The Centreville branch, between Pendleton and Centreville, was also turned over to the operating department on the same day, and the construc-tion department was abolished. The only lines of road now contemplated—the work of which will be done by our operat-ing department was abolished. The only lines of road now contemplated—the work of which will be done by our operat-ing department was abolished. The only lines of road now contemplated—the work of which will be done by our operat-ing department was abolished. The only lines of road now contemplated—the work of which will be done by our of the columbia & Palouse Railroad to Moscow, work on which will be begun by August 18 and will the completed by October 1, 1885, 28

out floating debt." The claim against Henry Villard has not been paid, and it has not been possible to sell the property held as security at any price which it was thought wise to accept. Regarding the lease to the Northern and Union Pacific, the report says: "Many obstacles and legal difficulties have occurred in connection therewith, but it is hoped that a lease or traffic contract can be devised which will be safe for this company to adopt, and on terms that will be satisfactory to the stockholders."

Comparative statistics for four years, compiled for the CHRONICLE, have been as follows

Road operated, miles Earnings— Passenger Freight— Mail, express, &c	EARNINGS AN 1881-82. 487 \$ 1,084,568 3,675,175 188,237	ND EXPENSES 1882-83. 473 \$ 1,320,035 3,408,179 372,298	$\begin{array}{c} .\\ 18^\circ 3.84.\\ 399\\ \$\\ 1,533,307\\ 3,408,713\\ 424,886 \end{array}$	1884-85. 657 \$ 1,039,941 2,528,533 513,644
Total gross earn'gs Operat'g exp.& taxes	4,947,980 2,612,541	5.100,512 2.706,466	5,364.906 2,971,456	4,082,118 2,599,358
Net earnings	2,335,439	2,394,040	2,393,450	1,482,760

INCOME ACCOUNT.								
	1881-82.	1882-83.	1883 - 84	1884-85.				
Receipts-	\$	\$	*	1 400 = 20				
Net earnings	2,335,439	2,394,046	2,393,450	1,482,760				
Other receipts	180,725	95,167	301,444	138,903				
Total Income	2,516,164	2,489.213	2,694,894	1,621,663				
Disbursements-		- 18 199	0 = 1 = 00	101.000				
Rentals paid	112,760	145.429	354,180	124,087				
Interest on debt	444,743	444,270	440,160	529,165				
Divldends	1,296,000	1,584,000	1,800.000	1,080,000				
Rate of dividend	(8)	(9)	(71_2)	(4^{1}_{2})				
Mis. and. sink. fund	13,600	79,230	79,855	119,091				
Watal dishimanta	1.867.103	2,252,929	2,674,195	1,852,343				
Total disb'ments.								
Balance, surplus	649,061	*226,284	120,699	Def.230,680				
Balance, surplus	649,061	*226,284	120,699	Der.230,680				

* Adding bonds retired by slnking fund during the year makes surplus \$63,000 larger than here given. t Deducting \$93,000 for depreciation of steamers leaves a deficit for the year of \$70,300.

GENERAL BALANCE AT CLOSE OF EACH FISCAL YEAR.									
	1881-32.	1882-83.	1883-84.	1884-85.					
Assets-	\$	3	\$	\$					
Constr'n and equip	23,166,451	28,163,728	31,050,722	32,495,428					
Real estate	476,637	190,121	305,971	314,187					
Pow.R. & Pal. lands.			518,732	518,782					
St'k& b'ds, ow'd, cost	645,710	645,710	3,657,227	4,141,047					
Bills receivable	17,100	52,694	179,550	179,111					
Materials, fuel, &e	372,735	693.210	1,830,909	612,553					
Cash on hand	143,925	242,490	1,127,126	210,801					
Ins'nce& renewal f'd	151,816	215,865	1 104 020	1 000 001					
Other accounts	1,295,140	2,386,457	1,124,359	1,028,231					
Miscellaneous	14,978	17,976	22,547	76,297					
ers of the second	00.001.400	20.000.0=1	00.047 102	39.576.437					
Total assets	26,284,492	32.608,251	39,847,193	00,010,401					
Liabilities –	16,200,000	21,900,283	24.000.000	24,000,000					
Stock, common	1,200,000	1.200.000	1,200,000	1,200,000					
Scrip certificates Bonds (see SUPP'M'T)	5,851,000	5.788.000	10,719,000	10,690,000					
Accrue 1 interest	0,001,000	0,100,000	275,070	274,200					
Dividends			373,198	19,179					
Book & sup'nd ace'ts			359,959	305,352					
Bonds canceled			301,650	378,990					
Bills payable	181,444	397.287	454,127	909,560					
Ins'nce & renewal fd.	173.303	268,932							
Vouc's & pay-r'lls,&c	843.299	863,593	657,160	657,708					
Miscellaneous	26.000	26,000	47.738	33,670					
Profit and loss	1,809,446	2,263,856	1,460,292	1,107,778					
Total liabilities	26,284,492	32,608,251	39,847,193	39,576,437					

East Tennessee Virginia & Georgia.

(For the year ending June 30, 1885.)

(For the year ending June 30, 1885.) Mr. Henry Fink, the receiver, makes a report of the opera-tions for the fiscal year ending June 30, 1885. "The receiver'a liabilities on the 30th day of June, 1885, exceeded his resources by \$53,841. The liabilities do not include \$213,740, the interest due July 1st, 1885, on the com-pany's divisional bonds. The company's liabilities other than for matured interest on its bonded debt, as far as they have been ascertained and audited, amounted June 30, 1885, to \$118,792. These liabilities were incurred mainly for labor, materials and supplies necessary for the maintenance and oper-ation of the road. The Court has as yet issued no order authorizing the receiver to pay these claims against the com-pany."

taken since the filing of this bill." In the general balance sheet of June 30th, in addition to the regular items of stock and bonds, are the following: Car trust certificates, \$2,186,392; less interest not yet due, \$683,136; balance, \$1,503,256. Interest due July 1, 1885, unpaid, \$1,098,465. The following statistics for two years have been compiled for the CHRONICLE:

OPERATIONS AND FISCAL RESULTS.	
--------------------------------	--

	AF ALLO U LILUE	
Total miles operated Operations-	1883-84. 1,098	1884-85. 1,098
Passengers carried Passenger milcage Rate per passenger per mile	971,814 39,449,294	899,341 42,708,085
Freight (tons) moved Freight (tons) mileage		2·52 ets. 1,563,382 223,520,335
Average rate per ton per mile Earnings – Passeoger	* 1.37 ets. \$1.097,287	1·19 ets. \$1,079,891
Freight. Mail, express, &e	2,844,095 231,881	2,667,816 273,860
Total gross earnings Operating expenses—		\$4,021,567
Maintenance of way, &c Maintenance of cars Transportation expenses	\$554,046 178,194 811,999	\$615,515 177,923 869,941
Motive power	733,238 195,861	895,602 174,243
Total	\$2.473.338	\$2,733,224

NOVEMBER 28, 1885.

THE CHRONICLE.

Net earnings	1883-84.	1884-95. \$1,258.343
Per cent of opern. expenses to enroluge	59.26	67.16
INCOME ACCOL		
Receipts-	1983-81.	1494.95.
Net earnings. Dishursements-	\$1,692,925	\$1.284,311
Interest on debt	1,402,995	1,463,651
Interest on bills payable Taxes.	49,017	62,21.1 147,751
Totai	\$1,452,612	\$1,672,618
Batanco		def. 89%,275

Memphls & Charleston.

(For the year ending June 30, 1885.)

The report of Mr. Samuel Thomas, President, is limited to comments upon the operations of the year, and says nothing of the finances. He remarks: "Notwithstanding the great depression of the business interests of the country during the depression of the business interests of the country during the year 1881-85, the company's earnings show a decrease of only \$9,114, equal to about six-tenths per cent as compared with the gross earnings of the preceding year. The expenses show a large increase, mainly in maintenance of way and in conducting transportation. It was necessary to put a large number of cross-ties in the track to make up for deficiencies in preceding years when the company could not fully supply its wants. The increase in this item of expense was \$41,704. ** ** "The war of rates which broke out between the so-called Western lines last November continued until February, and it not only caused your company a considerable loss of revenue, but it also increased the expenses of conducting transportation because of the freight blockades induced by low rates and the unfavorable conditions under which the business had to be handled. Your company's revenue suffered a further decrease from the entirely unjustifiable war of rates that was made by the Louisville & Nashvillo Rallroad in connection with the Trunk Lines, upon the Virginia Tennessee & Georgia Air Line. This was commenced February 10, 1885, and continued until July 16, 1885."

OPERATIONS.	1983-84.	1894-85
Read operated June 30miles.		330
Passengers earried	379,063	360,912
Passengers carried one mlle	17,364,755	17,196,061
Freight (tons) carried	333,458	378,811
Freight (tons) carried one mile	51,920,335	68,202,228
EARNINGS AND EXP	ENSES.	
Earnings-	1883-84.	1884-85
Freight	\$844,011	\$946,834
Passengers	476,158	454,230
Express	19,495	17,663
United States mail	29,012	41,834
Miscellaneous	25,312	24,344
The sector	¢1 204 010	\$1,334,903
Total	\$1,554,010	\$1,054,900
Operating expenses-	mann 001	0077 700
Conducting transportation	\$299,691	\$377,738 247,690
Motive power.	224,689 72,966	71.182
Maintenance of cnrs	240,943	298,416
General expenses.	68,911	62,258
Taxes	46,906	59,358
Tetal	\$958,108	\$1,116,642

\$435,911 \$268.263 Net carnings.....

tion to the bonds and stock, viz.:

Coupons first and second mortgage bonds. Conpons first and second mortgage tonds extended. Conpons first and second mortgage Teun. Div. bonds Conpons consolidated mortgage bonds. Coupons second mortgage bonds.	\$94,153 142,765 93,100 323,050 197,540	
	\$350,608	
Less coupons purchased by New York office now in their hands, including July, 1885, coupons	845,535	

Coupons unpaid (including coupons due July 1, 1885	,	\$5,073
Bills payable		728,844
Pay-roll for June. 1885, and unpaid vouchers		64,596
Unpuid on pay-rolls previous to June, 1885		400
Due to rallroads.		9,046
Due to individuals, agents and corporations		3,122
New York ollice coupon account	317,000	
Less New York office general account	299,820-	17,179

Cheshire Railroad.

(For the year ending Sept. 30, 1885.)

The following statistics are from the reports to the Massa-chusetts State Commissioners :

GENERAL EXHIBIT.	
1885.	1884.
Total income	\$586.6 45
Total expense	403,909
	189.775
	57.666
Rentals	
Interest accrued	48,000
Dividends declared, 3 per cent	63,000
Surplus for the year 45,410	12,109
Balanco Sept. 30	20,180
ANALYSIS.	
Earnings passenger department	\$177.856
Earnings freight department	390,781
Total Iran portation earnings	568.637
Other income	18.017
Operating expenses	386.634
Taxes	19,274
TRAFFIC FIGURES.	
Passenger milenge 4.980,153	4.908,226
Passengers enried	161.373
Freight mille age	28.970,669
Tone of freight conded Ed. 200	
Tons of freight carried 501,320	523,583

GENERAL INVESTMENT NEWS.

GENERAL INVESTMENT NEWS. Baltimore & Ohio.—On November 22 it was announced in the newspapers that this company had made contracts with the Staten Island Right Transit Co. for the use of its railroad line, and its terminal facilities at New Brighton. By this arrangement they would procure an entrance into New York, by availing themselves of the extensive water front on Staten Island, owned by the Rapld Transit Railroad, which also pos-sesses valuable franchises from the City of New York of two ferries from the Battery, at the foot of the elevated rall-way system, to Staten Island. The distance between the Battery and this point, which is known as St. George, is less in time than fifteen minutes. The distance from St. George, the landing on Staten Island, to Elizabeth is about four miles. Here the Kill is said to be only 600 feet in width, across which a drawbridge is to be built to the Jersey shore. From this point to Bound Brook. Mr. Erastus Winan, who has been the most prominent figure in the Ripid Transit Com-pany, said to a *Trib* use representative : "The terms of the contract require an equal division of the earnings, the through traffic. The impending revolution in communication promises to make the local traffic very profitable, and the Staten Island people were reluctant to part with it—already in their posses-sion—unless they were assured of an equal return by a trunk-ine connection. Hence the guarantee that the freight and passenger traffic from Elizabeth shall yield as good a return as that direct from Staten Island. The Staten Island company issue two and one-half millions of bonds at 5 per cent to run forty years, the principal and interest of which are to be guar-anteed by the Baltimore & Ohio, and the proceeds to be ex-panded entirely for the completion of the railroad as orig-inally contemplated; for the completion of wharves and coal piers, the construction of new boats and all other things neces-sary for a first-class terminal railroad in the harbor of New Yor."

York," At a meeting of the Rapid Transit Company seven directors were elected in the interest of the Baltimore & Ohio Railroad: Thomas M. King and E. J. D. Cross, of Baltimore, and E. A. Leslie, Charles P. Craig, A. C. Rose, D. H. Bates, and C. H. Sedgwick, of New York. The six directors who retain their places are: J. Frank Simmons, A. B. Boardman, James M. Davis, H. Holton Wood, Ex Norton, and I. K. Martin. It is understood that the Baltimore & Ohio buys the control of the stock with a guarantee of the principal and interest of the stock with a guarantee of the principal and interest of the bonds of the Staten Island Company.

Boston & Albany.—A bill in equity has been filed in Boston in the Clerk's office of the Supreme Judicial Court by the Com-monwealth, against the Boston & Albany Railroad corporation. On April 1, 1882, the Commonwealth assigned to the corpora-tion the 24,115 shares owned by the State at the rate of \$160 a share, ior which the company returned \$400 in money and \$3,358,000 in 5 per cent bonds of the corporation, payable in twenty years. The bill says that on September 27, 1883, the corporation voted by its directors to distribute among its pri-vate shareholders 17,588 shares of the capital stock received from the Commonwealth. The plaintiff asks that the certifi-cates of stock of 17,588 shares shall be declared void, and that the corporation be enjoined from paying dividends on the stock so distributed. An order of notice has been issued.

Central of Iowa.—Within thirty days this road will com-plete its new iron bridge over the Mississippi River at Keiths-burg, connecting the Eastern and Illinois divisions of the rail-way. About the same time the connection to St. Paul will also be completed, and it is said that the new line from St. Paul to New York, via the Central Iowa, will be 104 miles longer than the shortest line now constructed between these points. But the detentions usual in passing through Chicago will be avoided, which will be an inducemen to ship freight by this route. route.

—At Mason City, Iowa, Judgo Ruddick has made a decision affecting the Central Iowa and the Burlington Cedar Rapids & affecting the Central lowa and the Burlington Cedar Rapids & Northern. The case was the application of the State of Iowa for a writ compelling the Central Iowa to operate its own road and run its own trains from Manly Junction to Northwood. It has been in htigation for some years. Judge Ruddicks' decision sustains the course pursued by the railroad commis-sion, declares void the lease to the Burlington Cedar Rapids & Northern, and commands the Central Iowa to operate its own track between the points mentioned.

Chicago & Atlantic.—It is reported that there is a move-ment among the bondholders to foreclose the first mortgage on this road, and that as soon as a sufficient number of signa-tures are secured proceedings will be begnn. The interest has been in default since November, 1884.—Railroad Gazette.

East Tennessee Virginia & Georgia.—The gross and net earnings by months are as follows :

	Gross Eq	rnings.	Net Ear	nings
	1981.	1885.	1884.	1885.
July	\$278.037	\$293,824	\$90,161	\$131,328
August	312,723	328,496	124,697	133,345
September		379,424	159,201	162,534
October		412,289	191,708	200,905
Total 4 months	\$1.371.451	\$1,419,033	\$563.767	\$628,112

Total, 4 months., \$1,371,451 \$1,419,033 \$563,767

611

Fort Worth & Denver City.—Earnings for October, and for the fiscal year, were as follows:

		er	-AOP. 1 00	000.01
	1895.	1884.	1884-85.	1883-84.
Gross earnings	\$43,793	\$39,867	\$419,538	\$477,486
Operating expenses	20,140	15,154	249,696	256,483
• <u>.</u>				
Net earnings	\$23,653	\$24,713	\$199,842	\$221,003
			T111 . CL	I. I. Margan

Illinois Central.—For the \$1,500,000 Illinois Central 4 per cent first mortgage gold bonds of 1951, bids were received from sixteen firms, all of which, with one exception, were above par. The bonds were awarded in block to Messrs. Vermilye & Co. The total amount bid for was \$14,500,000.

Lake Shore & Michigan Southern.—The report of earnings of the Lake Shore road for the third quarter and the first nine months of 1885 and 1884 is herewith given:

JULY Gross caraings Operating expenses	1 то SEPTEMBE 1885. . \$3,677,361 . 2,208,125	1884 \$3.711,269 2,221,916	Dec. \$63,903 13,791
Net earnings Interest, taxes and rentals	\$1,469,236 1,086,028	\$1,519,353 1,079,008	\$50,117 12,980
Surplus	\$383,203	\$420,345	\$37,137
JANUA	RY ⁻¹ TO SEPTEM 1885.	1881.	
Gross earnings	\$10,162,564	\$10,963,668	Dec. \$801,104

Operating expenses	6,593,906	6,452,572 Inc. 143,334
Net earnings	\$1,506,638	\$4,511,096 Dec. \$344,438
Interest, taxes and rentals	3,239,359	3,196,826 Inc. 62.533

Loulsville Evansville & St. Louis.—The Mercantile Trust Company of New York and Noble C. Butler, trustees for the holders of first and second mortgage bonds of this railroad, filed a bill in the Federal Court at Indianapolis, Nov. 16, asking a decree of foreclosure and order of sale. The bill recites that in June, 1881, the company issued 30,000 forty-year bonds for \$1,000 each, and in March, 1882, after the purchase of the Evansville Rockport & Eastern Railway, 1,000 more bonds for \$1,000 each were issued to raise means for construction and maintenance. It is claimed that these are first and second liens respectively on all the property of the company, as against the claims of Isaae T. Bnrr, Henry Reis and Robert A. Watts. Reis claims a \$900,000 mortgage on the Evansville Rockport & Eastern road, and Watts a mortgage on the whole line fo: \$300,000.

Memphis & Charleston.—The gross and net earnings for October and for four months from July 1 have been:

		clobcr.	-July 1 to	Oct. 31
	1985.	1884.	1885.	1884.
Gross earbings	\$133.795	\$126,245	\$118.630	\$456.763
Operating expenses		88,735	294.159	314.938
operating experieserre				
Mat compiners	010 202	007 510	@104.171	@1 11 77K

Herald, Nov. 20. —The American holders of over \$9,000,000 Mexican National Railway bonds have appointed, with Mr. Spencer Trask as Chairman, Messrs. Selah Chamberlain, Cleveland, O., George Burnham, of Baldwin Locomotive Works, Philadelphia, John De Ruyter, Henry Amy, Wm. E. Dodge Stokes, Charles J. Canda, and Simuel B. Parsons, all of New York, a committee to represent their interests in the reorganization, and also in the proposed completion of the unfinished gap in the line from Texas to the City of Mexico, and have issued a circular asking all bondholders to join them and to be represented by said committee. The Secretary is Mr. W. W. Nevin, 32 Nassau Street.

Mobile & Ohio.—The gross and net earnings for October and from July 1 to Oct. 31 have been:

	Oclul	bor	July 1 to	Ccl. 31	
	1885.	1884.	1985.	1884.	
Gross earnings	\$225.878	\$212,459	\$620,673	\$646.058	
Operating expenses	128,857	127,862	479,855	506,137	
Net carnings	\$97,021	\$84,597	\$140,818	\$139,921	

Net carnings...... \$97,021 \$34,597 \$140,813 \$139,921 New York Central & Hudson-New York West Shore & Buffalo,-At Syraeuse, N. Y., on Nov. 21, Judge Kennedy, of the Supreme Court, granted an injunction prohibiting the New York Central & Hudson River Railroad Company from guaranteeing \$50,000,000 of the new West Shore bonds. The plaintiffs in the suit are Elizabeth B. Gere, Marshall R. Dyer, Joseph Falker and August Falker. Altogether they represent 329 shares of New York Central stock, of which Elizabeth B. Gere holds 269 shares, Joseph Falker & Son 50 shares, and Mr. Dyer 10 shares. The complaint recites the terms of the Drexel-Morgan plan for the practical consolidation of the New York Central and West Shore roads, and asks that the operation of the plan be estopped in the interests of all the stockholders of the New York Central road. The plaintiffs allege that "the threatened action of such defendants." is beyond the authority conferred by the charter of the defendant corporation or the laws under which said company was organized. It is also urged that, as the New York Central and West Shore roads run on parallel and competing lines, they cannot, under the law, he merged or consolidated. Attention is called to the fact that the West Shore Company proposes to execute a lease of its property and franchises to the New York Central for 475 years. The plaintiffs maintain that such a lease would be illegal for the reason that the New York West Shore & Buffalo Company, is by the terms of its charter organized for the period of 100 years only. In granting the temporary injunction, Justice Kennedy ordered that the defendants show cause in Syraeuse on Nov. 28, at 10 A. M., why the injunction should not be continued.

New York Lake Erie & Western.—The negotiation for the funding of coupons on the second mortgage bonds and payment of the floating debt were mentioned in the CHRONICLE last week. The circular of Messrs. Drexel, Morgan & Co. will be found to-day in the advertising columns.

will be found to-day in the advertising contains. New York & New Eugland.—The final regular meeting of the directors of the New York & New England Railroad prior to the annual meeting of the stockholders was held this week in Boston. All the nineteen directors were present excepting Dr. Webb of New York. Inspectors of election were chosen and an auditor appointed to examine the receiver's accounts. A rough draft of the tenth annual report was read and accepted. A vote was passed authorizing the President to appear before the court and represent the company when the petition was entered to have the receiver discharged, and to assent to any disposition of the property that should be necessary in transferring the roa't to the stockholders. It was voted to hold a special meeting ôn Tuesday, D'c. 1. Nothing was said at the meeting as to the recent sale of the State's 2d mortgage bonds, and the rejection of . the bid of Messrs. Brewster, Cobb & Estabrook, representing Messrs. Field, Sage and others of N. Y., at 95½. In favor of the hid of F. L. Higginson at 90, with an agreement to take 23 per cent of the amount, \$1,842,000, in new preferred stock at par. Governor Robinson has stated, on this point, that he considered Messrs. Sage and Field as opposed to the best interests of the road; and that he and the council were of one mind that they ought not to accept their bid. " Had there been no other alternative, the bonds would have been kept unsold in the treasury."

the bonds would have been kept unsold in the treasury." New York West Shore & Bnffalo.—At Newburg, N. Y., Nov. 24, this property was sold in foreclosure. No bid for less than \$22,000,000 could be accepted, and of the purchase money \$750,000 was required to be paid on the day'of sale. Another condition of the sale was that it should be subject to the claim of the receivers for greater compensation than the \$40,000 allowed each of them, as the matter should finally be decided by the court. Mr. J. Pierpont Morgan bid \$22,000,000, the amount of the upset price, and no other bid being made the property was knocked down to him at that price. He announced that he had bought the road on behalf of J. Pierpont Morgan, Chauncey M. Depew and Ashbel Green. The \$750,000 required was paid by them to the referee in the shape of a certificate of deposit upon the Union Trust Company of New York.

Northern Central.—The earnings and expenses for October and from January 1, in 1884 and 1885, have been :

	,	100 x 04104 20	00,	- •	
Gross carnings Operating expenses.	Octo 1885. \$534,010 289,884	1884. \$519,794	-10 mos. end 1885. \$1,499,628 2,693,502	cd Oct. 31 1884. \$1,604.803 2,831,036	
Net carnings	\$244,126	\$240,785	\$1,806,125	\$1,770,766	
Northern Pacific.—The gross and net earnings thus far in the fiscal years 1884-85 and 1885-86, by months, are as follows:					
July August September October	Gross Eat 1885. 31,000,011 971,289 1,224,955 1,522,285			rnings. 1881. \$493,393 489,997 616,449 824,716	
Total 4 months 4	1 71 - 510	@1 759 111	#D 010 002	OD AEA SEK	

Total 4 months. \$4,718,540 \$4,753,111 \$2,616.825 \$2,454,555 Land sales for the same period in 1885, 166,126 acres; amount of sales, including town lots, \$662,567.

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Ontario & West Shore Terminal Company.—A majority of the lenders upon the bonds of the Ontario & West Shore terminal companies have entered into an agreement with Drexel, Morgan & Co. to surrender their bonds for West Shore cortificates, Most of the \$3,875,000 have been deposited. For each \$1,000 the lenders receive a \$500 certificate and 2 per cent in cash as interest for 6 months ending Dec. 31 next. The bonds had been used as collateral at 60. This tratsaction will practically consolidate the terminal property with the West Shore and release the Ontario & Western Company from its guarantee on the terminal bonds : but it will still retain the its guarantee on the terminal bonds; but it will still retain the use of the terminals.

use of the terminals.
Orrgou Railway & Navigation.—The company has sold another \$1,000,000 of bonds to Messrs. Chase & Higginson of New York, who bought the previous \$1,500,000. The price paid for the first lot was 95 and interest, less a commission. The price of the second lot was not a great deal below par net. The company will probably sell no more for the present. It has taken up the scrip due this month, and also has taken up, or is prepared to, the loan on debentures. The outstanding debeutures will all have matured by April, 1887, and will be paid with proceeds from the sale of consolidated 5s, or be converted into 5s. The order has been issued to huild the Farmington extension of the Palouse division from Colfax to Farmington, 25 miles, but nothing may be done upon it until spring. Navigation was fortunate in buying its next season's steel rails at \$31 per ton. They will be shipped around Cape Hors.—Boston Herald.

Pensacola & Atlantic.—The Pensacola & Atlantic Railroad Co. has just received from the State of Florida an additional 1,000,000 acres of land lying east and west in the latitude of Palatka. These lands are estimated to be worth \$250 per acre. It is expected that another 1,000,000 acres will be re-ceived soon, making a total land grant of 4,000,000 acres.— Dor, Jones & Co.

Penasylvania Rallroad.—The gross and net earnings in October, and for ten months, are specially compiled for the CHRONICLE in the tables below. In October, 1885, there was a decrease of \$88,373 in gross earnings and an increase of \$13,111 in net, and for the ten months a decrease of \$3,240,841 in gross and \$2,309,178 in net compared with 1884. On the lines west of Pittsburg the net returns show a decrease of \$35,892 in October, 1835, compared with October, 1884, and a decrease of \$677,287 for the ten months in 1885. LINES EAST OF PITTSBURG AND ERIE.

LINES EAST OF PITTSBURG AND ERIE.

	Gross Earnings		Nel Ear	nings.
	1885.	1834.	1885.	1894.
Jan. 1 to June 30.	\$21,319,593	\$23,333,249	\$6,519,859	\$3.112.242
July	3,685,105	3,989,085	1.160.049	1,391,116
August	3,956,306	4,617,891	1.619.012	2.151.507
September	4,276,623	4.458,971	1.892.051	1.987.395
October	4,359,174	4,447,547	1,938,813	1,925,702
				. ,

Total 10 mos... \$37,596,806 \$40,846,648 \$13,159,784 \$15,467,962 As to the lines west of Pittsburg and Erie, the monthly reports issued in 1884 and for the current year show the results below. The company's returns, however, state a loss for the ten months in the present year, compared with the year 1884, of \$676,297.

LINES WEST OF PITTSBORG & ERIE. Net Surplus over all Liabilities.

	1885.	1884.		
Jan.1 to June 30 Def. §		Def. \$724,490	Dec. \$161.518	
July Duf.		3,168	Dec. 130,805	
August Def		18.934	Dec. 192,623	
	100,601	52,815	Dec. 153.449	
October	92,395	131,487	Dec. 38,892	
				1.1

Total 10 mos...Def.\$1,195,323 Def. \$518,036 Dec. \$677,287 Scioto Valley.—In the suit against this company the motion of Mr. C. P. Huntington to have the case remanded to the Scioto County Court has been granted. This is a matter of practice and does not affect the merits of the case; an appeal from the order has been taken.

practice and does not affect the merits of the case; an appeal from the order has been taken.
Stock Exchange—New Scentflies.—The Governors of the Stock Exchange have admitted the following to dealings:
New York Lake Ertle & Westrern.—Second consol. 6s excoupon of June 1, 1886, in accordance with the scheme entrusted to Messrs. Drexel, Morgan & Co.
Morrotk & Westrern.—Adjustment mortgage bonds, dated Oct. 29, 1884, due Dec. 1, 1924, redeemable at 110 after 1894; interest 7 per cent., payable quarterly; \$1,500,000 in amount. Improvement and extension bonds, dated Dec., 1983, due Feb., 1934; interest 6 per cent; amount listed, \$1,605,000.
WABASH ST. LOUIS & PACIFC (Iowa Division).—Bonds secured by first mortgage on the Missouri Iowa & Nobraska Railroad Company, upon which default has been made since Sept. 1, 1884, or trust receipts representing the bonds deposited with the Metropolitan Trust Company under bondholders' agreement—both amounting to \$2,369,000, in lieu of what heretofore were called "Wabash, Iowa Division 6s." Bonds to the amount of \$1,186,000 had been deposited up to Nov. 13.
St. JossEpu & GRAND ISLAND RALEGAD COMPANY.—First sixes due July 1, 1925: interest guar. by Union Pacific Railroad, \$7,000,000; second mortgage income bonds, due July, 1925, is (if earned), \$1,680,000.
MABASH St. LOUIS & PACIFIC RAILWAY COMPANY.—Mercantile Trust Company's receipts to the amount of \$16,000,000.
MABASH St. LOUIS & PACIFIC RAILWAY COMPANY.—Mercantile Trust Company's receipts to the amount of \$16,000,000.
mac for general mortgage 6 per cent bonds.
mac for general mortgag

The Commercial Lines

COMMERCIAL EPITOME.

FRIDAY NIGHT, Nov. 27, 1885.

The intervention of a close holiday-Thanksgiving-and the termination of the season for autumn trade, leaves the current week without algnificant feature In respect to trade matters. The death of Thomas A. Hendricks, Vice-President of the United States, has caused deep regret, and expressions everywhere of respect for his eminent abilities, his public and private virtues. The event has also caused some little uneasiness arising from the fact that any untoward occurrence to Mr. Cloveland, the chief executive, would leave the Federal government without legal head-a state of sffairs which, however, will probably be speedily remedied on the meeting of Congress on the 7th of December.

Lard for future dellvery was quite buoyant early in the week. hut in the course of Wednesday and to-day there was a sharp decline, with speculative confidence greatly abated. The close this afternoon was at 6.42c. for Dec., 6.50c. for Jan., 6.59c. for Feb. and 6.69c. for Murch. Spot lard was dull and has materially declined, and closes at 6.25@6.30c. for prime clty, 6.40@6.421/c. for prime Western and 6.70c. for refined for the Continent. Pork closes easier at \$10@\$10 25 for mess, \$8@\$8 50 for extra prime and \$12@\$12 50 for clear. Cut meats have been generally dull, but at some further decline there was more doing in pickled bellies, closing at 51/8c., with pickled hams 8@81/2c. and shoulders 43/4@5c. Smoked hams quoted at 91/2@10c. and smoked shoulders 53/4c. Beef is steady at \$10 for extra mess per bbl. and \$17@\$20 for India mess per tce. Beef hams are firm at \$16 50 per bbl. Tallow is easier at 43/@47%c. Stearine is firm at 7c. Butter is steadier at 18@28c. for creamery. Cheese has favored buyers, but closes with a good inquiry at 6@91/2c. for State factory. The number of swine slaughtered at Western towns from Nov. 1 to Nov. 24 was 940,447, against 566,034 for the corresponding period last year. The following is a comparative summary of aggregate exports from October 26 to November 21 :

1884. 1885.	
Porklbs. 2,738,200 3,529,800 Inc	. 791,600
Baconlbs. 25,287,766 29,143,988 Inc	3,856,222
Lardlbs. 16.748,803 22,363,806 Inc	5,615,003
Rio coffee on the spot has ruled dull and nearly	nominal at
81/sc for fair cargoes, but the decline in options is	followed by
much speculative activity, and the close this aftern	
sellers at 6.50c. for December, 6.60c. for February	, 6.70c. for
April and 6.85c. for June. Mild coffees are very	
sugars have been only moderate, but prices are ra	
at 5 5-16@53%c. for fair refining, and crushed refine	
at 71%c. Molasses has remained quiet. Teas sho	w some dc-
pression for Japans, but fine Formosas are dearer.	

Kentucky tobacco has been fairly active, the sales for the week aggregating 600 hhds., of which 450 were for export. Prices are fully sustained at 6@8c. for lugs and 81/2@12c. for leaf. Seed leaf has also had a very fair sale, the transactions for the week aggregating 1,610 cases as follows: 400 cases 1884 crop, Wisconsin Havana, private terms; 260 cases 1884 crop, Pennsylvania Havana, 4@15c.; 150 cases 1884 crop, Pennsylvanla seed leaf, private terms: 300 cases 1883 crop, Pennsylvania seed leaf, 9@12; 200 cases 1881 crop, Pennsylvania

sylvania seed leaf, $9 \oplus 12$; 200 cases 1881 crop, Pennsylvania seed leaf, 7@12c.; 150 cases 1884 crop, New England Havana, 13@25c, and 150 cases sundries, $5 \oplus 30c.$; also, 400 bales Havana, $60 \oplus \$1$ 10, and 200 bales Sumatra, \$1 $30 \oplus \$1$ 60. There has been great speculation and wide fluctuations in prices for crude petroleum certificates. A decline of 10c. per bbl. on Monday caused a number of failures. The price fell below 90c. To-day a variable market closed easier at 93% 93%c., a decline of 11%c. from the close last Friday; crude in bbls, quoted at 7@7%c.; refined in bbls, at 8%c. and in cases 9% $\oplus 10\%$ c.; naphtha, 7% c. The speculation in spirits turpen-time has been dull at drooping values, and the close is at 37% c. with sellers at 37c. for December and 38c. for January. Ros-ins have remained dull at \$102% \oplus \$1 10 for common to good strained.

ins have remained dull at \$1 03%@\$1 10 for common to good strained. The speculation in pig iron certificates has materially di-minished, and the close is quiet at \$16 75@\$17 25, a material decline. Tin irregular; spot offered at 21c., futures 20%@ 20 65c., closing easy. Ten tons January and ten tons Feb-ruary sold at 20 65c. Tin plate neglected. Copper firm at 10 95@11%c. for Lake, 10@10%c. for Baltimore, 9:80@10c. for Orford. Lead strong at 4:80@4:45c. for domestic. Spelter easier at 4:35@4%c. for domestic. Grain shipments have been quite moderate; yet room is not plenty, and rates close steady. Petroleum charters have been brisk at 1s. 10%d.@2s. 1%d. for refined to leading British and German ports.

German ports.

COTTON.

FRIDAY, P. M., November 27, 1885. THE MOVEMENT OF THE CROP, as indicated by our telegrams from the South to-night, is given below. For the week ending this evening (Nov. 27), the total receipts have reached 259,925 bales, against 270,421 bales last week, 232,061 bales the previous week and 274,422 bales three weeks since; making the total receipts since the 1st of September, 1885, 2,425,282 bales, against 2,505,451 bales for the same period of 1884, showing s decrease since September 1, 1885, of 80,169 bales.

Receipts at-	Sal.	Mon.	Tues.	Wed.	Thurs.	Fri.	Totat.
Galveston	8,078	10,986	7,079	3,978	3,226	6,139	39,486
Indianoia, &o.							
New Orleaus	9,589	18,495	24,006	9,431	14,981	18,302	94,804
Mobile	3,738	2,310	915	636	272	1,49 5	9,366
Florida						2,902	2,902
Savannah	5,519	6,460	7,060	5,165	4,543	4,945	33,692
Brunew'k, &o.						750	730
Charleston	3,591	3,526	4,637	3,585	3,488	3,500	22,327
Pt. Royal, &o.	0,001	- ,				792	792
Wilmington	654	851	452	835	430	1,113	4,335
Moreh'd C., &o		001	102	0000		267	267
	4,619	8,079	4,775	5,385	5,981	4,402	33,241
Norfolk		0,010	3,110		0,001	13,649	
West Point, &c		0.01	126	608	258		
New York	28:	961				000	0,000
Boston						170	676
Baltimore						676	-
Philadelp'a, &o.	61	199	160	30		150	600
				00.020	00 170	50.000	OFO OOF

Totals this week 36,134 51,867 49,210 29,653 33,179 59,882 259,925 For comparison, we give the following table showing the week's total receipts, the total since Sept.1, 1885, and the stock to-night, and the same items for the corresponding periods of last year.

	18	385.	1	384.	Sto	ich.				
Receipts to Nov. 27.	This Week.	Since Sep. 1, 1885.	This Week.	Since Sep. 1, 1884.	1885.	1884.				
Galveston	39,486	395,052	22,599	296,819	91,261	59,133				
Ind'nola,&c		781	296	7,972		104				
New Orleans.	94,804	708,433	93,207	669,179	283,713	298,603				
Mobile	9,366	91,501	14,854	107,163	28,775	21.020				
Florida	2,902	20,049	6,728	28,585	2,514	6,217				
Savannah	33,692	449,973	39,345	469,750	103,077	144,436				
Br'sw'k, &o.	730	8,218	1,000	7,710		*****				
Charleston	22,327	294,985	30,496	345,258	91,605	100,752				
Pt.Royal,&c	792	3,536	1	1,218		1				
Wilmington	4,335	60,828	4,860	62,454	10,248	22,668				
M'headC.,&c	267	2,998	423	4,334						
Norfolk	33,241	242,822	43,900	292,244	53,884	81,028				
W.Point,&c.	13,649	121,545	21,279	162,604	249	11,247				
New York	3,038	12,710	486	7,577	153,136	123,051				
Boston		494	3,503	31,117	6,310	6.310				
Baltimore	676	4,730	248	993	20,584	24,092				
Philadel'a,&c	600	6,627	1,467	10,474	10,382	5,000				
		Concession in the second second								

In order that comparison may be made with other years, we give below the totals at leading ports for six seasons.

Receipts at-	1885.	1884.	1883.	1882.	1881.	1880.
Galveet'n, &o.	39,486	22,895	33,177	33,405	15,715	22,188
New Orleans.	94,804	93,207	64,756	74,354	64,517	41,501
Moblle	9,366	14,851	14,687	12,511	13,988	17,222
Bavannah	33,692	39,345	30,377	33,766	32,678	38,828
Charl'st'n, &c	23,119	30,497	17,615	30,032	26,180	33,179
Wilm'gt'n, &c	4,602	5,283	6,451	7,602	9,056	7,014
Norfolk, &c	46,890	65,179	44,916	48.989	39,233	41,203
All others	7,966	13,432	10,226	14,439	20,803	
Tot. this w'k.	259,925	284.692	040.105	0.57.000		
TOP OTTR W.H.	200,920	401,092	222,185	255,097	222,170	218,341

Bince Sept. 1. 2425.282 2505.451 2420.244 2442.337 2345.214 2538.057 Galveston includes Indianoia; Charleston includes Port Royal, &c.; Wilmington includes Morehead City, &c.; Norfolk includes West Point, &c.

The exports for the week ending this evening reach a total of 137,485 bales, of which 76,182 were to Great Britain, 5,577 to France and 55,726 to the rest of the Continent, while the stocks as made up this evening are now \$55,738 bales. Below are the exports for the week and since September 1, 1883.

Exports	Wee	k Endi Export		27.	From Sept. 1, 1885, to Nov. 27, 1885. Exported to-			
from-	Great Brit'n.	France	Conti- nent.	Total Week.	Great Britain.	France	Conti- nent.	7 1al.
Galveston	15,856		4,097	10,653	115,291	8.019	30,512	1 1.724
New Orleans	10,920	4,802	22,703	44,425	172,844	86,975	156,199	- 35,418
Mobile					4,037			4.037
Florida							4	
Savannah			18,505	16,605	59,274	6,200		204,933
Charleston *	5.814		6,818	12,162	46,716	15,101	88,748	
Wilmington	0,810			0,810	S1,470		10,414	
Norfolk†	15,520			15,520	77,058		12,750	
New York	10,279	775	5,934	16,982	191,651	12,873	01,201	205.725
Boston	2,659		180	2,708	28,850		537	27,393
Baltimore	2,330			2,330	30,930	185	4,050	35,165
Philadelp'a,&o					11,865		400	12,268
Total	76,182	5,577	53,726	137,485	707,996	129,652	454,270	1,321,918
Total 1884	78,478	27,253	42,824	148.553	832.023	127,666	435,507	1,592.996

Includes exports from Port Royal, &c.
 Includes exports from West Point, &c.

In addition to above exports, our telegrams to-night also give us the following amounts of cotton on shipboard, not cleared, at the ports named. We add similar figures for New York, which are prepared for our special use by Messrs. Carey, Yale & Lambert, 89 Broad Street.

	On	shipboa	erd, not c	teared-f	or	Leaving	
Nov. 27, AT-	Greal Britain.	France.	Other Foreign	Coast- wise.	Total.	Stock.	
New Orleans Mobile Charleston Savannah Galveston Norfolk New York Other ports	42,850 4,500 2,500 8,500 25,214 16,752 3,600 6,000	32,211 None. None. 2,489 None. 350 None.	27,379 None. 15,000 10,860 4.379 1,343 2,800 2,000	3,782 300 1,000 2,100 10,003 2,330 None. None.	$106,222 \\ 4,800 \\ 18,500 \\ 21,400 \\ 42,085 \\ 20,425 \\ 6,750 \\ 8,000$	$177.491 \\ 23,975 \\ 73,105 \\ 81,677 \\ 49,176 \\ 33,459 \\ 146,386 \\ 42,287 \\ 146,387 \\ 146,387 \\ 146,386 \\ 146,386 \\ 146,387 \\ 146,386 \\ 146,387 \\ 146,386 \\ $	
Total 1885.	109,916	35,050	63,701	19,515	228,182	627,556	
fotal 1884 Fotal 1883	161,713 113,391	37,617 48,887	102,052 25,144	19,772 10,436	$321,154 \\ 197.858$	582,508 759,640	

The speculation in cotton for future delivery at this market the past week has not been active, but prices for some days slowly gained strength. The advices from Liverpool and Manchester were more satisfactory, and the receipts at the ports have still failed to verify the great increase in the yield over last year which is currently estimated. The bull party has, therefore, shown increasing confidence, yet the speculation for the rise has been by no means strong nor active. It is apprehended that the large crop movement will keep throughout the winter months and exert a depressing influence, and both classes of operators act with much caution. To-day, under an easier market at Liverpool and the stocks at interior towns still accumulating, there was a decline of 4@5 points and a dull closing. Cotton on the spot has been more active, home spinners having operated in this market, prompted by its comparative cheapness and the fuller lines offering. The speculative transactions reported on Saturday last were made on Friday afternoon. To-day the market was quiet at 9 7-16c. for middling uplands.

The total sales for forward delivery for the week are 329,100bales. For immediate delivery the total sales foot up this week 5,515 bales, including - for export, 3,315 for consumption, 2,200 for speculation and — in transit. Of the above, — bales were to arrive. The following are the official quotations for each day of the past week.

-									
Nov. 21 to	U	LAND	98.	NEW	ORLE	AN8.	1	EXAS	
Nov. 27.	Sat.	Mon	Tues	Sat.	Mon	Tues	Sat.	Mon	Tues
Ordin'y. % b Strict Ord Good Ord Str. G'd Ord Low Midd'g Str.L'w Mid Middling Good Mid Str. G'd Mid Midd'g Fair Fair	619,16 74 83,16 858 9 94 97,16 91,316 10,16 10,16 10,16 11,16	714 8316 858 914 9716 91316 10116 10716	74 8316 858 9 94 9716	7716 838 81316 9316 9716 958 10 104 1058	7 7716 838 81316 9516 9716 958 10 104 1058 114	9 ³ 46 97 ₁₆ 9 ⁵ 8 10 10 ¹ 4 10 ⁵ 8	9 ³ 16 9716 958 10 10 ¹ 4 10 ⁵ 8	7 7716 838 81316 9316 9716 958 10 104 1058 114	7 7716 838 81316 9516 9716 958 10 104 1058 114a
	Wed	Th.		Wed	Th.		Wed		Fri.
Ordin'y. & b Striet Ord Good Ord Str. G'd Ord Low Midd'g Str. L'w Mid Middling Good Mid SIT. G'd Mid Midd'g Fair Fair	7 ¹ 4 8 ³ 16 8 ⁵ 8 9 9 ¹ 4 9 ⁷ 16 9 ¹³ 16 10 ¹ 16	Holiday	61316 714 8316 858 9 94 9716 91316 10116 10716 11116	$\begin{array}{c} 7716 \\ 838 \\ 81316 \\ 9316 \\ 9716 \\ 958 \end{array}$	Holiday	777168388131693169716958101041058114	7 7716 838 81316 9316 958 10 104 1058 114	Holiday	7 7716 838 81316 9516 9716 958 10 104 1058 114
STAINED.			Sat.	Mon	Tues	Wed	Th.	Fri.	
Good Ordinary				658 7516 818 876	6 ⁵ 8 7 ⁵ 16 8 ¹⁸ 8 ⁷ 6	658 7516 818 878	659 7516 818 876	Holl- day.	658 7516 818 878

MARKET AND SALES.

The total sales and future deliveries each day during the week are indicated in the following statement. For the convenience of the reader we also add a column which shows at a glance how the market closed on same days.

		SALES	SALES OF SPOT AND TRANSIT.					FUTURES.	
	BPOT MARKET CLOSED.	Ex- port.		Spec- ul't'n	Tran- sil.	Totat.	Sales.	Deliverics.	
8at	Easy			2,200		2,372			
	Duli. Duli	• • • •	289			289 221			
Wed.	Firm		1,460			1,410	120,700		
Fd.	Steady		673	****	lday.	673	53,200	200	
Total.			3,315	2,200		5,515	329,100	800	

The daily deliveries given above are actually delivered the day revious to that on which they are reported.

THE SALES AND PRICES OF FUTURES are shown by the follow ing comprehensive table. In the statement will be found the daily market, the prices of sales for each month each day, and the closing bids, in addition to the daily and total sales.

Sales since Sep.1,'55*	Totalsales this week. Average price, week.	Friday, Nov. 27 Sales, total. Prices paid (range) Closing	fhursday, Nov. 26- Sales, total Prices paid (range) Closing	Wedn'sd'y. Nov. 25- Sales, total Prices paid (range) Closing	Tneeday, Nov. 24- Sales, total Prices paid (range) Closing	Monday, Nov. 23 - cales, total Prices paid (range) Cloaing	Saturday, Nov. 21- Sales, lotal Prices paid (range) Closing.	_	Markel, Prices and
5,488,000	329,100	Lower. 33.200 9·39 @10·28 Dull.	~~~	Firmer. 120,700 9.41@10.34 Sleady.	Higher. 71,000 9.42310.17 Steady.	Firmer. 47,300 9.37@10.22 Dull.	Lower, 36,900 9-38 @10-25 Steady.	Range and Total Sales.	Market,
414,600	1,300 9-41	Aver 9.40 9.39 0 9.41 9.41 - 9.42		AVET 9.42 300 9.41 2 9.43 9.42 9.44	Aver 9.42 9.42 200 9.42 9.43	Aver	Aver	November.	
869,900	46,400	Aver 9.42 3,800 9.417 9.44 9.43- 9.44		Aver. 9.47 17,200 9.43 0 9.49 9.46 9.47	Aver. 9.43 8,400 9.41 @ 9.45 9.44 9.45	Aver 9.38 9.37 2.800 9.37 2.9040 9.39 9.40	Aver. 9.40 9.38 a 9.42 9.38 - 9.39	December.	
1,476,000	93,400 9-54	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	1 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	Aver9.60 36,700 9.57 @ 9.62 9.59 _ 9.60	Aver 9.55 18,800 9.53 @ 9.59 9.57 - 9.58	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	January.	
725,100	59,400 9.68	Aver 9.66 8,300 9.65 9.67 9.66		Aver 9.71 23,200 9.68 2 9.74 9.70 9.71	Aver . 9.67 16,000 9.63 2 9.71 9.69	Aver : 9.61 9.60 a 9.63 9.63 - 9.64	AVAT 9.63 4,300 9.61 0 9.66 9.61 - 9.62	kebruary.	DAILY PR
654,400	66,200 9-77	Aver 9-77 13,400 9-76@ 9-78 9-77	0 8 9 0 8 0 8 0 8 0 8 0 8 0 8 0 8 0 8 0	Aver . 9.82 23,000 9.79 2 9.84 9.82	Aver: 9.78 12,300 9.75@ 9.82 9.80— 9.81	Aver 9.72 8.900 9.71@ 9.74 9.74@ 9.75	Aver 9.75 8,600 9.72 0 9.77 9.72 - 9.73	March.	DAILY PRIOES AND SALES OF FUTURES FOR
348,900	25,100 9.89	Aver 9-89 9-88 0 9-91 9-89	Holiday	Aver 9.94 11,400 9.91 2 9.96 9.93 9.94	Aver. 9.90 9.867 9.93 9.92 9.93	Aver 9.83 9.83 0 9.85 9.85 9.86	Aver 9.87 9.84 0 9.88 9.83 9.84	April.	SALES OF
307,700	24,300 9-99	Aver10.00 9.93 a 10.0 9.99 a 10.0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Aver 10.05 5,700 10.02 a 10.05 10.04-10.05	Aver 10-00 6,200 9-98 2 10-04 10-03-10-04	Aver 9.95 3.900 9.96- 9.97	Aver 9.97 9.95 2 9.99 9.94 9.95	May.	FUTURES
165,200	8,100 10·10	Aver 10.11 1,200 10.10.210.11 10.10.2001011		Aver 10.10 1,700 10.14@10.17 10.15-10.16	Aver10.12 3,960 10.08@10.15 10.14-10.15	Aver 10.05 400 10.04 0 10.05 10.07-10.08	Aver 10.08 900 10.05 2010-10 10.05-10.06	1 2 1	
1 70,000	3,100 10 ⁻ 19	Aver 10.21 1,200 10.20 #10.21 10.19 #10.21		Aver 10.24 500 10.22 2 10.24 10.23 - 10.24	Aver10.17 300 10.17 2	-10-05 Aver10-13 400 300 20005 10-13 2 -10-05 10-13 2 10-16-10-17	Aver 10.19 - 800 10.14-10.15	July.	BACH MONTH.
24,300	1,800 10 ⁻ 22	Aver10.00 Aver10.11 Aver10.21 Aver10.28 Aver 9.95 4.800 10.10 11.200 10.21 10.27 010.28 9.99 -10.00 10.10-10.11 10.20 010.21 10.27 010.28		$ \begin{array}{c} \operatorname{Aver} \ldots 9\cdot42 \ \operatorname{Aver} \ldots 9\cdot47 \ \operatorname{Aver} \ldots 9\cdot60 \ \operatorname{Aver} \ldots 9\cdot71 \ \operatorname{Aver} \ldots 9\cdot92 \ \operatorname{Aver} \ldots 9\cdot94 \ \operatorname{Aver} \ldots 10\cdot05 \ \operatorname{Aver} \ldots 10\cdot04 \ \operatorname{Aver} \ldots 10\cdot24 \ \operatorname{Aver} \ldots $	$ \begin{array}{c} {}_{\rm AVer} \ldots 9.42 \\ {}_{\rm AVer} \ldots 9.43 \\ {}_{\rm AVer} \ldots 9.55 \\ {}_{\rm AVer} \ldots 9.67 \\ {}_{\rm Aver} \ldots 9.67 \\ {}_{\rm Aver} \ldots 9.78 \\ {}_{\rm Aver} \ldots 9.90 \\ {}_{\rm Aver} \ldots 9.90 \\ {}_{\rm Aver} \ldots 10.10 \\ {}_{\rm Aver} \ldots 10.12 \\ {}_{\rm Aver} \ldots 10.17 \\ {}_{\rm Aver} \ldots 9.10^{-1} \\ {}_{\rm Aver} \ldots 9.90 \\$	10.03 Aver10.22 Aver 400 10.05 10.132 - -10.08 10.16-10.17 10.24-10.25	$\begin{array}{c}10 \cdot 08 \\ 960 \\ - 210 \cdot 10 \\ - 10 \cdot 06 \\ 10 \cdot 14 \\ - 10 \cdot 15 \\ \end{array} \begin{array}{c} 10 \cdot 10 \\ 10 \cdot 25 \\ - 210 \cdot 13 \\ 10 \cdot 25 \\ - 210 \cdot 13 \\ 10 \cdot 25 \\ - 22 \\ - 10 \cdot 23 \\ \\ - \end{array} \begin{array}{c} \\ - \\ - \\ - \\ - \\ - \\ - \\ - \\ - \\ -$	August.	
		Δ ver		Aver	Aver	Aver	Aver	September.	
		Δver		Ανει	Aver	Aver	Ανει	October.	

* Includes sales in September, 1885, for September, 130,200; September-October, for October, 301,700.

IF We have included in the above table, and shall continue each week to give, the average price of futures each day for each month. It will be found under each day following the abbreviation "Aver." The average for each month for the week is also given at bottom of table. Transferable Orders-Saturday, 9:35c.; Monday, 9:40c.; Tuesday,

9.45c.; Wednesday, 9.50c.; Thursday, ----; Friday, 9.50c. The following exchanges have been made during the week:

*22 pd. to exch. 300 Jan. for Mch. | '11 pd. to exch. 100 May for June. *36 pd. to exch. 1,500 Dec.for Mch. | '51 pd. to exch. 300 Mch. for Ang. *14 pd. to exch. 1,100 Dec. for Jan. | '34 pd. to exch. 200 Jan. for April.

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THE VISIBLE SUPPLY OF COTTON to-night, as made up by cable and telegraph, is as follows. The Continental stocks, as well as those for Great Britain and the afloat, are this week's returns, and consequently all the European figures are brought down to Thursday evening. But to make the totals the complete figures for to-night (Nov. 27), we add the item of exports from the Helted States including in it the correcte of Eriday only.

the United States, includin	ig in it th	ie exporta	of Friday	y only.
	1885.	1884.	1883.	1892.
stock at Liverpool balcs.		430.000	407,000	505,000
Stock at London	14,000	48,000	45,000	73,500
Total Great Britsin stock .	433,000	478,000	512,000	590,500
stock at Hamburg	3,000	3,500	2,000	3,000
Stock at Breinen	31,900	33,000	51,000	25,000
Stock at Amsterdam	30,000 600	41,000 800	40,000	7,100 700
Stock at Rotterdam Stock at Antwerp	2,600	1.700	4.100	1,400
Stock al Havre	113,000	134.000	139,000	133.000
Stock at Marseilles	3,000	5,000	7,000	2.600
Stock at Barcelona	36,000	28,000	41,000	29,000
Stock al Genoa	8,000	8,000	7,000	8,400
Stock at Triesle	7,000	7,000	9,000	7,100
n	005 300	000 000	301,600	218,300
Fotal Continental stocks	235,100	282,000	201,000	210,000
Total European stocks	063,100	740,000	913,600	793.800
Indla cotton afloat for Europe.		40,000	78,000	87,000
Amer'n cott'n afloat for Enripe		578,000	461,000	523,000
Egypt, Brazil, &c., allt for E'r'pe	40,000	52,000	56,000	57,000
Stock in United States ports		903,662	937,493	785.035
Stock in U. S. interior towns	300,231	247,281	320,625	236,008
United States exports to-day	18,950	42,200	8.000	3,500
Total visible supply	2,420,019	2,603,143	2,700,723	2,492,343
Of the above, the totals of Ame	rican and c	ther descri	ptions are:	an follows
American-			-	
L'verpool stook balee	306,000	247,000	263,000	252,000
Contluental stocks	157,000	131,000	207,000	103,000
American alloat for Europe		578,000 903,662	461,000	523,000 783,035
United States stock United States Interior stocks	300,231	247,281	326,625	236,008
United States exports to-day	18,930	42.200	8.000	5,500
Outper prates experts to any				
Total American	2,149,919	2,149,143	2,225,123	1,904 543
East Indian. Brazil, &c				
Liverpool stock	109,000	183,000	202,000	233,000
London stock	18,000	48.000	43,000	75,500
Continental stocks	78,100	131,000	94,600	115,300
indla afleat for Europe	25,000 40,000	40,000 52,000	78,000	87,000 57,000
Egypt, Brazll, &c., afloat	-10,000			

Total visible supply2,420,019 2,603,143 2,700,723 2,492,343 Price Mid. Upl., Liverpool.... 54d. 5¹³18d. 6d. 6d. Price Mid. Upl., New York.... 97₁₈c. 107₁₆c. 109₁₆c. 107₁₆c.

The imports into Continental ports this week have been 53,000 bales. The above figures indicate a *decrease* in the cotton in sight to-night of 183,124 bales as compared with the same date of 1884, a *decrease* of 280,704 bales as compared with the corres-ponding date of 1883 and a *decrease* of 72,324 bales as compared with 1882.

AT THE INTERIOR TOWNS the movement—that is the receipts for the week and since Sept. 1, the shipments for the week, and the stocks to-night, and the same items for the corresponding period of 1884—is set out in detail in the following statement.

200					-
Total, all	Total, new towns	Newberry, S. C Raletgh, N. C Petersburg, Va Loutsville, Ky Lattle Rock, Ark Brenham, Texas. Houston, Texas.	Total, old towns.	TOWN8. Augusta, Ga Columbus, Ga Montgom'ry, Aia. Seima, Ala Memphis, Tean. Memphis, Trean. Memphis, Trean. Dallas, Texas. Presenter, Texas. Shreveport, Las. Shreveport, Jas. Ochumbus, Miss. Eufanla, Ga Atlanta, Ga Charlotte, N. C Charlotte, N. C St. Louis, Mo	
187,422	45,017	620 1,387 1,075 1,039 2,101 1,200 37,595	142,405	HN H W P.	Mozem
1.665,217	476,920	8,185 16,202 5,303 29,867 29,867 392,536	1,188,297	Receipls. Stace 4. Sept.1,'85. 5. Sept.1,'8	Movement to November 27.
156,278	39,756	$\begin{array}{r} & 620 \\ 1,032 \\ 1,077 \\ 2,897 \\ 2,341 \\ 1,500 \\ 32,897 \end{array}$	116,522	Shipm'ta Tha week: week: 2,356 0,255 2,555 2,555 2,555 1,537 1,571	ember 27.
340,405	40,174	2,974 2,974 2,874 2,875 2,875 2,878 2,878	300,231	Stack Nov. 27, 23,976 10,264 14,4959 14,4959 14,4959 14,4959 14,4959 14,4959 14,4959 14,4959 14,4959 14,4959 14,4959 14,4959 14,53563 14,53563 14,5365 14,5566 14,5566 14,5566 14,5566 14,5566 14,5566 14,5566 14,5566 14,5566 14,5566 14,55666 14,556666 14,5566666666666666666666666666666666666	1885.
163,879	30,904	989 1,195 1,195 1,195 2,643 1,643 1,643 1,643	132,975	Rec This veek. 9,265 4,7305 4,7305 4,7305 4,7305 8,1837 8,1837 8,1837 3,787 4,787 3,	Movement
1,405,429	342,692	9,901 21,088 9,648 4,647 23,068 16,302 258,040	1,062,737	Receiples Since 6 Since 6 Sept.1,'84. 5 Sept.1,'84. 10,352 39,213 30,213 85,1777 31,717 39,213 345,1717 113,642 51,717 113,642 51,717 113,642 51,717 113,645 51,717 113,552 344 213,075 357 16,352 37,470 16,352 37,470 14,723 31,512 26,726 441 21,526 442 115,186 442 115,186 443 21,7405 443 21,7405 443 21,7405 444 21,7405 443 124,4929 124,7284 124,929 124,7284 124,929	8
126,285	28,176	989 1,922 1,285 1,173 1,173 2,869 1,516 1,516 1,516	98,109	Shipm'ta This veek, 8,299 4,797 5,210 5,2204 5,2204 5,2204 5,2204 5,2204 5,239 1,5,237 2,843 2,245 3,307 5,2581 1,5,253 1,446 2,2581 1,1,002 2,5,841 1,5,2581 1,5,5,5581 1,5,5	November 28,
267,133	19.852	21 1,216 7036 2,401 4,123 1,522 9,806	247,281	Stock Nov. 28. 13.214 8.275 5.453 10.475 9.356 9.367 9	, 1884.
	-	- Laura Andrel	-	shows that the old interview starts ha	-

The above totals show that the old interior stocks have increased during the week 25 883 bales and are to-night 52,950

bales more than at the same period last year. The receipts at the same towns have been 9,430 hales more than the same week last year, and since September 1 the receipts at all the towns are 159,738 bales more than for the same time in 1884.

QUOTATIONS FOR MIDDLING COTTON AT OTHER MARKET In the table below we give the closing quotations of middling cotton at Southern and other principal cotton markets for each day of the past week.

Week ending	CLOSING QUOTATIONS FOR MIDDLING COTTON ON-													
Nov. 27.	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.								
Galveston New Orleans. Mobile Gavannah Charleston . Wilnuhgton Boston Baltimore Philadeiphia. Angusta Meuphis St. Louis. Cincinnati Louisville	91-1 91-1 915-18 815-14 878 9 9 9 9 9 9 9 9 9 9 9 9 9	916 81516 81516 878 9 9 9318 9318 9318 9349 9388 958 834 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	918 81518 81516 878 9 9318 9318 934 938 9358 9358 9358 9358 9358 9358 9358	9 ¹⁸ 9 8 ¹⁵ 18 8 ⁷ 8 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	Holiday	9 ³ 16 9 ¹⁵ 18 8 ⁷ 6 9 ¹⁶ 9 ¹⁴ 9 ¹⁴ 9 ¹⁴ 9 ¹⁴ 9 ⁵ 8 9 ⁵ 8								

RECEIPTS FROM THE PLANTATIONS.—The following table indicates the actual movement each week from the plan-tations. The figures do not include overland receipts nor further communition: they are simply a statement of the Southern consumption; they are simply a statement of the weekly movement from the plantations of that part of the crop which finally reaches the market through the outports. RECEIPTS FROM PLANTATIONS.

Wesk	Receip	ts at the	Ports.	St'k at 1	Interior	Towns.	Rec'pts from Plant'ns.					
Ending-	1883.	1884.	1885.	1883	1884.	1885.	1883.	1884.	1885.			
Øct. 23												
** S0								304,017				

The above statement shows—1. That the total receipts from the plantations since September 1, 1885, are 2,749,537 bales; in 1884 were 2,755,369 bales; in 1883 were 2,745,692 bales. 2.—That, although the receipts at the outports the past week were 259,925 bales, the actual movement from plantations was 291,069 bales, the balance going to increase the stocks at the interior towns. Last year the receipts from the plantations for the same week were 322,286 bales and for 1883 they were 237,001 bales. 237,001 bales.

AMOUNT OF COTTON IN SIGHT NOV. 27.—In the table below we give the receipts from plantations in another form, and add to them the net overland movement to Nov. 1, and also the takings by Southern spinners to the same date, so as to give substantially the amount of eotton now in sight.

	1885.	1884.	1883.	1832.
Receipts at the ports to Nov.27 Interior stocks on Nov. 27 in		2,505,451	2,420,284	2,442,337
excess of September 1	324,555	249,918	325,408	259,215
Tot. receipts from planta'ths Net overland to November 1	2,749,837 153,156			
Southern consumpt'n to Nov. 1				
Total in sight November 27.	2,962,993	2,903,613	2,931,531	2,854,409
Wanth our understant delide as de				

 November 27.....
 518,321
 418,737
 563,036
 500,391
 It will be seen by the above that the increase in amount in sight to-night, as compared with last year, is 59,350 bales, the increase as compared with 1883 is 31,442 bales and the increase over 1882 is 105,554 bales.

WEATHER REPORTS BY TELEGRAPH.-Our telegrams from

the South to-night indicate that the weather during the week has been very satisfactory for crop gathering. The temperature has, in general, been lower, with killing frosts reported over a very wide section.

Galveston, Texas.-It has rained on one day of the week. the rainfall reaching twenty-five hundredths of an inch. The thermometer has averaged 62, ranging from 48 to 79.

Indianola, Texas .- We have had one fine shower during the week, the rainfall reaching one inch and fifty-three hundredths. Picking is progressing finely. The thermometer has ranged from 50 to 82, averaging 64.

Palestine, Texas .- There have been light showers on two days of the week, the rainfall reaching sixteen hundredths of an inch. Picking makes good progress. Average thermometer 52, highest 70 and lowest 35.

New Orleans, Louisiana .- We have had no rain all the week. The thermometer has averaged 55.

Shreveport, Louisiana.-Telegram not received.

Columbus, Mississippi .- We have had no rain all the week. Average thermometer 45, highest 70 and lowest 21.

Leland, Mississippi .- The weather has been cold during the week, with three heavy frosts. The thermometer has averaged 47.2, the highest being 80 and the lowest 24,

Little Rock, Arkansas.-Telegram not received.

Helena, Arkansas.-We have had no rain all the week. The thermometer has ranged from 26 to 72, averaging 46.

Memphis, Tennessee.-It has sprinkled lightly on one day of the week, the rainfall being inappreciable. Picking and marketing conlinue to make good progress. The total receipts to date are the largest on record. Average ther mometer 40, highest 70 and lowest 30.

Nashville, Tennessee .- It has rained on three days of the week, the rainfall reaching six hundredths of an inch. The thermometer has averaged 44, the highest being 68 and the lowest 30.

Mobile, Alabama.-It has rained lightly on one day of the week, the rainfall reaching one hundredth of an inch. had killing frosts on Wednesday and Thursday mornings. The thermometer has averaged 50, ranging from 32 to 72.

Montgomery, Alabama.-We have had rain on one day of the week, the rainfall reaching eleven hundredths of an inch. Many planters are holding on to their crop for higher prices. The thermometer has averaged 48.6.

The thermometer has averaged 48%. Selma, Alabama.—It has rained lightly on one day of the week, the rainfall reaching three-hundredths of an inch. We have had three killing frosts. The thermometer has averaged 47, the highest being 68 and the lowest 30. Auburn, Alabama.—We have had rain on one day of the week, the rainfall reaching seventeen hundredths of an inch. There were severe killing frosts and ice on Tuesday and Thursday, and light frost on Saturday. Average thermome-ter 47.7, highest 69 and lowest 27. Madison, Florida.—Telegram not received. Macon, Georgia.—We have had no rain all the week. The weather has been fine for picking, and planters are taking advantage of it.

advantage of it.

Columbus, Georgia.—There has been no rain during the eek. The thermometer has ranged from 28 to 55, averaging week. 43.

43. Savannah, Georgia.—It has rained on one day, and the remainder of the week has been pleasant. The rainfall reached fourteen hundredths of an inch. Average thermom-ter 52, highest 72 and lowest 33.

Augusta, Georgia.-The weather has been clear and cold during the week, with only one light rain, the rainfall reach-ing twenty-three hundredths of an inch. Picking is approach-ing completion, and plauters are marketing their crop freely. The thermometer has averaged 47, the highest being 71 and the lowest 29.

Atlanta, Georgia.—It has rained on one day of the week, the rainfall reaching forty-five hundredths of an inch. First killing frost on Thursday. The thermometer has averaged 44, ranging from 29 to 62.

ranging from 29 to 62. Albany. Georgia.—It has rained on one day of the week, the rainfall reaching five hundredths of an inch. There has been killing frost and ice on one night. The thermometer has ranged from 27 to 71, averaging 54. Charleston, South Carolina.—It has rained on one day of the week, the rainfall reaching forty-five hundredths of an inch. Average thermometer 53, highest 72 and lowest 34. Stateburg, South Carolina.—We have had no rain all the week. Ice formed on Wednesday night. The thermometer has averaged 55-6, the highest being 66 and the lowest 81. Wilson, North Carolina.—There has been no rain all the week. Ice formed on two nights. About all the crop has now been secured, and about two-thirds has been marketed. The thermometer has averaged 46, ranging from 30 to 60. The following statement we have also received by telegraph, showing the height of the rivers at the points named at 3 o'clock November 26, 1885, and November 27, 1884.

	Nov. 2	26, '85.	Nov. 2	27, '84.
New Orleans*Above low-water mark. MemphisAbove low-water mark. NashvilleAbove low-water mark. BhreveportAbove low-water-mark. VicksburgAbove low-water-mark.	6 11 Miss 2	Inch. 0 8 ing. 7 3	Feet. 12 5 0 2 6	Inch. 9 3 7 8 0

* Now reported above low-water mark, instead of below high-water mark as prior to October 30, 1885.

INDIA COTTON MOVEMENT FROM ALL PORTS.—The receipts and shipments of cotton at Bombay have been as follows for the week and year, bringing the figures down to Nov. 26.

	DUMAAL	REOFILL'S	AND	SHIPMENTS	FOR	FOUR	YEARS.
-							
1.Sh	inments 1	his mool.	Shi	mmanta atu.	an Tra		Dee

	Shipme	ents this	week.	Shipm	ents sinc	Receipts.				
Year	Great Brit'n.		Total.	Great Britain	Conti- nent.	Total.	This Weck.	Since Jan. 1.		
1885 1884 1883 1882	1,000 4,000	2,000 1,000	3,000	508,000 164,000	788,000	693,000 1,1+3,000 1,252,000 1,411,000	9,000	1,667,000		

According to the foregoing, Bombay appears to show an *increase* compared with last year in the week's receipts of 5,000 bales, and a *decrease* in shipments of 2,000 bales, and the shipment since January 1 show a *decrease* of 470,000 bales. The movement at Calcutta Madras and other India ports for the ast reported week and since the 1st of January, for two years, has been as follows. "Other ports" cover Ceylon, Tuticorin, Kurrachee and Coconada,

	Shipme	nts for th	e week.	Shipments since January 1.							
	Great Britain.	Conti- nent.	Total.	Great Britain.	Continent.	Total.					
Calcutta- 1885 1884				50.000 82,500	18,000 42,700	77,000 125,200					
Madras- 1885 1884 All others-	1.000	1,000	2,000	14,030 56,000	1,000	15,000 56,000					
1885 1884	3,000 2,000	1,000 1,000	4,000 3,000	64,000 74,500	05,000 43,000	129,000 117,800					
Total all— 1885 1884	4,000 2,000	2,000	6,000 3,000	137,000 213,300	84,000 85,700	221,000 209,000					

The above totals for the week show that the movement from the ports other than Bombay is 3,000 bales *more* than same week last year. For the whole of India, therefore, the total shipments since January 1, 1885, and for the corresponding periods of the two previous years, are as follows:

EXPORTS TO EUROPE FROM ALL INDIA.

Shipments	18	85.	18	384.	1883.				
to all Europe from—	This week.	Since Jan. 1.	This week.	Since Jan. 1.	This week.	Since Jan. 1.			
Bombay All other ports.	1,000 8,000			1,163,000 299,000		1,252,000 274,000			
Total	7,000	014.000	6,000	1,462,000	9,500	1,526,000			

This last statement affords a very interesting comparison of the total movement for the three years at all India ports.

ALEXANDRIA RECEIPTS AND SHIPMENTS.—Through arrangements we have made with Messrs. Davies, Benachi & Co., of Liverpool and Alexandria, we now receive a weekly cable of the movements of cotton at Alexandria, Egypt. The following sro the receipts and shipments for the past week and for the orresponding week of the previous two years.

Auxandria, Eoypi, November 25.	18	85.	1883						
Receipts (cantars*)- This week Since Sept. 1		80,000 13,000		10,000	180,00				
	This week.	Since Sept. 1.	This week.	Since Sept. '.					
Exports (bales)- Fo Liverpool To Continent	13,000 5,000								
Total Europe	18,000	108,000	30,000	129,000	31,000	121,000			

* A cantar is 98 lbs.

This statement shows that the receipts for the week ending Nov. 25 were 180,000 cantars and the shipments to all Europe 18,000 bales.

MANCHESTER MARKET.—Our report received from Manchester to-night states that the market is firm. We give the price⁸ for to-day below, and leave previous weeks' prices for comparison.

		188	5.			1884.										
32s Oop Twist.		84 8hi	tbs ting	18.	Ontl'n Mid. Uptds	328			84 lb. Shirtin	s. gs.	Opti'n Mid, Up!ds					
d. d. d. Sep. 25 33167 359 Oct. 234 67811 " 9 34 6811 " 23 54 6811 " 23 54 6811 " 30 846 6811 " 30 846 6811 Nov. 6 36 6811 Nov. 6 36 6811 " 13 5116 6 556 " 27 346 6815	555555555555	d. 7 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	8. 777777777777777777777777777777777777	d. 122222192192192192192192192	5 ¹ 3 5 ¹ 3 5 ⁷ 18 5 ³ 8 5 ¹ 4 5 ³ 16 5 ¹ 8 5 ¹ 8 5 ³ 16	d. 87162 85162 85162 85162 85162 85162 85162 55162 55162 55162 55162 55162 55162	878 878 81316 81316 81316 81316 81316 9 9	5	d. e. 7 77 5 1926 5 1926 5 1926 5 1926 5 1926 6 1927 8 77 9 77 9 77	10Կց 10Կց 10Կց	d. 51316 533 51116 512 5716 5718 5758 5778 5778 5778 5778 5778 5778 5778 5778 5778 5778 5778 5778 5778 5778 5778 57					

EAST INDIA CROP PROSPECTS,—By cable from Bombay to-day we are advised that the crop is doing well and the prospects of a large supply continue very favorable.

EAST INDIA EXPORTS.—We have received from Messrs. Lyon & Co., Bombay, a detailed statement of the exports of cotton from East India ports for the first nine months of the year 1885, ending September 30, showing a total export to all foreign ports during that period of 921,868 bales.

JUTE BUTTS, BAGGING, &C.—No important movement has occurred in bagging for the past week. Trade has been of a steady character and goods are moving quite freely, and considerable stock is being worked off. No inquiry is reported for large parcels, the trade being confined to filling jobbing orders. Prices are steady, and sellers are quoting 9c, for $1\frac{1}{2}$ lbs., $9\frac{1}{2}$ c, for $13\frac{1}{4}$ lbs., $10\frac{1}{4}$ c, for 2 lbs. and 11c. for standard grades. Butts have been in rather more demand and some sales are repo ted, about 3,000 bales having found takers at full figures. Sellets are firm in their views and do not care to name less than 1 11-16@ $13\frac{1}{4}$ c, for paper grades and $2@2\frac{3}{8}$ c, for bagging qualities,

WEATHER RECORD FOR OCTOBER.—Below we give the rainfall and thermometer record for the month of October and previous months of this and the two preceding years. The figures are from the records of the Signal Service Bureau, except at points where they have no station, and at those points they are from records kept by our own agents.

Points they are from records kept by our own agents.												
Rainfall,		July.							and the owner of the			-
VIRGINIA.	1885.	1981.	1893.	1855.	1884.	1858.	1985.	1894.	1443.	1995,	11441.	1448.
Norfolk Rainfail.in	3.55	7.00	8.87	2.80	2.95	2.01	3.81	0.17	6.63	8-83	0.47	8-70
Days rain	13	15	10	10	10	0	4	2	9	10	4	16
N. CAR'NA Wilmingl'n- Rainfall,in	4.04	8.29	4.71	5.87	0.59	5.10	5.69	9.31	16.53		0-68	1.00
Dats rain Weldon	15	115	13	15	12	14	8	0	16		6	11
Rainfall,in	3*80 8	7.70	2.91	132	1.86	2.91 6	1.91	0.23	7-75 12	5.11	1.05	9.50 11
Days rain . Kitty Hawk- Itainfall,in	0.01	10.76	8.03	3.43	0.28	12.39	4.02	0.13	773	5 09	1.53	8-80
Days rain	0	17	16	11	12	10	8	8	9	11	4	10
Rainfail,in Days rain	0·31 10	7·90 11	5-23 10	4-01 10	2.08	2.00 10	3.42	8.57	4.00	6:64 10	1:51 -4	4-81 14
Itainfall,in	4·39 9		6.61	8:24		4.42	2.91	1:14	8.49	4.91	0.21	2.45
Days rain Fayelleville- Rainfall,In	6.70	12.00	15	5 3*20	7.25	7	8:56	4	12	7 5.25	0.00	9 8.91
Days rain 5. CAROL'A	0	14	7	5	8	8	5	3	13	6	0	10
Charleston- Rainfall,in	7.49	9.62	8.03	19.18	6.12	10.03	3.35	11.03	2.30	8.08	0.85	1.80
Days rain Pacalet *-	13	13	14	18	BI	11	14	6	12	8	6	0
Rainfail,in Days rain	1.55	3.60		2.09 12	1.01 0	1.68	2.95 8	0.99	2.96 10	7.50 16	0*06 1	3.41 8
Columbia- Rainfall,in	4.83			1.07			ł	4.33			0.76	2-70
Days rain. Stateburg-	8	1.80		6				9			8	7
Rainfail,in Days rain	5.02	1·70 10	1.88 10.	2·70 12	6-29 9	8·41 7	3·48 8	0.67	0.11	8·52 9	0.02 1	8-33 9
GEORGIA. Augusta.—	0.00					0.10		4.04		4.32	0.541	1.00
Rainfall,in Days rain	3.60	8·25 12	2·21 10	3·38 ,10	4·98	2.16 12	2.78 12	4·24 5	1.25 11	4·15 10	0.43	1.99
Atlanta.— Rainfall,in Days rain	4.02 18	2:12 9	1.04	0.91 8	2.06 12	2.58	6·51 12	0.09 3	0.6% 3		0'70 -1	
Savaanah Rainfall.la	7.89	3.68	4.26	14.38	8.41	9.28	12.00	4.55	2.55	7.87	2.20	1:41
Days rain Columbus	13	13	15	15	10	13	17	11	7	0	5	14
Rainfall.in Days rain	4.35	9-41 15	9·27 4	0.89	1.30	3·34 6	11·10 g	0.00	8.03 8	3·24 4	0.56 S	0.93
Rainfall.la	8.04	2.93	2.31	7:74	1.54	4.00	9.38	*3	6:90		0.25	0.85
Duys rain Rome	7	12	7	9	7	8	9		5		2	4
Rainfall,in Days rola	2.75 10	2.55 7	0.02	1.17	1.72	7.80	4·17 0	0.18	0.65 S	5·11 9	***	1-37
Forsyth.— Rainfall,in Days rain	4.04	2.84	2.44	5.88 10	4.19	5·94 10	8.67 13	1.60	1.20	4.10	0.10	2·16 5
FLORIDA.	1 11	1.4	0	10		10	10	~				Ŭ
Jacksonville- Rainfall,in	7.10	0.02	8.88 13	7.56	5·21 22	7.63	19.63	5.68 17	7.28	8.30	4·12 0	7:20 8
Days rain Cedar Keys Rainfall,in	9.17	16 6.02	2.09	10.00	8.11	17 9.97	0.78	5.63	8	4.88	0.19	0.73
Days ruin Archer-	10	16	10	18	17	10	18	5	7	10	3	10
Rainfall,ir. Daya rain	5.91 15	8.33 19	6·55 14	10·23 16	5·95 13	8.61 13	11.62 10	1.03 8		4.77	0-29	
Madison- Rainfall,in	6.60	4.70									0 78	
Duys rain Sanford—	12	13	••••			••••	10.59	3.83	••••		8 8.02	• • • •
Rainfall,in Days rain Tallahassec—	0.22	5.57 10		6·75 19	11-09 22	•••	10.73	3.83		7:49	12	
Rainfail,in Days rain.	6.65 16		••••	9.87 12	• • • • •		5.15		••••	1.35		
ALAHAMA.		••••				• • • •						
Montgom'y	7.54	2·80 11	0.87 8	3·03 16	8.05 11	2.05 16	4.83	0.59 2	0.22	2·38	1.87	2.06
Mobile Rainfall.in	3.81	4.96	3.31	8.07	1.29	5.88	9.95	1.78	0.00	1.10	5.36	0.84
Days rain Tuscaloosa+-	15	13	9	20	6	0	16	6	4	0	6	5
Rainfail,in Days rain	8.92 11	12.02 10	2·31 13	1.29	1.04 S	6·93 10	4·87 13	1·25 2	0.0S S	2·30 7	1·50 8	2·20 9
Selma- Rainfall,in	5.66	0.74	2.25	2.07	1.05	2.68	8.02	0.00	0.00	1.09	4.56	1*20 4
Days rain Auburn— Rainfall.in	9	12	6	10	4	7	11 4.77	0 0-21	0	5.08	0.22	3-01
Days rain	8-92 15	14		3'45 11	8	••••	11	2		7	4	3
LOUIS'ANA New Orleans-	0.18	4110	0.00	14.07	0.00	1110	10.63	0.10	0.52	0.26	5.60	3.43
Rainfall.in Days rain Shreveport.—	8·15 20	4·12 13	3·33 15	°4·25 18	0.87	4·12 11	13 [.] 53 17	3·12 12	3	8	10	7
Rainfall,in Days rain	4.89 12	0.00 8	0.22	0.92	1.60 8	0.72	8·70 15	2·10 8	1.20 3	4·32 9	0.54 B	0-97 8
Grd. Coteau- Raiofall,in	6.21	2.85	1.97	7.07	1.75	0.42	10.28	7.53	0.97	5.61	3.91	2.60
Days rain Pt. Pleasant-	8	0	0	10	3	U	12	3	3	3	2	10
Rainfall,ln Days rain	4.69			5:36 5			9.7S 13			1.22		
LibertyHill- Rainfail.in	4-41			2.79			7.80			1.80		
Days rain MISS15'P1.	8	••••	•••	5	****	•••	0			3		
Columbus Rainfall,in	4.32		1.63	3.50		5.63	0.96	0.75	0.16	2.16	0-58	3.98
Days rain Vicksburg Rainfall,in	8	10	e	2	ï	0	13	8	2	6 1.01	4	5
Davs rain	0.61 16	5.75 8	8.61 12	1.01 8	2·16 8	1·86 8	9.28 10	0.15 8	4	6	5	11
Brookharen- Rainfall,in	8.20	1.10	2.75	1.00	7.90	2·50 3	8·10 14	3.30	1.95	2·10 3	2-10	7.31
Days rain Greenville Ruin fall in	13 1*30	3 2.00	13	12	6 0-28		4.20	2-23		1.50	1.40	
Ruinfall,in Days rain Leland-	1.30	2'80	••••	3.10	5	••••	1	7	••••	2	1	
Rainfall,in Days rain	8.75			1.21			8·54 6					• • • • •
ARK'NSAS.												
Little Rock Rainfall.in	0.98	4·55 8	4.67	2·17	4·11 9	2.07	1-93	4.27	8.07	0.70	1·10 8	5.55 18
Days min Mount Ida- Itainfall.in	0.10	5.30	8.10	1.90	1.05	0.80	2.25	2.65	1.00	0.30	0.70	7-85
18 6 matra .	A	6)	5	8	2	71	4	9	<u>s</u>	Figure	S for	11 88
* Figures are for Milled	igevii	lo Fel	t Fi	, 1885 gures	prior	to Se	pt., 15	84, ar	e for	Green	e Spr	in gs
*#innppreciat	ole.											

618

THE CHRONICLE.

VOL. XLI.

618												Official.													
Rainfall.		Jul	1	11	Augu		11	Septem 5. 1884			Octob	er.	Thermomete		July . 1884		11	4 <i>ugus</i> . 1884	t. . 1883.		eptem.]1884.	ber. 1883.		Octobe 1884	er. . 1883.
Helena-		-	- 1883.	2.81		1883	4.0			1.03	•		ALABAMA Montgom'y	-										0.0.	
Rainfall,II Days rain. Fort Smith – Rainfall, in	. 11	10		5	8		0.0	9		9 2:31	1.3		Highest Lewest Average	98°0 63°1 80°1	65.6	80.5		62.2	85.0	55.0	58.0	53.6	79*4 40*0 60*9	40.0	43.3
Days rain. TENNES'E Nashville.—	8	8		10	0		5	7		7	3		11ighest Lewest Average	94.0 68.0 79.7	69.5	71.0	94·2 69·0 79·0	63.0	68.0				82°2 40°7 62°9		46.3
Rainfall, ic Days rain. Memphis.—	5·26 12	9 9·18 12	6 4·84 18	1*02 8	2.81	4·38 10	5.0 15		2-19 9	2.99	4	21	Tuscaloosa†- Highest Lowest		95.0	102.0	95.0 61.0	96.0	100.0	1	68.0	95.0	77.0 83.0	91.5	94.0
Rainfall,ie Days rain. Ashwood—		2.38	8 1.78 14	1.70	1.27	10	11	8	5	1.18	8	13	Average Selma- Highest	83·1	96.0	82.8 96.0	78·3	77·0	80·2	92.0	76-2	75·1	57.5	89.0	70°0 91°0
Rainfall, in Days rain Austin—	14	14	11	4	4	8	9	6	4.	7	2.40 4 2.71	14	Average Average	60-0 82-5	78.(64.0 80.0	70·0 80·0	70.0	78.0	68°0 79°0		50°0 75°0	45.0 64.0	{	69.2
Rainfall,in Days rain TEXAS.		3.93	9 3 · 35	0.97	9-29 4	3.55	3.3	5 1·51	1.65 3	3.19	4	9	Lowest Average	92-0 59-5 78-0	64.(91.0 62.6 77.5			88.0 56.0 74.0			78·8 87·5 60·9	94·0 35·0 69·3	41.5
Gaiveston.— Raiofall,in Days rain	2.20	1.16	1.38	1.74	1.77	1.09 10	26·01 13	7.64	3•22 9		7.37 11	6-78 16	LOUIS'NA. N. Orleans Highest	92-5	94.7	04.1	93.2	93.4	92.5	92.0			80.2	0.00	
Indianola.— Rainfall,in Days rain	2.0 8	0.33	0.61 10	0.67	1·28 12	0.32 8	10.36	9·60 15	9·86 12	0*73 8	7·94 10	2.46 1S	Average Shreveport Highest	99.7	85.3	74-5 83-5	69.6 80.4 100.7	82-3	83.3	65·8 77·1	80.8	79.4	48.9 65.7 83.4	49.0 74.4 92.7	49.8 75.4
Palestine- Rainfall.10 Days rain Fort Elliot-	*0-33 S	0.06 2	1.28 10	1.87 8	0.68	0·30 4	4.63	7	1-99 6	1·47 5	1·45 8	10	Lowest A verage Gr'd Cotenu-	60-2 82-7	71.5	714 83%	61.8 81.8	04.0	68 8	95·2 54·8 75·2	97.8 62.0 80.2	99 [•] 0 48 [•] 8 74 [•] 5	85.4 60.8	42·5 63·0	42.0
Rainfall,ia Days raia Cleburne—		1·29 9	2·87 5		5.60 13	6.20 12		0*84 5	4·97 9		5·45 10	5·32 15	Highest Lowest Average	93.6 69.0 82.7	67.7	92.0 65.0 82.8	90.6 66 0 82.0	06.1 07.0 81.3	02.0 73.0 83.3	89·2 62·2 77·3	93*0 62*7 81*3	90.0 72.0 78.8	80.3 41.7 65.7	89.4 45.7 72.5	00*0 38* 0 77*3
Rainfall,in Days rain Austin-	3	3		0.21 6	0.62		2.51	8	••••	0.47	2.01 10		Pt. Pleasant- 11lghest Lowest	96.0 67.0			96•0 68·0			90.2 59.0			81.5 40.5		
Rainfall,in Days rain * Observati	1.68 10 0AS te	0		1.60 5 ven da	5		8.07	1.75)	1.52	2.63 6		Liberty Hill- Highest	81.0 93.0			79 ^{.5} 94 ^{.0}	••••		72·3 87·0	•••	••••	60·4	••••	••••
Thermomet's	1885.]	July.		A	1884.			ptemb 1884.		1885.	tober 1884.		Average. 870 88'9 78'5 06'7										••••	••••	
VIRGINIA. Norfolk													Highest	98°0 60°0	62.0	107.0	100.0	56.0	101·0 60 0	90·0 46·0	55.0		78.0 32.0		••••
Ilighest Lowest Average	98·8 59·4 80·5	95·8 64·4 77·4		91·3 60·2 77·9	92°4 04°0 76°0	94·5 61·6 76·2	80°9 51*4 70*0	58.9	85.0 55.3 70.5	81.0 42.8 60.4	89.0 39.2 04.6	47.1	Average Vicksburg Highest Lowest	81.0 98.7 61.4	81.0 98.7 70.2	84.0 96.5 67.6	80°0 97°2 61°8	77.0 97.5 62.5	84.0 96.0 65.0	72.0 92.0 53.0	80.0 93.0 05.5	75.0 95.2 54.3	59.0 81.8 38.4	93·7 39·2	93.4 43.6
N. CAR'LA. Wilmington- Ilighest	91.0	94.0		93.2	90.0	96.5	89.0		90.1		92.5	90.0	Average Brookhaven- Highest	80·8	82-0 96-0	81·8	79 ⁻⁸ 94 ⁻⁰	79-2	80.3	73.9	78.5	75.0	61·2	69·3 92·0	71·3
Average Weldon	62-2 80-7	67.0 79.7 97.0	68.5 81.5	60.0 79.7 98.0	63·8 76·9	62.0 78.2 96.0	51.6 73.1 93.0	57·7 75·2 95·0	50°0 72°1	78.0	40.7 68.5 95.0	48.0 66.0 88.0	Average Greenville-	60.0 78.0	1	60.0 78.0	05°0 73°0	60°0 77°0	70.0 82.0	59.0 73.0	64·0 70·0	59°0 80°0	38-0 59-0	42.0 70.0	45.0 76.0
Highest Lowest Average Kitty Hawk-	62.0 80.5	64·0 78·8		58.0 77.5	92.0 62.0 75.4	54.0 75.5	44.0 71.1	52°0 74°7	86.0 52.0 69.0	87.0 57.7	33.0 63.7	45'0 61'0	Highest Lowest Average Leland—	96.0 67.6 82.0	09.0 72.0 83.0		94.0 64.0 79.0	99:0 03:0 85:5	•••	87.0 57.0 75.0	97.0 74.0 82.9		80.0 46.0 63.5	88°0 55°0 73°2	
Highest Lowest Average	97·7 60·4 80·3	96-7 61-5 77-0	99.5 64.0 79.4	94·7 62·7 77·8	92·7 68·0 75·t	90°5 63°9 75°6	91·2 52·4 70·7	85·3 61·7 75·1	87.5 59-0 71.6	83·8 45·4 62·0	80°0 42°1 66°8	88.0 49.9 63.8	Highest Lowest Average	04.0 66.0 81.0			95.0 60.0 79.5			90°0 50°0 73°1					••••
Oharlotte- Highest Lowest		93·4 60·8	97.5 64.5	03·5 72·0	91·5 55·0	94°0 60°2	89·1 47·6	91·0 49·4	91·8 51·0	73.8	91·9 80·0	85.0 46.0	ARKANS'3 Little Rock - Highest	96.0	9.9.0	94.0	08.0	99.0	94.0	90.0	99.0	03.0	84.0	85.0	90.0
Average Wilson- Highest Lewest	78·2 90·0 58·0	77.2	80·5 98·0 64·5	76.9 98.0 55.0	75.0	76·9 94·0 63·3	60*9 90*0 48*0	72.8 92.0 55.0	68·5 89·0 58·5	57·2 80·0 40·0	66.4 91.0 30.0	61.0 85.0 45.0	Lowest Average Mount Ida	67·0 83·0	68.0 82.0	65°0 80°0	62·0 80·0	60.0 76.0	61·0 77·0	52·0 74·0	60.0 76.0	50°0 70°0	36.0 58.0	37·0 63·0	44·0 67·0
Average Fayetteville Ilighest	83·9 93·0	93.0	80°0 95°0	80°5 95°0	92.0	76·9 95·0	73·3	76.6 87.0	70-8	60·9 76·0	85·9 94·0	82.4 85.0	Highest Lewest Average	95.0 57.0 77.7	100°0 60°0 81°0	99°0 56°6 80°5	95.0 50.0 73.3	103·0 52·0 75·6	90.0 50.0 74.5	90.6 40.0 71.5	05·0 52·0 75·3	94·0 32·0] 77·8	86.0 28.0 59.5	80.0 32.0 63.0	00 :0 33 :0 68:0
Lowest Average 8. CAROL'A	02-0 85-1	66-0 81-1	68.0 •82.6	58.0 77.8	66•0 75•8	01.0 79.4	52.0 71.3	59.0 73.2	58°0 69°4	37·0 61-2	86.0 67.6	42.0 65.3	Helena- Highest Lewest Average	0H•0	98·0 69·0		98·0 61·0	97·0 60·0		88·0 54·0	91·0 50·0		82·0 35·0	90°(3 * (
Charleston Highest Lewest		60.5	101.0 73.0	93·2 67·5	00-8 67-6	96 6 65*0	91·8 63·0	89•4 62•0	90·0	81·µ 40·0	91·4 45·2	93·0 53·0	Fort Smith- Highest Lowest	81.0 98.6 63.8	81·5 104·5 65·4		97·5 57·1	83·0 03·7 55·4		91.0 49.0	99.9 58.8		61.6 85.0 32.0	70.0 94.6 39.0	••••
Average Pacolet'- Highest.	81·9 83·1 67·1	82.2 02.0 02.0	53.4 100.0 60.0	80.6 84.9 65.3	78·9	79·0 98·0	76.4 78.9 60.5		74·3	67.7	71·2	89.0 88.0	Average TENNES'E. Nashville.—	80.0	81.2		77-2	70.2		71.2	77.9		57.2	61.3	••••
Lowest Aversge Columbia	28.8	70.9		93·0	5S.0 77.0	51.0 76-0	70.9	51°0 71°9 88°0	50°0 70°0		84.0 68.5 87.0	60.0 74.0 87.0	Highest Lowest Average	90·1 57·× 78·5	P3.8	03.6 61.1 76.6	901 5655 773	94°3 56°5 75°4	94·3 54·7 74·1	88 [.] 2 46 [.] 2 70 [.] 3	51.2	90·2 50·5 68·9	77:8 33:2 55:7	01·9 30·2 65·2	85·7 44·6 62·9
Average Statebura	64°0 80°0			66.0 70.0			••••	58.0 76.0	••••		45·0 73·0	50.0	Memphis Highest Lewest	90.3	90.5	97·0	98•5 59•5	97.0	04·0 61-5	88.3	94.0	92.0	81.5 42.6	92·0	88.0 44.9
llighest Lewest Average	92.0 59.0 78.3	93·0 64·0 78·5	98•0 68·0 70·9	64.0	91.(60.0 76.2	95·0 60·0 77·7	87.0 51.5 71.8	55.0	02.0 56.0 71.6	40.0		88.0 49.0 64.8	Average Ashwood Highest	984	94.0	80·7 94·0	98.0	99.0	76·8 92·0	90.06	92.0	51.0 70.2 91.0	70.0	06°3	65·1 84·9
GEORGIA. Augusta Highest	01.4	94.0	100.0		93.8	96.0	95.2	91.0	94.5	81.9	03.5	92.0	Lowest Average Austin.— Highest		79.6	01.0 78.8 93.0	80.4	56·0 78·5 05·0	65·0 77·0 62·0		72-6	50·0 70·2 91·0	55.4	1	50·0 07·9 8ۥ0
	80.7	65.6 80.9 90.4	71·7 83·4 95·6	79.2	64°0 79°1	63·0 76·9	51.8 73.8	78.4	55'5 73'8	81.3 38.3 59.8		49.0 68.2	Lowest Average TEXAS.	52.0	62.0	58·0 77·3	05.0	58.0	56.0 75.3	42.0	54.0	50.0	S2.0	30·0	44 .0 65 .9
Lewest Average Savannah.—	59.0 78.2	63•4 78•0	62·0 80·6	60.0	89°0 60°0 75°1	92°0 60°0 77°4	87.2 53.0 60.5	52.2	90°0 54°0 71°7		90-8 33-6 67-8		Galveston Highest	04·5 75·0		04·6 74·0	92.5 72.3	93·0	95·0 75·0	90.7	00.5 74.0	90°0 63°5		87·2 57·3 74·8	87:0 54:5
Highest Lewest	65.4	96.0 68.5 82.4	99.5 72.0 81.4	69.0	92.5 69.0 78.7	95°0 85°5 80°8	90.3 62.0 76.0	60.5	90.0 61.0 74.8	47.0		91.5 53.2 70.0	Average Indianola	84·9	83·2	83•8 05•1	84·2 95·0	83.8	84·6	79 [.] 9	83.5	79.4	85.0	86.0	78·9 99·8
Oolumbus Highest Lewest	66.0	63.0 72.0 80.0	97·0 72·0		06·0 65·0	95·0 74·0	89.0 60.0	90°9 59°0	92·0 58·0	78·0 42·0	90°0 82°0	89.0 52.0	Palestine	71·8 83·0	76·2 83·5	73·7 82·5	72·5 82·8	72.0 81.9	72.4	79.5	69·2 81·0	61·2 78·2	69.8	71.0	56*8 76*8
Average Macon+ Highest Lowest	96.0	93·0 67·0	84·0 90·0 66·0	94.0	80°0 91°0 62°0	84.0 94.0 63.0	75·0 02·0 56·0	90.06	78.0 92.0 55.0		93.0	73.0 90.0 44.0	Highest Lowest Average Fort Elliot-	69.5	98 2 68'4 83'4	71.0	64.2	62.0	97·0 65 0 81·1	58.4	61.4	49.0	39.2	46.1	04°0 41°0 69°6
Rome 111ghest	80°6 95°0	82·0	81·0 98·0	79-8 95-0	77·0 99·0	78·0	75•8 88•0	75.0	75°0		66.0	69·0 87·0	Highest Lowest Average		61.8	90.0 54.0 70.1		53.8	95°0 58°0 74°5			10.0		33.2	88°0 27°5 55°2
Lowest Average Forsyth Highest	78.0	63.0 78.0 94.0	64°0 80°0	50.0	58°0 76°0	58°0 75°0	54·0 71·0	52·0 73·0	50 · 0 72·0	36·0 53·0		44·0 67·0	Clehurne- Highest Lowest	95.0 68.0	98.0		66·0 58·0	98.0		91·0 55·0	0.96		84·0 34·0	89.0	
Lowest Average FLORIDA.	67.0	72.0 81.4	98.0 74.0 83.8	64.0	96.0 68.0 79.5	94·0 65·0 79·5	02.0 64.0 74.0	62.0	96.0 60.0 74.8	82.0 1 42.0 01.7	38.0	96.0 53.0 70.1	Austin-Highest	98.0 1	84·1 01·5		98.5	85 •8 88•0		94.5	81·1 94·0	•••••	83.5	35·3	••••
-Jacksonville.		95.2	98°C	91.1	93·5 70·0	94·5 74·0	92.5	89.1	90.2	84.6	91.7	92.0	Average	88.6	88.3		84.0	84•8[U	80.01	52.01		42.0 66.2	19·5 09·0	••••
Average Cedar Keys Highest	82·4 91·8	82.9	92.5	80°7	79.8	80°8	67.0 78.3 91.2	77.8	62·5 70·5	07.0	72.8	50.0 74.2 87.5	+ Figures p The follo									onth	'8 W	eath	ler
Average Archer	71.0 82.1	70.0 82.5	69•4 83•8	70·2 82•0	80 ^{.9} 81 ^{.2}	72.0	91·2 68·5 79·9	60.0 80.3	65·5 79·7	51°4 68'8	52·7 74·8	59.0 71-9	reports for Norfolk, Ve	Octo	ber,	1885	5: f the	8888	- 	tober	· 22.				
Lewest	71.0	91-0 71-0 80-9	94·0 71·0 82·3	70.0	90.0 71.0 79.5	92.0 72.0 31.5	94.0 67.0 78.6			44.0	01·0 51·0 73·9	 Fayetteville, N. 0 Cotton is opening right well, but there is some com plaintabout its shedding, but we hope it will not seriously injure the crop. 													
Lowest 1 Average	70.0	90.0 71.0 82.7					1	60.0			98'0 45'0 74'0		Month, but w	S. O. 'as co	.—Fre	ost ha deni	as foi irely	rmed to th	on (e low	even grou	mor unds,	niaga wher	i d ur e lt h	ieg t as be	he e n
Sanford- Highest	91.7	97·4 69·8		91.6	96°6 70°1		03·8 68·4	94·8 64·0		90.4	74'0 93'0 55'5		sweet petalo my garden th	vinc: le ten	s. Or ideres	i tope st pla	o of h inte l	ills ti 1ave	here l net	has bo bcen	touc	e fres hed.	t as ; Snaj	ret. > bca	In ns.
Tallahassee	91.5	51.3		92.0			78.5	Pr 63+13	••••	83.0			peppers, ioba generally has have about fi	i bee aishe	n fay d picl	orabl	le for I_am	infe	ten p ermed	lekin I. Tu	g, an	d ma phas	ny 1 falle	n ve	ors ry
	83.0			81.0		· • • • •	65.0 74.0		[****	estimate the some even le	vill i yield se th	at ab an th	as m ent ti is.	he ha	as ty lf of	what	irds, a t was	exp	enera	in Ju	lante dy, a	nd
+ Figures f	or 188	s5 are	for M	llledg	eville	, sp	ar Gild I	antR.				3	Augusta, (and 31st.	xα.—]	Light	Irost	8 000	urre	d on	the	22d,	23d,	25t	h, 20	oth

<text><text><text><text><text><text><text><text><text><text><text><text><text><text><text><text><text><text>

COTTON SPINNING AND WEAVING MILLS IN INDIA,-We are

indebted to Messrs. Lyon & Co., Bombay, for the following very complete statement of cotton spinning and weaving mills working and in course of erection in India on June 30, 1885:

11885 1885 1885 1885 1885 1885 1885 188	June 20. Erection.	No. of Mills Working &		N. II.—a Particulars are wanting of 5 others, one at (valient, one in Thmovelly, one at Bangaloro (Mysore), one in Travao- core and another at Pondicherry (French, making a foct of 12 mills, the existence of which is known. of rile 89, four are in correct or efficient of three, and couch course of eregion. A flecture to March 81, 1884. «Returns of one mill only goff a mills, none of one building, a One mult, nil in others. (In 12 mills, mills, and the others.) In 46 mills, 3 not oppind yet, an In 35 mills, no no return, a in 2 mills, a line and in others. (In 46 mills, 3 not oppind yet, an In 45 mills, one no return, a in 2 mills, a first mills, and in orderived.	Total all India	Tutal Bombay Presidency Central India (Indero) Central Provinces Central Provinces Meras (Budmaira) Nizan's Territory (Uyinabad) Sorthwest Provinces (Cavuptore) Bengal Presidency (Calcutta) Madras Presidency	Island of Bombay Up country, Bombay Presidency		Where Situated.		COTTON SPINNING AND WEAVING MILLS WORKING AND IN COURSE OF ERECTION IN INDIA ON BOTH JUNE,
$\begin{smallmatrix} 1.650,036\\ 1.524,199\\ 1.524,012\\ 1.345,012\\ 1.345,012\\ 1.345,012\\ 1.287,536\\ 1.287,536\\ 1.287,510\\ 1.2,510\\$	spindles. Looms.	Number Nai	PROGRESSIV	re wanting o cherry (Fren ce, and c one g OI 45 mi cono milt, nti and 1 no retu		Presidency ero). (Itydrabad). (Cakupore) (Calcutta).	ostdency				G AND WEAV
11,588 14,299 13,616 13,616 12,510		nber of	E STA	I 5 of (ch), w in cou in cou lls, uc lls, uc in oth	a 87	a 56311218 88	$^{b}\frac{49}{19}$	Mills.	Num- ber		ING X
1,630,921 1,451,425 1,232,812 1,102,255 1,102,255	In Cuts.	Namber of Catton Consumed.	TENENT O	hers, one taking a furse of ere- one of one ers. / In 4 seived.	766,40,50	593,44,600 $3,00,00014,50,000014,56,40007,00,00007,00,000076,03,5000031,36,0000$	489,61,800 103,82,800	Rupecs.	2	Total	HILLS WOR
405.980 413.028 354.232 314.928 811.932	In B Hest of 302 lbs.	nanfity usamal.	V COTTON	at ('alicut. otal of 92 ylon, d R bullding, 6 mills, 3	1 1,462,10	$\begin{array}{c} 1,142,264\\ f 14,400\\ 10,416\\ 10,132\\ 226,74\\ 58,144 \end{array}$	9 932,906 209,858	Mute.		N	KING AND
1880 1879 1877 1877 1877	June 20.	l'ears	PROGRESSIVE STATEMENT OF COTTON MILLS IN THE BOWHAY PRESIDENCY.	one in Thr nutis, the ex eturns to Mu h One mult, not opened	2 567,336	$\begin{array}{c} 4 & 507.772 \\ 0 & f 18.380 \\ 15.8610 \\ 2 & 5.9610 \\ 2 & 5.9610 \\ 1 & 5.2.352 \\ 4 & 57.818 \end{array}$	0 9414,484 8 93,28×	I ATOSTIC.		Number of Spindles	IN COURSE
854844 8718198	-	No. of Mille Working &	E BOWBAY	nevelly, one instence of v urch 31, 188 nil in other yet. m In	2,145,646	1,630,036 # 26,036 # 42,576 16,386 15,172 80,356 229,038 85,992	g 1,347,380 302,646	Jotar.		ndles.	OF ERECTIO
1,154,184 1,147,310 1,104,816 1,043,944 1,043,983	Spiniles.	Number	PRESIDEN	at Bang vhicu is k 4. č Retu 19. č In 1 45 millis,	16.537	14,588 <i>a</i> 464 e 365 NiL 205 779 NIL <i>k</i> 136	i 12.001 J 2.577	Looms.			N IN IND
12,396 12,311 11,514 9,291 8,581	Looms.	Number	CY.	aloro (My nown. (trns of ol 22 mUls, one no	67.186 ¹	51,426 a 714 537 537 2,537 5,340 2,599	1 41,545	ployed Daily.	of Hunds	Average	IA ON 30
900,928 741,104 794,430 Not	In Cuts.	10		Bangaloro (Mysore), one in Travao- ledi iš Known. vil tile 89, four are in e Returns of one mill only to Manut e In 22 m(0s, nil in others. J tri 13 i In 22 m(0s, nil in others. J tri 13 mills, one no return. n in 2 mills.	67.186 a 2.0×4.621 a 596.749	$\begin{array}{c} 1,630,230\\ d,8,621\\ e,45,573\\ 7,070\\ 12,950\\ 37,499\\ 268,072\\ 77,806\end{array}$	1,873,743	Cuts.	Cotto a Consu During the Year.	Total Approximate Average Quantity of	
257,708 212,744 232,048 179,800 known.	In Bales	Estimated Quantity Cotton Consumed.		in Travan- our are in r to Match rs. f in 13 In 2 mills.	0 596,749	465,880 42,486 13,021 2,020 3,700 10,714 22,256	m 392,498 73,482	Bales of 392 Lbs.	Cotton Consumed During the Year.	olal Approximate Average Quantity of	1885.

SHIPPING NEWS.—The exports of cotton from the United States the past week, as per *latest mail* returns, have reached 216,215 bales. So far as the Southern ports are concerned, these

are the same exports reported by telegraph, and published in the CHRONICLE last Friday. With regard to New York we include the manifests of all vessels cleared up to Thursday night of this week.

The state week.	l bales.
New York-To Liverpool, per steamers Adriatic, 602 Alaska,	L OALES.
149Biela, 1,543 City of Montreal, 3, 135.	5.429
To Hall, per steamer Martello, 3,857 Salocno, A33	4.390
To Glasgow, per steamers Devonia, 91	454
To Havre, per steamer Normandle, 775	775
To Bremen, per stramers Main, 531 Werra, 070	1.201
To Remburg har standard Galltornin, 379 Lessing \$ 391	1.693
To II emburg, per steamers California, 372 Lessing, 1,321 To Amsterdam, per steamer Zaandam, 748	748
To Antworp, per stemmer Pennland, 1,301	1.301
To Copenhagen, per steamer Thingvalla, 60	00
To Christiana, per (leaser Thingvalia, 75	75
To Genea, per stemmer Neustria, 853	453
NEW ORLEANS-To Liverpool, per steamers American, 2,837	
Hernard Haii, 0,498Carmona, 8,928Delambre, 2,382	
Discoverer, 3,780Legislator, 4,659Saturnina,	
5.050	31,034
5,050. To Havre, per steamers Alexander Bixlo, 4,422Belgrano,	
5.141Corona, 8.204Ixia, 5.759	23,517
To Bremen, per steamer Balcarres Brook, 4,313	4,313
'Te Reval, ner steamere Petriana, 2,298,,Sir Garnet Wol-	
aeley, 7,001	9,299
aeley, 7,001. To Barcelona, per steamer Cristobal C don, 6,100	6,100
To Genes, per steamer Orplagton, 4,823	4,823
To Vera Cruz, per steamer Estaban de Antunano, 940	940
CHARLESTON-To Liverpool, per steamer Prior, 4,450 Upland	
and 23 Sea Island	4,473
To Bremen, por steamers Harrewgate, 5,600 Upland	0.010
Kathleon, 4,312 Upland To Reval, per steamer Dunedin, 3,750 Upland	9,012
To Reval, per steamer Danedin, 3,750 Upland	3,750
To Schastopol, per steamer Longhirst, 6,000 Upland	6,000
Te Genoa, per bark Vittoria, 1,350 Upland.	1,350
To Salerne, per bark Skudenaes, 1,40) Upland.	1,400
SAVANNAH-To Havre, per steamer Santiaquena, 1,100 Upland.	1,100
To Bremen, per steamers Elpis, 6,100 Upland Sultana,	11,810
5,710 Upland	1,210
To Barcelona, per steamer Shadwan, 4,650 Uoland	4,650
To Pasages, per steamer Santiaquena, 1.000 Upland	1.000
To Santander, per bark Amaranth, 1,026.Upland	1.028
To Genoa, pes steamer J. M. Lockwood. 4,809 Upland	4.800
GALVESTON-To Liverpool, per steamers Beechville, 4,078	
Bellini, 4.260 Coventry, 4.501 Edmondsley, 3.513	
Phoonix, 4,201 Propitions, 4,800 St. Mungo, 4,323	29,706
Te Havre, per steamer Queeu, 4.77}	4,771
· To Vora Cruz, per steamer Harlan, 918.	948
WILMINGTON-To Livernool, per bark Charlotte and Anna, 1,805	1,805
NORFOLK-To Liverpool, per steamers Eduardo, 5,935 Wy-	
dale, 2,171	8,108
dale, 2,171	5,650
To Ghent, per bark Bentrice Havener, 1,730	1,750
To Ghent, per bark Bentrice Havener, 1,750 BALTIMORE-TO Liverpoel, per steamors Barrowmore, 3,328	4.0
Peruvian, 1,627.	4,955

The particulars of these shipments, arranged in our usual form, are as follows:

			A	ms'dan	. Barce-		
			Reval	Antiop	lona,	Genoa	
		Bremen	and		Pasage	s and	
	Live -	& Ham-	Sebus-		& San-	Sal-	
	noni Havre	, burg.	topol.	Ghenl.	tander.	erno.	Total.
New York.	5,419 775	2.897		2,049		853	16,982
N. Orleana.	34,034 23,517	4,343	9,299		6,100	4.823	83,056
Charleston.	4,173		9,750			2,750	26,885
Savanuah	1,100	11.810		1,210	6,976	4,900	25,598
Galveston.	29,706 4,771						35,425
Wilmington	1,805						1,905
Norfolk	8,106					*****	8,106
West Point				7,100			7,400
Saltimore	4,955	500	******			******	5,455
Eoston	4,267					*****	4,329
Philadelp'a	1,176					*****	1,176

Total... 93,931 30,163 29,162 19,649 10,659 12,776 13,226 210,215 Total... 93,931 30,163 29,162 19,649 10,559 12,776 15,259 10,510 included in the above totals are from New York to Hull, 4,390 bales, to Giasgow, 454 bales and to Cepeahagen, 135 bale; from New Orleane to Vera Cruz, 940 bales; from Galveston to Vera Cruz, 948 bales; from Boston to Hullfax, 62 bales. Below we add the clearances this week of vessels carrying ootton from United States ports, bringing our data down to

the latest dates:

GALVESTON-For Liverpool-Nov. 21-Steamer Regius, 9,161....Nov. 21-Steamer Regal, 6,691. For Brence-Nov. 21-Steamer Hehonzollern, 4,097. New ORLEANS-For Liverpool-Nov. 23-Steamers Cadiz, 4,558; Pedro, 2,625.

For Bremen-Ver, 21 - Steamer Hehonzollern, 4,097.
New ORLEANS-For Liverpool-Nov, 23-Steamers Cadiz, 4,555: Pedro, 2,625.
For Havro-Nov, 24-Steamer Cydonia, 4,902.
For Bremen-Nov, 20-Steamer Robiola, 5,700....Nov, 21-Steamer Brema, 4,602.
Fer Genoa-Nov, 23-Steamer Capulet, 6,125.
CHARLESTON-For Liverpool-Nov, 20-Steamer Azalea, 5,014....Nov. 21-Bark James Keowny, 800.
For Barcelona-Nov, 21-Bark Altagraeia, 1,643...Nov. 23-Brig Filar, 530.
SAVANNAI-For Bremen-Nov, 20-Steamer Bedoulo, 5,911...Nov. 24-Steamer Amaryliks, 5,050.
WiLMNOTON - For Liverpool-Nov. 20-Steamer Mounts Bay, 7,200.... Nov. 24-Brig Filar, 530.
Boston-For Liverpool-Nov. 20-Steamer Mounts Bay, 7,200.... Nov. 24-Brack Semantha, 3,520.
Boston-For Liverpool-Nov. 19-Steamer Iowa, 1,623...Nov. 20-Steamer Cyanus, 5,245; bark Deodata, 1,565.
NORFOLK-FOr Liverpool-Nov. 21-Steamer Iowa, 1,623...Nov. 20-Steamer Challonin, 961.
For Yarmouth-Nov 21-Steamer Alpha, 69.
For Yarmouth-Nov. 21-Steamer Oranmore, _________
For Jatverpool-Nov. 21-Steamer Oranmore, __________
Below we give all news received to date of disasters to veesel: Carrying cotton from United States ports, & c.:
Carkitox, ateamer (Br., from Now Orleans for Liverpool, was aground Nov. 24 on a mud immp, three quarters of a mult from the jetty channet. (Br., from New Orleans for Liverpool, was aground Nov. 24 on a mud immp, three quarters of a mult from the jetty channet. (Br., from New Orleans for Reval, put into Nowport New, Nov. 22, to coal, and remained angetons. A chango of wind to the southeast will cause a swell and then she will probably loosen and go through the liturp.
PETMIXA, steamer (Br., from New Orleans for Reval, put into Nowport New, Nov. 22, to coal, and remained angetons. A chango of part of cargo on account of ballast tanks leaking.

Dec Jan

RIO GRANDE, steamer, of the Mallory line, which left Galveston, Nov. 20, hound for New York, arrived at Key West, Fla., on Monday, 23d inst., with the cotton in her forward compartment, lower bold, on fire. The compartment was flooded by means of steam pumps and fire engines. Her cargo consisted of 4,000 bales of cotton and merchandise, on which there is an insurance of \$\propto 60,000. The vessel began to discharge on the 24th, but the extent of loss cannot yet to ascertained.

Cotton freights the past week have been as follows:

			1		[1
	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri
Liverpool, steam d.	18	18	18	18		18
Do saild.						
Havre, steamc.		516	516	5,8		516
Do sailc.						
Bremen, eteam	716	716	716	715		715
Do sailc.						
Hamburg, steam.c.	38	38	38	3 ₈	ay	38
Do eallc.					p	-
Amst'd'm, steam.c.	40*	40*	40*	40*	Holiday	40*
Do sail					щ	
Reval, steamd.	15 ₆₄ @9 ₃₂	15,42932	13 ₆₄ 29 ₃₂	15 ₆₄ @9 ₈₂		15 ₆₄ @9 ₃₂
Do sailc.						
Barcelona, steam.c.		932	9 ₃₂	9 ₃₂		932
Genoa, steam	732 @ 4	782214	73204	73204	2	732 @ 14
Trieste, steamc.	932	932	932	9 ₃₂		952
Antwern. steam c.	533	ō ₃₂	532	532		532
A AN - RAMA The						

Per 100 lbs.

LIVERPOOL.—By cable from Liverpool, we have the following statement of the week's sales, stocks, &c., at that port. We add previous weeks for comparison.

•				
	Nov. 6.	Nov. 13.	Nov. 20.	Nov. 27.
Bales of the weekbales.	46,000			60,000
Of which exporters took	2,000			
Of which speculators took Sales American	37,000	43,000		
Actual export				
Forwarded Total etock-Estimated	16,000 383.000			19,000
Of which American-Estim'd		280,000	274,000	306,000
Total import of the week Of which American	84,000 73,000	82,000 73,000		107,000 90,000
Amount afloat	183,000	199,000	225,000	255,000
Of which American	175,006	193,000	220,000	250,000

The tone of the Liverpool market for spots and futures each day of the week ending Nov. 27, and the daily closing prices of spot cotton, have been as follows:

Spot.	Saturday	Monday.	Tuesday.	Wednes.	Thursd'y.	Frida
Market, 12:30 P.M.	Steady.	Harden'g tendency.	Harden'g.		Harden'g tendency.	Firm.
Mid. Upl'ds Mid. Orl'ns. Sales Spec. & exp.	57 ₁₈ 8,000	5316 5716 10,000 500	51_4 51_2 12,000 1,900	Holiday	$5^{1_4}_{5^{1_9}}$ 15,000 1,000	514 519 12,000 1,000
Futures. Market, 12:30 P.M.	Firm at 1-64 ad- vance.	Quiet.	Steady.	H01	Firm at 1-64 ad- vance.	Quiet at an adv.
Market, 5 P. M.	Quiet but steady.	Steady.	Steady.		Barely steady.	Dull.

The opening, highest, lowest and closing prices of futures at Liverpool for each day of the week are given below, These prices are on the basis of Uplands, Low Middling clause, unless otherwise stated.

5 62-64d., and 6 03 means 6 3-64d.

	6	at. N	ov, 2	1.	Mon., Nov. 23.				TRes., Nov. 24,			
	Open	High	Low.	Clos.	Open	High	Low.	Clos.	Open	High	Low.	Clos.
	đ,	d.	đ.	đ.	d.	đ.	d.	đ.	d.	d.	đ.	a
November	511	511	511	511	511	5 12	511	5 12	513	5 13	5 13	5 13
NovDec	5 09	5 09	5 09	5 09	5 09	5 10	5 09	510	511	511	5 11	511
DecJan	5 09	5 09	5 09	5 09	5 00	5 09	5 09	5 09	510	5 10	5 10	510
JanFeb	5 10	5 10	510	5 10	510	510	5 10	5 10	511	511	511	511
FebMarch	512	512	5 12	5 12	519	513	513	5 13	514	514	514	514
March-Apr.	5 15	5 15	515	515	518	516	5 16	5 18	517	517	517	517
April-May	519	5 19	519	5 19	5 19	510	5 19	510	5 20	5 20	5 20	5 20
May-June	5 22	5 22	5 22	522	5 22	5 28	5 22	5 23	524	5 24	524	5 24
June-July.,	5 26	5 26	5 26	5 26	5 26	5 27	5 26	5 27	5 27	5 27	5 27	5 27

	Wednes., Nav. 25.	The	IT8.,	Nav.	26,	Fr1., Nov. 27.			
		Open	High	Low.	Clos.	Open	High	Low.	Clos.
	:	d.	đ.	d.	đ.	đ.	đ.	đ.	d.
November	2	5 13	513	518	5 13	513	5 19	5 13	5 13
NovDec	Å	511	511	511	511	511	5 11	5 10	510
DecJan	Ia	5 10	510	510	5 10	5 10	510	5 10	510
JanFeb	i ii	511	5 11	511	511	511	5 11	511	5 11
ebMarch.	Holiday	5 13	5 13	513	518	514	514		513
arch-Apr.		5 16	518	5 18	5 16	517	517	516	5 18
April-May		5 20	5 20	5 20	5 20	5 20	5 20	519	519
May-June	:	5 24	5 24	5 24	5 24	5 24	524	5 23	5 23
June-July		5 27	5 27	5 27	3 27	5 27	5 27	5 27	5 27

BREADSTUFFS.

FRIDAY, P. M., November 27, 1885. In the flour market the offerings have been rather more liberal, holders have shown less firmness, and prices have in ending Nov. 21, 1885, are shown in the annexed statement;

many cases favored buyers, but there is no general decline to note, although the close is to-day decidedly weak.

The wheat market has shown a good deal of depression in the speculation in futures, and wheat on the spot, except choice samples, has slightly declined. The weakness was due to the reports by cable that indicated an early re-establishment of peace in Southeastern Europe and the attendant decline of the speculative confidence which the outbreak of war had excited. The lower prices were followed by some spasmodic business for export, but shippers generally declared that our figures were still above their limits. To-day rumcrs of an important failure on the bull side at Chicago, where the most of the visible supply is said to be carried, caused a sharp decline in futures, but parcels on the spot were taken more freely at the reduction.

DAILY CLOSING PRICES OF NO. 2 RED WINTER WHEAT

	Sat.	Mon.	Tues.	Wed.	Thurs.	Fr.S.
To elevator		964	9512	95		93
December delivery	963g	9538	9434	9538	ay	93 ¹ 8
January delivery	9812	9738	963	964	1	9478
February delivery	1004	. 9948	984	984	olio	9658
March delivery		[1007			Ĕ	984
May delivery	10512	10438	10334	1034		101 %

The market for Indian corn has sympathized but slightly with the course of wheat. The export demand has continued on a fairly active scale and the supplies available for immediate wants are still very small, while the evidence of the low average quality of the new crop increases, causing prime samples to be held with much firmness. There has been at times some irregularity as between early and late deliveries, To-day the market was rather easier and the tradings comparatively small.

DAILY	CLOSINO	PRICES	OF	NO. 5	2 M	IXED	CORN.

	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
In elevator		5412		554		554
December delivery		5312	5378	$53\frac{1}{4}$	a y	5378
January delivery	50	56	50 ³ 8	504	q	504
February delivery	49	49	4918	4918	olid	4914
May delivery		484	48	4818	Ĕ	48

DAILY CLOSING PRICES OF NO.

		00002		* X 1/1 4		
	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
ember delivery		3518	354	354	-	34%
uary deilvery		36	364	3619	Holi- day.	3558
ruary delivery	371 ₈	$36^{7}s$	37	367_{8}	ЦÞ	3619
ye has met with a f	air dei	mand	at stea	dv pri	ces. E	Barley

R meets with a brisk inquiry and holders show much strength at improving values. The following are the closing quotations:

1				That o	TTD		
1		00	-00		UR.		
	Fine	\$2	200		Southern bakers' and		
1 2	Superfine	3 3	250	365	tamiiy brands\$	4750	5 50
18	oring wheat extras.	3 5	230	3 65		3 200	
	Minn. clear and stra't.		100	5 25	Corn meal-		~ 10
	Wintershipp'g extras.		50 0	3 80		3 10 7	2.05
	Winter XX & XXX.			5 10			
						3 250	3 30
	atents		600	5 75	Buckwheat flour, P		
	City enipping ex			5 00		10@	2 25
[6	Sonth'n com. extrae	4	100	4 65]		
				GR	ATN.		5
1	Vheat-				Kye-Western6	1 0	66
L 1	Spring, per bush.	85	@1	03	State and Canada 6		
							70
	Spring No. 2	92	a	94	Oats-Mixed 3		3619
	Red winter, No. 2	93	10	9412	White 3	7 2	42
	Red winter	-80	a 1	02	No. 2 mixed 3	434 2	3534
Ł	White	85	0	94	No. 2 white 3	5 La 70	394
10	Drn-West. mixed	40	2	3612	Barley-No. 1 Canada. 9	3 0	98
	West, mix, No. 2.	55	0	564	No. 2 Canada 8		82
1	West, white	54		58			
			0		State, two-rowed 6		70
	West. yeliow	53	0	57	State, six-rowed 7		85
	White Southern	57	Ø	62	Westeru 6		80
1	Yellow Southern.	53	Ø	57	Buckwheat 5	3 0.	
1	570 x	-	-				

The movement of breadstuffs to market is indicated in the tatements below, prepared by us from the figures of the New York Produce Exchange. We first give the receipts at Western lake and river ports, arranged so as to present the compara-tive movement for the week ending Nov. 21 and since July 25 for each of the last three years:

Receipts at-	Flour.	Wheat.	Corn.	Oats,	Barley.	Rye.
	Bbls.196 lbs	Bush.00 lbs	Bush.56 lbs	Bush.32 lbs	Eush.48 lbs	Bush.56 Ibs
Chicago	112,139	321,299	772,554	532,695	281,251	41,441
Milwaukee	00,950	165,895	14,900	21,170	313,995	6.900
Toledo	7,855	135,240	49,400	3,421	4,000	1,57%
Detroit	3,417	140,387	SL.(29)	- 7.589	40.651	
Cleveland	5,429	11,810	20,000	12,900	9,090	
St. Louis	26,920	126,148	527,880	94,014	130,813	21,56
Peoria	2,045	7,140	227,003	229,805	S.490	5,200
Duluth		577,000				
Tot. wk. '85	248,764	1.484,910	1,842,708	902,194	788,713	76,678
Same wk. '84	278,000	3,052,686	1,768,834	1,014,394	695 190	87,964
Same wk. '89	250,935	2,430,026	2,154,882	1,497,784	981,320	231,595
Since July 25						
1885	2,994,000	\$1,813,941	31,020,143	25,140,540	8,273,041	1.661,323
1854	3,689,905				7,111,098	
1884	8,470.460				8,500,082	

The exports from the several seaboard ports for the week

Exports from-	Wheat.	Corn.	Flour.	Oats.	Ryc.	Peas.
	Bush.	Bush.	Bbls.	Bush.	Bush.	Bush.
New York	134,664	253,503	52.118	83,733		1,427
Boston	8,009	61,792	63,886			
Montreal.	16,749	31,201	24,090	32,970		122,296
Philadel.	32,539	25,000	2,077		******	
Baltim're	16,002	8,532	1,029]			
N. Orl'ns.	802	189,073	393	9,793		
Richm'd .				******		
N. Nows.						
Total w'k. S'me time	232,763	572,103	141,493	131,496		123,723
1884	\$91,154	540,289	183,294	18,502	30,756)	73,596

The destination of these exports is as below. corresponding period of last year for comparison: We add the

	Flo	ur.	18V	eat.	00	rn.	
Nxports for week	1885. Week, Nov. 21.	1884. Week. Nov. 22.	1885. Week, Nov. 21.	1884. Week. Nov. 22.	1885. Week. Nov. 21.	1884. Week, Nov. 22.	
	Bbts.	Bbts.	Bush.	Bush.	Bush.	Bush.	
Un.King.	101,594	109,246	49,547	365,835	402.181	375,995	
Contin'nt	442	16,087	183,209	623,313	125,943	157.317	
8.& C.Am					31,437	4,299	
W. Indies					5,096		
Brit. col's		21,952	9	16	3,018	28	
Oth.o'n'is	785	******	*******	******	1,425	• • • • • • • • •	
Total	144,493	183,294	232,763	994,154	572,103	540,239	

By adding this week's movement to our previous totats we have the following statement of exports this season and last season:

	Flo	ш.	Wh	eat.	Corn.				
Exports to-	1895.	1884.	1885,	1894.	1885.	1884.			
Exports to-	Aug. 24 to	Aug. 25 to	Aug. 24 to	Aug. 25 to	Aug. 24 to	Aug. 25 to			
	Nov. 21.	Nov. 22.	Nov. 21.	Nov. 22.	Nov. 21.	Nov. 23.			
	Bbls.	Bbls.	Bush,	Bush,	Bush.	Bush.			
On. Kingdom	1,075,850	1,316,029	4,293,357	8,397,318	7,990,177	2,786,098			
Continent	26,978	156,310	1,809,372	9,437,994	2,951,391	893,088			
8. & C. Am	202,442	174,774	2,206	29,234	412,455	225,178			
West Indies.	237,298	221,968	4,107		94,949	94,511			
Brit. Col'nies	207.753	223,826	25	131	25,148	24 594			
Oth. conntr's	8,680	8,762	19,820	13,437	19,883	8,174			
Total	1,758,501	2,132,275	d.125.987	17.877.232	19.598.975	3,691,613			

The visible supply of grain, comprising the stocks in granary at the principal points of accumulation at lake and seaboard

ports, and in tra	usit by rai.	and wat	er, nov. :	21, 1889 :	
	Wheat,	Corn.	Oals.	Barley.	Rye,
In store x1-	bush	bush.	bush.	bush.	bush.
New York.	10,935,087		1,485,227	148.448	114.352
Do afloat	932.000	431.500		110.000	8.300
Albany	2,000	30.000	21,600	95,600	6,800
Buffalo	4.234.877	119.524	5,975	234.118	23,476
	13.487.292	249,067	85,186	156.300	273.517
Do afloat	47.000	210,007	00,100		arojorr.
Milwaukee	3.071,060			31,373	5,056
Duluth	2.107.026				
Toledo	2.437.985	49,036	4,491	25.000	8,364
Detroit	1,750,160	14.868	3,704	7,080	169
Oswego	249,000	122.000		1,049,800	2,497
St. Louis	2,662,717	235.301	164,273	133.201	13,661
·Cineinnati (14th).	167 340	3,843	74,887	88,219	63,629
Boston	167,340 242,502	91,857	278,521	39.326	
Toronto	135,508	1,499			444
Montreal (14th)	420,294	1.778	40,713	25,792	631
Philadelphia	975,772	155.419	134.370	20,514	
Peoria	3,903	12,678	41.038	612	44 465
Indianapolis	192,931				44,465
Kansas City	891,642	19,638	32,549		1,525
Baltimore	1.441.194	117.657	31,442		8,175
Minneapolis	5.845.394		7,633		4,816
St. Paul.		***			
Down Mississippi.	1,023,600	47.230	45 700	• • • • • •	
·On rall	191,508		45.788	201 045	0.001
On lako	928.549	1,187,683	494,317	368,647	9,201
On eanal	1.035.000	227,000	11500	82,100	16,600
Ou canal	1,035,000	564,400	14,500	422,915	24,943
Tot Nor 01 195 1	1 595 9/9	4 140 000	0.566.010	0.000.045	000 007
Tot. Nov. 21.'85. 8		4.140,202			630,627
	17.067,012	4,110,670	0,000,487	2,081,314	605,698
Tot. Nov. 24.'83.	38,178,939	4,226,497			698,448
Tot. Nev. 25.'82.	32.251,158	5,554,100	0.987,660		2,343,056
100. 100. 20, 82. 2	20,118,542	4,079,511	3,497,843	3,351,005	1,159,294

THE DRY GOODS TRADE.

FRIDAY, P. M., November 27, 1885,

Owing to heavy rainstorms in the fore part of the week and the intervention of a holiday (Thanksgiving Day), business in the wholesale branches of the trade has been restricted in volume during the period under review. There was, however, a fair demand for certain spring and summer fabrics by package buyers on the spot, and very fair orders were placed in this connection with salesmen traveling in the West and Southwest. Staple cotton and woolen goods were mostly quiet in first hands, but a few large transactions in the former were stimulated by slight price concessions and "dating ahead." The jobbing trade was adversely affected by the unfavorable weather conditions alluded to above, but a fair distribution of department goods was made in execution of orders, and a considerable business was done in specialties adapted to the coming holiday trade. The feature of the week was a peremptory auction sale of about 700 cases white blankets, the manufacture of the Willowdale Company. The sale was largely

attended, and the competition was so spirited that the entire offering was readily disposed of, but at rather low prices.

DOMESTIC COTTON GOODS .- The exports of cotton goods for the week ending Nov. 23 were 1,921 packages including 853 to Great Britain, 394 to Haytl, 156 to Sandwich Islands, 134 to U. S. of Colombin, 90 to Mexico, &c., minking the total exports since January 1, 165,651 packages, against 116,072 for the cor. responding time in 1881 and 127,310 in 1883. There was an irregular demand for staple cotton goods at first hands, and the jobhing trade ruled quiet. Brown sheetings were rather more active in some quarters, but bleached goods were lightly more active in some quarters, but bleached goods were lightly dealt in. Cottonades continued in pretty good demand, and a moderate business was done in denins, chevlots, tickings, and other colored cottons at steady prices. White goods, quilts, acrim curtains and table damasks were severally in fair request—for future delivery. Print cloths were less active than of late, but prices ruled steady at $3\frac{1}{6}c$. for 61x64s and $2\frac{3}{4}@2$ 13-16c. for 56x60s respectively. Prints continued quiet, but there was a freer demand for dress ginghams and crinkled secretickers for the spring trade, and liberal orders were seersuckers for the spring trade, and liberal orders were placed for staple and fancy cotton hosiery and spring underwear.

wear. DOMESTIC WOOLEN GOODS.—As regards new business, it was a quiet week in the woolen goods 'branches of the trade, but there was a fair movement in fancy cassimeres, worsted suit-ings and overcoatings on account of former transactions, and the tone of the market was quite steady. Cloakings, jeraey cloths and stockinettes were taken in small parcels by job-bers and the manufacturing trade, and desirable makes are well sold up and firm. Satinets were in light demand, but an improved business was done in leading makes of Kentucky jeans and doeskins. Ladies' clothe, tricots and seasonable styles of all-wool dress goods were in light request, but some fair orders for all-wool and worsted dress fabrics adapted to the coming season were placed with the mill agents. Flan-nels and blankets continued in moderate request, and there was a light business in carpets, while wool hosiery, knit un-derwear and fancy knit woolens were comparatively quiet, but fairly steady in price. fairly steady in price.

FORMIGN DRY GOODS .- The demand for imported goods was FORMEN DRY GOODS.—The demand for imported goods was chiefly of a hand-to-mouth character, and light in the aggre-gate amount. Some fair-sized orders for spring dress goods were, however, placed for future delivery, and moderate sales of seasonable dress fabrics, silks and velvets were effected by means of relatively low prices. Men's-wear woolens ruled quiet, aside from worsted suitings, in which there was a fair business. Linen goods were quiet and unchanged, and there was a somewhat better demand for handkerchiefs, embroid-eries, laces and other specialties adapted to the coming holi-day trade. day trade.

Importations of Dry Goods. The importations of dry goods at this port for the week ending Nov. 26, 1885, and since January 1, and the same facts for the corresponding periods are as follows:

for L	ne c	SOLLE	abo	nu	щ	g p	erioc	18 a)	re :	as i	:01	10	WB	:				_		
Ent'd foroousampt. Total at the port	Total	Flax Miscellaneons	Cotton	Manufaotures of-		Total on market	Total Ent'd for oonsumpt	Miscellaneous	Bilk	Wool.	Manufaotures of-1	W	Total	Miscellaneous	Flax	Cotton	Wool			ENTERED FOR CONSUMPTION
7,128	1.780	482	146 98	155	E	8,543	$1,415 \\ 7,128$	234	279	390	_	THDRA	7,128	938	4.236	763	212	Pkgs.	Week Nov. 2	R CONS
7,128 1,053,682 8,908 1,362,891	309,209	40,720 39,306	53,419	194 163	NTERED FO	8,543 1,479,336		22,807	125,170	135,008		WITHDRAWN FROM	7,128 1,053.682	141,229	161,855	249.842	169,371	Value.	Week Ending Nov. 27, 1884.	
	1	22,758	15,353	123 20	OR WAREH	498,288	208,317 289,971	138,166	11,822	22,587		WAREHOD	289,971		49,234		49,896	Pkgs.	Since Ja	FOR THE W
492,870,106,860,481	26.333,422		4,666,914 7.020.704		ENTERED FOR WAREHOUSE DURING	498,288,105,533.919	25,006,890 80,527,059	2,169,182		8,304,013		m l	80,527,059	7,310,914		10,019,191	\$ 18,030,642	Value.	Since Jan. 1, 1884.	WEEKAND SINCE JANUARY
4,676	1,437	290 325	271	200	SAME	7,769	3,093 4,676	1,843	122	360		WN INT	4,676		1.501		827	Phys.	Wor.	CE JAN
	417,378	34,736 45,779	119,428	112 44	PERIOD.	1,717,042	388,726 1,328,316	53,324	70,075	112.466		TRE	4,676 1,329,316	207,195	207.913	281.252	265,483	Value.	Week Ruding Nov. 26, 1885.	JARY 1, 1885
445,010	157,300	$18,150 \\ 99,214$	12,738	10 389		463,955	176,245 287,710	112,178	9,133	20,691		MARKET	287,710	63,226	75.440	55,109	49,797	Pkgs	Since Jan.	85 AND 1884
93,034,207	19,421,411	2,951,558				95,130,159	21,517,365 73,612,796	2,269,982		7,223,347			73,612.796	7,001,434	11.066.388	15,155, 126	17,432.784	Value.	m. 1, 1885.	384.
207	E	74	10	3		55	96.5	00 0		47	1	1	86	234	334	26	394			-

[VOL. XLI.

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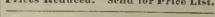
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