

THE Commercial & Financial Chronicle

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REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES

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Financial.

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Reorganized 1879.

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A VARIETY OF

FIRST-CLASS INVESTMENT BONDS,

SUITABLE FOR

CAREFUL INVESTORS,

FOR SALE BY

REED & FLAGG,
Duncan Building, 11 Pine Street.

The Investors' Agency,

234 La Salle St., Chicago, Ill.,
M. L. SCUDDER, Jr., Proprietor,
ANSWERS INQUIRIES CONCERNING

American Stocks and Securities
Large Library of Railroad Documents.
Competent Experts.
Confidential Reports.
Moderate Charges

John F. Douglas,

41 & 43 WALL STREET,
NEW YORK.
INVESTMENT SECURITIES.

Financial.

American Loan & Trust Co.,

113 BROADWAY, NEW YORK.
Capital, Fully Paid.....\$1,000,000

THIS COMPANY TRANSACTS A GENERAL
LOAN, TRUST AND FINANCIAL BUSINESS.
Receives Money on Deposit subject to check, and
allows interest on balances.

All Checks pass through the Clearing-house.

MAKES INVESTMENTS OF MONEY.

ACTS AS EXECUTOR, ADMINISTRATOR,

GUARDIAN, TRUSTEE, ETC.

ALSO, AS REGISTRAR AND TRANSFER AGENT.
An Authorized Depository for Court and
County Treasurers' Fund.

ROWLAND N. HAZARD, President.
GEORGE S. HART, Vice-President.
WILLIAM D. NOW, Secretary.
JAMES S. THURSTON, Treasurer.
DIRECTORS:

GEORGE H. POTTS, WALLACE C. ANDREWS,
JOHN L. MACAULAY, IRA DAVENPORT,
JAMES M. VARNUM, WILLIAM D. SNOW,
JOHN L. BLAIR, JOHN D. KIMMEY,
EDWARD F. BROWNING, FREDERIC A. POTTS,
ROWLAND N. HAZARD, JOHN ROSS,
GEORGE S. HART, ALEXANDER G. BLACK,
WM. B. DINSMORE, FRANK C. HOLLINS,
ELIAS LEWIS, JR., THOMAS L. WATSON,
JULIUS ALDIGE, ELIAS C. BENEDICT,
STEVENSON BURKE, WILLIAM P. ANDERSON.

**Holders of Atlantic & Pacific Rail-
road Co. First Mortgage Six Per
Cent Bonds**

are hereby notified that, MORE THAN A MA-
JORITY OF the bonds having been deposited here
and abroad, the success of the refunding plan is
assured. Holders desirous of enjoying early benefits
of the plan are requested to deposit their bonds at
once with the MERCANTILE TRUST CO., of this
city.

Detailed circulars can be obtained on application to
MERCANTILE TRUST COMPANY, N. Y.
ST. LOUIS & SAN FRANCISCO RY. CO., N. Y.
or KIDDER, PEABODY & CO., BOSTON.

Investment Securities

BOUGHT AND SOLD.

WANTED:

Toledo Ann Arbor & North Michigan 1sts.
Southern Central 1sts.
Middletown Unionville & Water Gap 5s.
Indianapolis & Vincennes 1sts and 2ds.
Scioto Valley Bonds, all issues.

ALBERT E. HACHFIELD,
No. 5½ Pine Street.

Walsh & Floyd,

STOCK BROKERS,
No. 26 BROAD STREET, NEW YORK.

JAMES W. WALSH, JR., NICOLL FLOYD JR
Member N. Y. Stock Exchange.

R. T. Wilson & Co.,
BANKERS AND COMMISSION MERCHANTS,
2 Exchange Court, New York.

Auction Sales.

STOCKS and BONDS
At Auction.

The Undersigned hold REGULAR AUCTION

SALES of all classes of

STOCKS AND BONDS,

ON

WEDNESDAYS AND SATURDAYS.

ADRIAN H. MULLER & SON,
No. 12 PINE STREET, NEW YORK.
(EQUITABLE BUILDING.)

George Eustis & Co.,

BANKERS,
CINCINNATI, OHIO.

Interest, Dividends, &c.

**THE ST. PAUL MINNEAPOLIS &
MANITOBA RAILWAY COMPANY.**

No. 63 WILLIAM STREET.
NEW YORK, Dec. 29, 1886.
The interest due Jan. 1, 1887, on the following-
named bonds will be paid on and after Jan. 3, 1887,
on presentation of the proper coupons at this office:
St. Paul & Pacific Railroad Company, \$700,000
mortgage.
St. Paul Minneapolis & Manitoba Railway Com-
pany first mortgage.
St. Paul Minneapolis & Manitoba Railway Com-
pany consolidated mortgage.
Minneapolis Union Railway Company first mort-
gage.
JOHN S. KENNEDY, Vice-President.

Interest, Dividends, &c.**THE INTEREST AND DIVIDENDS**

on the following bonds and stocks are payable at
the banking house of MESSRS. WINSLOW
LANIER & CO., corner of Nassau and Cedar Streets
New York City, on and after Jan. 3, 1887:

Allegheny Valley Railroad Co.—
First Mortgage 7-10s.
Allen County, Indiana—
County 5s.
Benton County, Indiana—
Gravel Road 6s.
Columbus & Hocking Valley R. R. Co.—
Second Mortgage 7s.
Columbus, Indiana—
Municipal 7-10s.
Consolidated Funding.
Colfax, Indiana—
Town 6s.
Decatur, Illinois—
Municipal 7s.
Danville, Indiana—
School 10s.
Defiance, Ohio—
School 6s.
Frankfort, Indiana—
School 10s.
Grant County, Indiana—
County 7s.
Gravel Road 7s.
Court House 5s.
Grand Rapids & Indiana Railroad Co.—
First Mortgage 7s.
Muskegon Division 5s.
Hamilton County, Indiana—
County 7s.
Hancock County, Indiana—
Gravel Road 6s.
Indianapolis, Indiana—
Fire Department 7-10s.
Loan 7-10s.
Southern Park 7-10s.
Union Railroad 6s.
Lamar, Missouri—
School 6s.
Louisiana National Bank of New Orleans—
Semi-annual dividend of 4 per cent.
Marion County, Indiana—
County 6s.
Marion, Indiana—
Water Works 8s.
Massillon & Cleveland R. R. Company—
First Mortgage 7s.
Muncie, Indiana—
Municipal 6s.
Northern Pacific Term. Co. of Oregon.
First Mortgage 6s.
Peru, Indiana—
Water Works 8s.
Pittsburg Fort Wayne & Chicago Railway Co.—
First Mortgage 7s, series "A."
Second Mortgage 7s, series "G."
Construction Mortgage 7s, principal and interest.
Quarterly dividend of 1¼ per cent, special guar-
anteed stock.
Scioto County, Ohio—
Bridge 8s.
Children's Home 8s.
Turpike 8s.
Traverse City Railroad Company—
First Mortgage 6s.
Wheeling, West Virginia—
Compromise 6s.

JANUARY 4.

Pittsburg Fort Wayne & Chicago Railway Co.
Regular stock, quarterly dividend of 1¼ per cent.

JANUARY 5.

Blackford County, Indiana—
Gravel Road 7s.

JANUARY 20.

Vermillion County, Indiana—
Gravel Road 7s.
Marion, Indiana—
Municipal 5s.

METROPOLITAN SAVINGS BANK,
Nos. 1 and 3 Third Ave., opp. Cooper Institute.

SIXTY-SEVENTH DIVIDEND.

New York, Dec. 27, 1886.
Interest for the half-year ending Dec 31, 1886,
at the rate of THREE AND ONE-HALF PER
CENT per annum, will be credited to depositors en-
titled thereto under the by-laws of the bank and the
laws of the State.
Interest payable Jan. 29, 1887.
S. W. SNEDEN, President.
G. N. CONKLIN, Secretary.

**THE NATIONAL BANK OF THE
REPUBLIC, NEW YORK, Dec. 31, 1886.**—The
Board of Directors have this day declared a di-
vidend of THREE (3) PER CENT, free of tax, pay-
able on and after January 10, 1887, until which date
the transfer books will be closed.
E. H. PULLEN, Cashier.

**THE LAKE SHORE & MICHIGAN
SOUTHERN RAILWAY CO.**
TREASURER'S OFFICE,
GRAND CENTRAL DEPOT,
NEW YORK, Dec. 30, 1886.

THE BOARD OF DIRECTORS of this company
have this day declared a dividend of TWO PER CENT
upon its capital stock, payable at this office on Tues-
day, the FIFTEENTH DAY OF FEBRUARY next.
The transfer books will be closed at 3 o'clock P. M.
on Saturday, the 15th day of January next, and will
be reopened on the morning of Friday, the 18th day
of February next. E. D. WORCESTER, Treasurer.

NEW YORK, Dec. 23, 1886.
**THE LOUISVILLE & NASHVILLE
RAILROAD COMPANY** will pay at its office,
No. 50 Exchange Place, New York, on and after
Monday, Jan. 3, 1887, the coupons maturing Jan. 1,
1887, on the following mortgage bonds:
New Orleans Division, First Mortgage.
New Orleans Division, Second Mortgage.
Louisville & Frankfort & Lexington & Frankfort
(L. C. & L.) Ry. Mortgage.
Nashville & Decatur R. R. Co., First Mortgage.
South & North Alabama Ry. Co., State Indorsed
Bonds.
Mobile & Montgomery Ry. Co., Income Bonds.
A. W. MORRIS,
Assistant Secretary.

Interest, Dividends, &c.

COFFIN & STANTON, BANKERS,
10, 11 and 12 Mortimer Building, Wall St., New
York, will pay interest on the following bonds

JANUARY 1:

City of Des Moines, Iowa—
Second renewed 4½ per cents.
City of Jeffersonville, Indiana—
Refunding 5 per cents.
City of Logansport, Indiana—
Refunding 5 per cents.
City of Spencer, Indiana—
Refunding 5 per cents.
City of Muncie, Indiana—
Refunding 5 per cents.
City of Martinsville, Indiana—
Refunding 5 per cents.
City of Des Moines, Iowa—
Funding 7 per cents.
City of Logansport, Indiana—
Funding 6 per cents.
City of Jeffersonville, Indiana—
Municipal 5½ per cents.
City of Jeffersonville, Indiana—
Funding 6 per cents.
County of Warren, Indiana—
Public Building 5 per cents.
County of Mahaska, Iowa—
Refunding 5 per cents.

THE MICHIGAN CENTRAL RAILROAD COMPANY.

TREASURER'S OFFICE,
GRAND CENTRAL DEPOT,
NEW YORK, Dec. 30, 1886.

THE BOARD OF DIRECTORS of this company have this day declared a dividend of TWO per cent upon its capital stock, payable on TUESDAY, the 15th day of February next at this office.
The transfer books will be closed at 3 P. M. on Saturday, the 15th inst., and will be reopened on the morning of Friday, the 18th day of February. ext.
HENRY PRATT, Treasurer.

MARIETTA & NORTH GEORGIA R. R.
Coupons maturing Jan. 1, 1887, on mortgage bonds issued by the Marietta and North Georgia Railroad Company will be paid in BOSTON at the office of the Boston Safe Deposit and Trust Company; in New York at the office of Messrs. Boody, McLellan & Co. 58 Broadway, or in AUGUSTA, Ga., at the office of James W. Jackson.
M. E. Post, Treasurer.

THE DENVER & RIO GRANDE RAILROAD COMPANY.

Coupon No. 1, due January 1st, 1887, of the First Consolidated Mortgage Bonds will be paid at the office of the company, 47 William Street, New York.
J. W. GILLULY, Treasurer.

DENVER, Dec. 24, 1886.
For any of the above referred to coupons left for examination, checks will be mailed on the 31st inst.

CONTINENTAL NATIONAL BANK.

NEW YORK, Dec. 24, 1886.
FIFTY-SIXTH DIVIDEND.

The directors of this bank have to-day declared a semi-annual dividend of FOUR (4) PER CENT, payable Jan. 5, 1887, to which date from Dec. 31 the transfer books will be closed.
ALFRED H. TIMPSON, Cashier.

OFFICE OF WELLS, FARGO & CO.,

No. 65 BROADWAY, NEW YORK, Dec. 20, 1886.—
The regular semi-annual dividend of FOUR PER CENT has been declared by the directors of this company, payable Jan. 15, 1887, at our office, as above. The transfer books will close Dec. 31, 1886, at 2 P. M., and reopen Jan. 17th, 1887.
H. B. PARSONS, Assistant Sec'y.

MANHATTAN SAVINGS INSTITUTION, NEW YORK, Dec. 24, 1886.

SEVENTY-FIRST SEMI-ANNUAL DIVIDEND.
The Trustees of this institution have declared interest on all sums remaining on deposit during the three or six months ending 31st inst., at the rate of THREE AND ONE HALF PER CENT PER ANNUM on \$1,000 and under, and THREE PER CENT PER ANNUM on the excess of \$1,000, not exceeding \$3,000, payable on and after the third Monday in January next.
EDWARD SCHELL, President.
C. F. ALVORD, Secretary.

MINERAL RANGE RAILROAD COMPANY

GENERAL OFFICES,
HANCOCK, Mich., Dec. 27, 1886.

THE REGULAR QUARTERLY DIVIDEND OF TWO AND ONE-HALF PER CENT ON THE CAPITAL STOCK OF THIS COMPANY IS PAYABLE JAN. 5, 1887, AT THE OFFICE OF THE COMPANY, HANCOCK, MICH., OR AT ITS TRANSFER AGENCY IN THE CITY OF NEW YORK, TO STOCKHOLDERS OF RECORD DEC. 31, 1886.

H. S. OGDEN, Treasurer.

THE CANADA SOUTHERN RAILWAY CO.

TREASURER'S OFFICE,
GRAND CENTRAL DEPOT,
NEW YORK, Dec. 30, 1886.

THE BOARD OF DIRECTORS of this company have this day declared a dividend of ONE AND ONE-QUARTER PER CENT upon its capital stock, payable on TUESDAY, the fifteenth day of February next, at this office.
The transfer books will be closed at 3 P. M. on Saturday, the 15th inst., and will be reopened on the morning of Friday, the 18th day of February next.
HENRY PRATT, Acting Treasurer.

Interest, Dividends, &c.

THE INTEREST ON THE FOLLOW-

ing bonds is payable at the banking house of HENRY S. IVES & CO., corner of Nassau and Cedar Sts., New York City, on and after Jan. 3, 1887.
Cincinnati Richmond & Chicago Railroad—
First Mortgage 7s.

Cincinnati Richmond & Chicago Railroad—
Second Mortgage 7s.

Dayton & Michigan Railroad—
Consolidated Mortgage 5s.

Cincinnati Hamilton & Indianapolis Railroad—
First Mortgage 7s.

Mineral Range Railroad—
First Mortgage Houghton Extension 5s.

Mineral Range Railroad—
General Mortgage 4s.

OFFICE OF THE MEMPHIS & CHARLESTON RAILROAD CO., NEW YORK.

Dec. 28, 1886.—Coupons of this company maturing Jan. 1, 1887, will be paid on and after Jan. 2d at the office of Messrs. WALSTON H. BROWN & BROS., 20 Nassau Street, N. Y.

(Signed) H. C. WILTON, Treasurer.

TO BONDHOLDERS OF THE**Mexican National R'y Co.**

Bondholders, to avail themselves of the benefits of the Matheson-Palmer reorganization agreement of Oct. 15, 1886, are required to deposit their bonds without delay in the Union Trust Company, No. 73 Broadway, New York, against its negotiable receipts therefor.

Messrs. Geo. S. Coe, Ekstein Norton and Joseph D. Potts have been agreed upon as the Purchasing Committee, to whose order the bonds will be deposited.

Only deposited bonds are entitled to participate in the subscription for new bonds or in the reorganization plan. The custody of more than a majority of the bonds has already been secured.

Bonds can be deposited until Jan. 27 without charge.

A copy of the Agreement is filed with the Union Trust Company, and bondholders can receive copies of the Trust Company and of the Secretary of the Railway Company, 32 Nassau Street, and of the members of the committee.

Dated Dec. 6, 1886.

MATHESON & CO.,
Wm. J. PALMER.

The undersigned have accepted the appointment as members of the Purchasing Committee under the Matheson-Palmer Reorganization Agreement of Oct. 15, 1886, and bonds can be deposited to their order as stated in the foregoing notice.

Dated Dec. 6, 1886.

GEORGE S. COE,
EKSTEIN NORTON,
JOSEPH D. POTTS.

TO BONDHOLDERS

OF THE

Mexican National R'y Co.

The agreement for the reorganization of the Mexican National Railway Company, executed between Messrs. Matheson & Co., of London, and General William J. Palmer, of New York, dated Oct. 15, 1886, having been adopted by this committee, bondholders are now notified that they should deposit their bonds with as little delay as possible in the Union Trust Company, subject to the order of the Purchasing Committee—George S. Coe, Ekstein Norton, and Joseph D. Potts.

As the execution of this plan involves many matters wherein assenting bondholders have powers and rights other than those which are held or exercised by the Purchasing Committee, this committee, at the request of a large number of bondholders, continues its organization and will represent bondholders collectively, in order to protect such powers and rights and aid the execution of the plan.

Bondholders, therefore, who desire to be so represented are requested to sign a proxy or power to that effect to this committee.

Bondholders represented by this committee will be notified at the proper time of their pro rata rights of subscription to the new securities and of any other privileges.

Copies of this power and any further information desired can be had by applying to the Secretary of the committee, W. W. NEVIN, 32 Nassau Street, New York.

SPENCER TRASK, SELAH CHAMBERLAIN,
JOHN DE RUTER, HENRY AMY,
GEORGE BURNHAM, CHARLES J. CANDA,
SAMUEL B. PARSONS, WM. E. D. STOKES,
AUGUST RUTTEN, Committee.

Financial.

Lake Erie & Western R'y Co.

NEW YORK, December, 1886.

To the security holders of the Lake Erie & Western Railway Company:

The purchaser, Gen. Samuel Thomas, has agreed to sell the property to a new company to be formed, called the Lake Erie & Western Railroad Company, whose line will extend from Sandusky, Ohio, to Peoria, Ill., 430 miles, and which will issue the following securities:

\$4,300,000 first mortgage, gold, 5 per cent, 50-year bonds, being at the rate of \$10,000 per mile.
\$8,600,000 preferred stock, being at the rate of \$20,000 per mile.
\$8,600,000 common stock, being at the rate of \$20,000 per mile.

All old securities have been extinguished by the sale and will receive their respective portions of the purchase money from the officers of the court. The present car trusts will also be paid off, leaving the property free from lien except as above.

Old security holders will be allowed to subscribe for certain portions of the new securities as follows:

INCOME BONDS.

Holders of income bonds, or certificates of deposit of same with the Central Trust Company will be allowed to deposit their bonds or certificates, as the case may be, with the Central Trust Company and receive a receipt which will entitle them to what ever payment is due from the sale of the railway, when paid by the Master of the Court.

In addition: Holders of Lafayette Bloomington & Muncie Incomes, or certificates, depositing same on or before Jan. 15, 1887, will receive a certificate giving them the right to subscribe for 300 per cent of their holdings in preferred stock of the new company at 35 per cent. And they are hereby notified that to avail themselves of the right to subscribe they must deposit said bonds or certificates on or before Jan. 15, 1887, and in case of subscribing must pay 50 per cent of the 35 per cent of the amount subscribed for on or before Jan. 20, 1887.

Holders of Lake Erie & Western Incomes, or certificates, have the same privilege except as to the amount of their subscription, which in their case will be 250 per cent of their holdings.

Holders of Sandusky Division Incomes, or certificates, have the same privilege except as to the amount of their subscription, which in their case will be 150 per cent of their holdings.

STOCKHOLDERS.

The old stockholders will be allowed to deposit their stock with the Central Trust Company of New York, and on payment of \$12 per share will receive a certificate for the par of their old stock, which will be convertible into new common stock when issued by the railroad company. And they are hereby notified that they must do so on or before Jan. 15, 1887. Stockholders who have paid assessment will have credit for same on authorizing a transfer of the amount so paid.

For any further information apply at No. 2 Wall Street, New York. NELSON ROBINSON,
For the purchaser.

REORGANIZATION OF THE PHILADELPHIA & READING RAILROAD COMPANY AND AFFILIATED COMPANIES.

Creditors and shareholders are requested to deposit General Mortgage Bonds with Messrs. Drexel & Co., and other securities with Messrs. Brown Brothers & Co., under the terms of the agreement of March 22, 1886, as modified by the plan of reorganization of December 14, 1886, copies of which can be had upon application at the respective banking houses of the depositories, and at the Guarantee Trust and Safe Deposit Company.

General Mortgage bondholders on depositing their bonds will receive from Drexel & Co. engraved certificates now negotiable at the Stock Exchange and the interest now due under the plan.

For all other securities Temporary receipts will be issued by Brown Brothers & Co., exchangeable for engraved certificates (as soon as they can be prepared), to be made negotiable at the Stock Exchange, entitling the holder to the new securities after reorganization.

The cash subscription will be called for in installments of twenty-five per cent each and thirty days' notice by advertisement will be given prior to each call.

Creditors and shareholders are given until March 1, 1887, to accept the provisions of this plan.
In case a reorganization without foreclosure cannot be effected, then all parties who have failed to deposit under the plan by March 1, 1887, will be excluded from all participation in the reorganization by foreclosure, which (if there be sufficient deposits to satisfy the Trustees), will then be brought about immediately, and for the benefit of those only who have deposited.

JOHN B. GARRETT,
Chairman Reconstruction Trustees,

Grand Rapids & Indiana R.R.**Notice to Holders of 5 Per Cent Bonds.**

To meet the requirements of the Stock Exchange, this bond has been newly engraved and the new bond is ready for delivery. The holders are requested to send them to Winslow, Lanier & Co., New York.
J. H. P. HUGHART, Secretary.

NORFOLK & WESTERN RAILROAD CO.—TREASURER'S OFFICE, 333 WALNUT STREET, PHILADELPHIA, NOV. 20, 1886.

To holders of bonds of the Southside Railroad Company, maturing January 1st, 1887:
The bonds of \$100,000 First Preferred 8 per cent and \$93,000 Second Preferred 6 per cent Consolidated Mortgage Bonds of the Southside Railroad Company, maturing January 1, 1887, are hereby notified that the same, together with the six months' interest coupons thereon, then due, will be purchased and paid for at par at maturity, on the presentation of the bonds and coupons at this office.
Interest on said bonds will cease on that date.

ROBERT W. SMITH, Treasurer.

Financial.

By N. W. BOWE,
Real Estate Auctioneer.

Commissioners' Sale
OF
**ALL THE PROPERTY, FRANCHISES,
RIGHTS, &C.,**
OF THE
SOUTHERN TELEGRAPH CO.

By virtue of the following decrees entered in the causes of "William Mahone, &c., vs. The Southern Telegraph Company and others" and "The Farmers' Loan and Trust Company vs. Same"—viz.:

1. Decree entered in said causes in the United States Circuit Court for the Eastern District of Virginia, on the 21st day of December 1885;
2. Decree entered in said causes in the United States Circuit Court for the Western District of North Carolina, on the 4th day of February, 1886;

3. Decree entered in said causes in the United States Circuit Court for the District of South Carolina, on the 4th day of February, 1886;
4. Decree entered in said causes in the United States Circuit Court for the Middle District of Alabama, on the 5th day of February, 1886;

5. Decree entered in said causes in the United States Circuit Court for the Northern District of Georgia, on the 10th day of February, 1886;
The undersigned, Special Commissioners appointed there by, will sell at public auction, in front of the office of the auctioneer, No. 4 North Eleventh Street, in the City of Richmond, Va.

FEBRUARY 1, 1887,
at 12 o'clock M., ALL THE RIGHT, TITLE, AND INTEREST, OF EVERY KIND AND NATURE, OF THE SOUTHERN TELEGRAPH COMPANY in and to the line of telegraph to, from, and between the city of Washington and the city of Selma, Ala., and the various branches thereof (about 1,800 miles of poles and about 5,000 miles of wire), together with all the Lands, Properties, Franchises, Telegraph Lines, Cables, Poles, Wires, Instruments, Tools, Apparatuses, Offices, Fixtures, Patent-Rights, Contracts, Leases, Securities, Rights, Claims, Interest, and Demands of every kind, nature, and description whatsoever, wherever the same may be or lower situated, now held, owned, or possessed by the said company.

The said telegraph line is in good condition, and is now doing a good business.
The line will be sold subject to a traffic arrangement now existing between it and the Mutual Union Telegraph Company, which will expire at the option of the purchaser upon six days' notice.

TERMS OF SALE: Ten per cent of purchase-money in cash and a sufficient sum in addition to make such payment amount to \$0.000; the balance within thirty days after sale.

Any further information desired will be given by A. L. BOULWARE, receiver at Richmond, Va.
A. L. BOULWARE,
H. B. TURNER,
Commissioners.

N. W. BOWE, Auctioneer.

Indiana Bloomington & Western
FIRSTS, SECONDS AND EASTERN DIVISION
BONDS,

assenting to the plan of reorganization, must be deposited with the Central Trust Company (for which EXCHANGE CERTIFICATES are now ready) on or before Jan. 15, 1887. After that date bonds will not be received except on payment of such penalty as shall be imposed by the committee. Only bonds actually deposited are entitled to participate in the proposed purchase of the property.

INCOME BONDS must be deposited on or before March 1, 1887.
Holders of STOCK are required to pay to the Central Trust Company THREE AND ONE-HALF PER CENT of the par value of their holdings on or before Feb. 1, 1887, and the like amount on or before March 2, 1887.

Application has been made to list the Trust Company's certificates on the New York Stock Exchange.
F. P. OLCOTT, J. L. FARWELL,
F. O. FRENCH, J. MONT CLARKE,
J. R. MAXWELL, Purchasing Committee,
J. D. Campbell, Secretary, 115 Broadway, N. Y.

Henry S. Ives & Co.,
BANKERS,

No. 25 NASSAU ST., NEW YORK.

P. O. BOX 1422.

Transact a general banking business, including the purchase and sale of securities listed at the New York Stock Exchange, or in the open market.

Receive deposits subject to check at sight and allow interest on daily balances.

Government, State, County, City and Railroad bonds constantly on hand for sale or exchange, and particular attention given to the subject of investments for institutions and trust funds.

Financial.

SERIES A, \$500,000 FIVE
PER CENT

Registered and Coupon Water Works
Trust Bonds,

\$1,000, \$500 AND \$100 EACH,

OF THE

National Water Works
Investment Company,

CAPITAL, \$500,000.

Secured by the pledge of Six Per Cent
Water Bonds deposited with the
Farmers' Loan & Trust Co.

DIRECTORS:

George F. Baker, President First National Bank,
New York.

C. C. Pomeroy, of Messrs. Post, Martin & Co., New
York.

E. W. Clark, of Messrs. E. W. Clark & Co., Phila-
delphia, Pa.

H. C. Fahnestock, Vice-President First National
Bank, New York.

F. M. Colston, of Messrs. Wilson, Colston & Co.,
Baltimore, Md.

Theodore C. Woodbury, of Messrs. Woodbury &
Moulton, Portland, Me.

Archer N. Martin, of Messrs. Post, Martin & Co.,
New York.

These bonds, the direct obligation of the National
Water Works Investment Company, have the fol-
lowing advantages to investors:

First.—As security, a direct charge against the
capital of The National Water Works Investment
Company, amounting to \$500,000.

Second.—The benefit of the trained talent, experi-
ence and judgment of the experts employed by The
National Water Works Investment Company and
the business judgment of its Directors.

Third.—Constantly increasing security. The munici-
palities, either directly or otherwise, make such
contracts with the water works companies as to
give them practically the exclusive right to supply
water. Every increase in the population increases
the demand for water, and the consequent revenue
of the company; as the city grows, therefore, the
revenue of the water company and the security of
these bonds correspondingly increase.

Fourth.—The company sees that, as greater security
to the bonds which it purchases, assignments are
made by the local water company directly to a trust
company of the revenue derived from the city for fire
protection, &c., for the benefit of the bondholders,
so that the investor will have the further security
of the municipal obligation in addition to that of
the local company and that of The National Water
Works Investment Company.

These bonds will, therefore, combine the advan-
tages of Municipal Obligation, Direct Obliga-
tion of the Local Water Works Company
and the Absolute Obligation of The National
Water Works Investment Company.

It is believed that these bonds are an absolutely
safe investment, based on an element vital to the
existence of every community, secured by most
stringent provisions for the protection of the invest-
or, and having the additional advantages of ready
convertibility.

For Sale by

POST, MARTIN & CO.,

34 Pine Street, New York.

Coal and Coke Lands.

10,000 ACRES IN ONE TRACT, IN A
STATE SOUTH OF OHIO.

Quality equal to Conn. & Co. Three veins, 120
inches. Close proximity to rail roads, and furnaces
of large capacity. At a bargain.

Apply to **GEO. B. RIPLEY,**
66 Broadway.

Bible Hotel,

AMSTERDAM.

Beautifully situated in the centre of the city, close
to the Railway Station and the Exchange. First
rate cooking. Excellent wines. Moderate prices.
W. P. WERKER, Manager.

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THE Commercial AND Financial Chronicle

HUNT'S MERCHANTS' MAGAZINE,

A Weekly Newspaper,

REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES.

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CLEARING HOUSE RETURNS.

Christmas having fallen on the closing day of the week under review, the returns of clearings here presented embrace only five business days. No fair comparison can, therefore, be made with the figures for the preceding period, which covered a full week's transactions. The exhibit is, however, a pretty favorable one, since, except at New York, the decline from last week is but in excess of what the loss of one day's business would account for. At New York the larger part of the loss from December 18, is of course due to the comparative dullness in Stock Exchange circles which followed the panic.

Contrasted with the corresponding week of 1885, which also covered only five business days, the current returns record an excess in the aggregate of 0.8 per cent, while excluding New York the gain reaches 15.4 per cent. In the increase all the cities except New York, Providence, Milwaukee and Galveston participate. As in previous weeks, Indianapolis is most prominent in the percentage of gain exhibited, it being now 140.8 per cent. Omaha follows with 72.4 per cent, St. Joseph 71.8, Kansas City 57.2, Peoria 54.9 and San Francisco 55.7. Compared with the similar period of 1884, the present figures record an increase of nearly 50 per cent; the gain over 1883 is about 6 per cent, and over 1882 about 1 per cent.

New York Stock Exchange share transactions cover a market value of \$91,72,000, against \$99,268,000 for the corresponding period a year ago, and, pursuing our usual method of deducting double these values from the New York totals, there remains \$422,021,529 and \$438,195,153 respectively

in the two years representing exchanges of other origin, or a decrease this year of 3.7 per cent.

	Week Ending Dec. 25.			Week Ending Dec. 18.	
	1884.	1885.	Per Cent.	1886.	Per Cent.
New York.....	\$604,768,529	\$636,731,152	+5.0	\$693,536,166	+22.4
Sales of—					
(Stocks....shares.)	(1,508,615)	(1,595,008)	+13.4	(3,973,205)	+15.8
(Cotton....bales.)	(473,900)	(388,400)	+22.0	(672,400)	+48.9
(Grain....bushels)	(3,498,000)	(22,810,000)	+33.6	(40,690,000)	+6.7
(Petroleum....bbls.)	(22,181,000)	(39,930,000)	+44.5	(39,951,000)	+12.5
Boston.....	\$73,379.95	\$66,353,360	+10.6	\$96,912,468	+14.1
Providence.....	8,976,800	4,255,800	+5.8	5,333,600	+3.6
Hartford.....	1,477,656	1,393,285	+13.4	1,628,685	+8.7
New Haven.....	981,050	857,884	+14.4	1,157,152	+1.8
Portland.....	831,990	816,025	+1.9	876,943	+1.4
Worcester.....	809,129	716,011	+13.0	903,235	+13.4
Springfield.....	771,429	688,348	+12.1	911,415	+9.9
Lowell.....	453,538	390,470	+16.2	567,432	+4.8
Total N. England	\$82,681,107	\$75,381,113	+9.7	\$108,210,930	+12.5
Philadelphia.....	\$55,023,544	\$46,125,089	+19.3	\$68,912,510	+27.2
Pittsburg.....	7,942,528	6,511,812	+22.0	9,244,359	+23.5
Baltimore.....	10,221,832	9,245,190	+10.6	13,066,055	+11.8
Total Middle...	\$73,187,904	\$61,882,091	+15.3	\$91,215,914	+24.8
Chicago.....	\$43,648,212	\$42,910,812	+1.7	\$57,524,238	+8.0
Cincinnati.....	10,021,850	7,602,100	+31.8	11,744,200	+27.8
Milwaukee.....	3,632,402	3,633,737	+1.0	4,130,187	+1.7
Detroit.....	3,321,428	2,651,811	+21.5	3,591,000	+0.6
Indianapolis.....	2,932,554	1,218,018	+140.8	3,399,384	+118.0
Cleveland.....	2,809,512	1,813,173	+55.0	3,274,551	+22.8
Columbus.....	* 1,525,000	1,475,421	+3.4	1,700,330	+3.9
Peoria.....	983,222	626,766	+56.9	1,046,015	+34.4
Omaha.....	4,510,416	2,616,853	+72.4	4,903,212	+60.0
Minneapolis.....	3,313,520	2,323,330	+42.6	4,141,124	+23.5
Denver.....	3,396,616	2,701,033	+25.7	3,706,016	+31.2
Total Western...	\$79,904,732	\$69,572,611	+15.0	\$99,236,287	+15.4
St. Louis.....	\$14,348,684	\$14,010,522	+2.4	\$17,597,723	+16.6
St. Joseph.....	1,186,324	690,666	+71.8	1,616,315	+66.4
New Orleans.....	11,312,000	10,188,387	+10.0	13,970,337	+38.0
Louisville.....	3,517,405	3,401,000	+3.4	4,963,973	+10.5
Kansas City.....	6,497,561	4,132,052	+57.2	7,222,050	+71.1
Memphis.....	2,172,475	1,607,563	+35.1	3,066,916	+66.6
Galveston.....	1,531,157	1,625,588	+5.8	2,140,282	+1.7
Total Southern...	\$40,465,604	\$35,655,904	+13.5	\$50,878,192	+21.2
San Francisco.....	\$13,741,999	\$8,826,041	+55.7	\$15,804,021	+35.7
Total all.....	\$94,810,275	\$88,049,022	+7.6	\$135,842,081	+21.2
Outside New York	\$299,071,746	\$251,317,870	+15.4	\$365,315,921	+18.2

We have received by telegraph the returns of exchanges for the five days ending with this (Friday) evening. Last year's results given below, embrace only four days, the New Year holiday having fallen on Friday. No fair comparison between the figures as they stand can, therefore, be made. If, however, we make allowance for the missing day in 1885 there would appear to be a small decrease this year in the aggregate, but outside of New York a fair gain is indicated.

	Five Days Ending Dec. 31.			5 Days Ending Dec. 24.	
	1886.	1885.	Per Cent.	1886.	Per Cent.
New York.....	\$526,272,256	\$441,777,493	+19.2	\$604,768,528	+19.7
Sales of Stock (shs.)	(1,277,132)	(1,337,127)	+4.9	(1,724,561)	+31.2
Boston.....	63,611,924	50,477,422	+26.1	73,379,915	+38.1
Philadelphia.....	47,512,438	33,511,158	+41.5	55,023,544	+47.2
Baltimore.....	10,194,927	6,842,863	+48.1	10,221,832	+37.9
Chicago.....	41,531,000	31,372,000	+32.7	43,648,212	+28.5
St. Louis.....	13,649,512	10,291,738	+32.6	14,348,684	+30.0
New Orleans.....	9,083,244	8,466,345	+7.3	11,312,000	+33.4
Total.....	\$713,837,301	\$581,709,299	+22.7	\$812,930,306	+23.9
Balance, Country*	74,029,339	54,071,635	+36.9	80,763,572	+34.6
Total all.....	\$787,866,640	\$635,780,934	+24.1	\$893,693,878	+24.7
Outside New York	\$261,544,344	\$194,108,141	+34.8	\$299,071,746	+38.6

* Estimated on the basis of the last weekly returns.

THE FINANCIAL SITUATION.

Money has been in abundant supply, with no special demand for it this week. As a consequence, bankers' balances have loaned at the Stock Exchange at an average of about 5 per cent, the extremes being 3 and 6 per cent. None of the banks have loaned below the latter rate. Early in the week it was reported that some of them, and also some of the trust companies, would call in loans preparatory to the disbursement of the semi-annual interest and dividends; this has probably been done to an extent, but made no disturbance whatever, and the loans called must have been readily replaced. This unusual ease at the close of a year has undoubtedly been aided by the large liquidation of speculative accounts a fortnight ago. But the movement of funds from the interior to this centre (some of the bank returns to us showing large amounts received), added to the imports of gold, have so augmented the supply as entirely to change the conditions of the market in that respect. The street seems bare of commercial paper, but at the same time there has been no demand for it from the city banks, their own customers and the needs of Wall street affording better facilities for the employment of money. Bankers and Trust Companies are offering loans on stock collateral at 6 per cent for four to six months, and so long as they can get this rate it is not likely that they will be urgent for commercial paper.

In the open market, London, there has been quite an improvement in money this week. This was incidental to the close of the year, to the shipments of gold to the United States, and to the large requirements in connection with the Stock Exchange settlement. The latter has been an important feature in the market each settlement day for some time. Our panic came in the midst of the last settlement, and as much as 8 and 10 per cent was paid for fortnightly loans. This week the cable reported money to the next settlement as high as 10 to 12 per cent. Discounts of 60 day to 3 months' bank bills were firm at $4\frac{1}{2}$ per cent, but closed yesterday easier at $4\frac{1}{4}$ per cent. The gold in the Bank of England as reported this week was reduced to £18,819,695. By special cable to us we learn that the loss of bullion which was reported at £340,000 for the week was made up by a receipt mostly from France of £38,000 and by shipments to the interior of £278,000 and an export to Lisbon of £100,000.

There has been an advance of one cent per pound sterling in our exchange market since our last, and the market has been firm at the advance, largely under the influence of the usual demand for remittance at the end of the year, the inquiry being chiefly for cable transfers and sight bills. It has been reported as a further reason for the improvement in rates and tone, that some importers of gold have waited until their consignments arrived or were nearly due before covering them with sterling. This seems hardly probable under the conditions of the exchange market which have prevailed the past ten days. The higher rates for money in London, and the profitable employment to be found for balances there, is more likely to have influenced sterling. So far as the gold movement to New York is concerned, a comparatively slight rise in exchange is sufficient to retard it, for the managers of the European banks are disposed to place every obstacle in the way of withdrawals for that purpose. The Bank of France, as reported by latest mail advices, in addition to the premium asked, exacted as a condition upon which shippers obtained their gold, evidence that the export was for America, the managers fearing it was for Germany. The Bank of England still maintains a

premium upon its bars, and an advance in the minimum rate of interest is certain if there should be any further shipments to New York at present. The arrivals this week have been $5\frac{1}{2}$ million dollars. There have been no shipments (except the one reported from Southampton last Friday) from either Paris or London, and the amount still afloat is probably about 3 million dollars.

The trade report issued this week by the Bureau of Statistics is worth more than a passing notice. It is the record of the trade influences which have been at work in the foreign exchange market, and an indication of what is and what will be at work there in future months. For in the present condition of our currency, one must in obtaining a forecast of the future make the course of trade the basis of his judgment. Prosperity and anxiety are antagonistic. To-day there is no cause for anxiety; imports are moderate—exports are large—securities are in demand—gold is coming in freely. But every careful man looks ahead, and the question is how long will these conditions last? What will check and what may reverse the foreign movement of our securities? Granting crops yield well and exports continue free, what may increase imports so largely as to make our trade conditions unsafe?

Every one knows the danger. We are living under a protective tariff. At every depression in trade which produces a decline in prices it works as intended—as prices drop it shuts out by degrees foreign goods, and shuts up in the same measure the home market to our own manufacturers. We are not discussing the wisdom of the principle but its action. Thus supply from abroad being shortened, domestic consumption the quicker overtakes home production. At that point trade revives, and shortly thereafter prices again begin to advance. Then occurs a period of what is termed prosperity during which this rise in prices continues until protection no longer protects—foreign goods flow in in large volume, exports fall off, and our trade balance is reversed. These are very familiar facts, but as we have reached a special phase in this little cycle, and as the course of future events is still in a measure within our own control, to recall them may be useful in more ways than one. It would no doubt be wise if trade circles could be satisfied with present profits. For instance iron, steel and their allied industries are profitable now, and yet it is perhaps foolish to think of a man taking less for his goods than he can get, although the results of pushing up prices further cannot be doubtful. We must remember too that this country by reason of its queerness in coining silver dollars, is in a position which makes our people very timid under any export of gold, and a marked change in the foreign trade conditions would be a decidedly chilling influence. We speak of these things not because there is any present danger, but because the conditions are so very favorable now that it is a good time to look ahead. The statement of our trade which we give further below, and which has been compiled from the figures issued this week by Mr. Switzler of the Bureau of Statistics, presents the situation at a glance. There is a net trade balance for November (including silver which is a commodity) of about 19 million dollars. Exports of merchandise were large notwithstanding the low values, being over $72\frac{1}{2}$ million dollars, against $67\frac{1}{2}$ millions last November, while the imports though a little larger than a year ago were moderate, namely, 54 millions against $50\frac{1}{2}$ millions in November, 1885. The net inflow of gold for the month, it will be seen, was about nine million dollars, which added to the imports in the previous four months makes a total net import for the five months ended with November of 23 millions, so that after exporting $34\frac{1}{2}$ millions net in the

first half of 1886, at the end of November we had recovered all but $11\frac{1}{2}$ millions of it. As so much gold has come here during December, when the figures for the full year are compiled it will probably be found that a small balance remains on the side of the imports. Following are the figures:

FOREIGN TRADE MOVEMENT OF THE UNITED STATES—(000s omitted.)

Year.	MERCHANDISE.			GOLD.			SILVER.		
	Exports.	Imports.	Excess of Exports.	Imports.	Exports.	Excess of Imports.	Exports.	Imports.	Excess of Exports.
1886.	\$	\$	\$	\$	\$	\$	\$	\$	\$
Jan....	57,988	47,415	10,573	1,708	2,582	+874	2,907	1,023	1,884
Feb....	51,905	56,687	*4,782	986	5,654	+4,668	2,001	1,147	854
March..	53,693	60,038	*6,345	840	9,921	+9,081	2,345	1,790	555
Total..	163,586	164,140	*554	3,532	18,157	+14,625	7,253	3,930	3,323
April...	54,017	57,366	*3,349	351	4,812	+4,461	1,824	1,128	696
May....	54,101	52,872	1,229	249	7,395	+7,146	2,068	1,257	811
June....	55,907	54,212	1,695	263	8,380	+8,117	1,854	1,176	678
Total..	164,025	164,450	*425	863	20,587	+19,724	5,748	3,561	2,185
July....	52,799	55,654	*2,855	582	1,175	+593	2,346	1,406	840
August..	51,184	58,676	*7,492	4,959	131	4,828	1,880	1,478	402
Sept....	54,068	55,384	*1,316	4,994	308	4,686	2,492	1,404	1,088
Total..	158,051	169,664	*11,613	10,585	1,614	8,921	6,618	4,348	2,270
Oct....	69,636	54,805	14,831	5,413	264	5,149	1,733	1,576	157
Nov....	72,619	54,048	18,571	9,369	353	8,954	2,317	1,777	440
11 mos..	627,917	607,107	20,810	29,652	40,977	+11,325	23,567	15,192	8,375

* Excess of imports.

† Excess of exports.

The rapidity with which railroad construction is being carried on in the United States is shown in the statement prepared this week by the *Chicago Railway Age* with reference to the new mileage built in 1886. The *Age* finds that no less than 8,010 miles of new main track were laid in the United States during the year just closed. This is about a thousand miles above what was supposed would be the limit only a short time ago. But we are laying track much faster than in previous eras of railway expansion. This is because of greater facilities, greater knowledge, greater means, and greater experience. Some of the larger companies add a mile or a mile and a half a day without any special effort. With so many companies carrying on work at this rate, it is not surprising that the total should reach very large proportions. It is this feature that distinguishes the present era, namely that so much of the new mileage is being built by strong companies, and it is the same feature that makes conservative people feel less disturbed about possible adverse consequences. The corporations doing the work are in most cases such as have a large established net revenue to fall back on in case the new mileage should not realize the expectations of business entertained of it; and moreover there is this other fact to be remembered that much of the new road runs through a section of country developing with great rapidity. Of the 8,010 miles built in 1886, 1,520 miles, or nearly one-fifth of the whole, is in the State of Kansas, where the Atchison company is doing such active work. In 1885, according to Poor, only 3,131 miles of new track were laid in the United States, and in 1884 3,973 miles, so that in the last twelve months we have added considerably more than in the preceding twenty-four. But in 1881 and 1882 we built nearly $21\frac{1}{2}$ thousand miles, so that at least we are far from having reached the very heavy figures of that period.

Stockholders in the Vanderbilt roads have reason to congratulate themselves upon the favorable results of the 1886 operations, as disclosed in the statements submitted this week. The New York Central for the quarter ended December 31, shows 1.81 per cent earned on its stock after full allowance for the increase of charges produced by the lease of the West Shore, against not quite $1\frac{1}{2}$ per cent (1.43) in the corresponding quarter of 1885 without the West Shore. As in the September quarter the road had earned $2\frac{1}{4}$ per cent, the result for the last half of the calendar year 1886 is a return of nearly 4 per cent. In other words, the New York Central which has been pay-

ing dividends of 4 per cent a year, earned almost as much as that in a single six months' period—the best part of the year, however, it is only fair to say. Certainly that is a very gratifying showing. In pursuance of a conservative policy the rate of distribution has not been changed. The Lake Shore and the Michigan Central statements we review in a separate article. We may say, though, that both companies declare dividends of 2 per cent, payable in February, 1887 (after having earned over $4\frac{3}{4}$ per cent), and the Canada Southern $1\frac{1}{4}$ per cent, payable at the same time. On the Michigan Central and the Canada Southern these will be the first dividends for three years—since February, 1884—and on the Lake Shore the first since November, 1884. The Cleveland Columbus Cincinnati & Indianapolis road will distribute nothing, but the ratio of improvement on that road is really greater than on any of the others. Against a deficiency below the charges of \$557,444 in 1885, we have for 1886 a surplus above the charges of \$414,939. The percentage of increase in the net, which on the Lake Shore amounts to 26 per cent, and on the Michigan Central to 45 per cent, on the Cleveland road reaches the large figure of 66 per cent, the total of the net having increased from \$1,482,171 to \$2,461,591. Below we bring together the results on all the Vanderbilt lines for the last two calendar years. The Central's fiscal year ends with September, but as the company issues statements by quarters we are able to make up its figures for the same period as the others. Of course in the case of all the roads the 1886 figures are partly estimated.

	Gross Earnings.			Net Earnings.		
	1886.	1885.	Increase.	1886.	1885.	Increase.
	\$	\$	\$	\$	\$	\$
New York Central.	32,005,759	24,495,873	8,109,886	12,729,592	7,974,377	4,755,215
Lake Sh. & Mich. So.	15,826,616	14,133,506	1,693,110	6,117,481	4,845,969	1,271,512
Mich. C'n. & Can. So.	12,250,000	10,707,394	1,542,606	3,900,000	2,692,791	1,207,209
*Clev. Col. C. & Ind.	7,228,384	6,411,445	816,939	2,461,591	1,482,171	979,420
Total	67,910,759	55,748,218	12,162,541	25,208,664	16,995,308	8,213,356

* Including the Indianapolis & St. Louis and the Cincinnati & Springfield.

Here we find strikingly favorable results. In the case of the gross earnings we have an increase on the four roads of 12 million dollars. If we take four millions as the amount to be added to the 1885 figures, if the West Shore had been operated in that year as in 1886, even then an increase of over 8 million dollars is left, of which about one-half would belong to the Central and the other half to the three Western lines. But it is not till we reach the net that we find the real measure of gain. These have increased almost 50 per cent, or \$8,213,356. Here of course the gain would be increased if the West Shore results for 1885 were included, for the road had no net then, but a large deficit below operating expenses. Of the $8\frac{1}{4}$ million increase, the Central has $4\frac{3}{4}$ millions and the other three lines the remainder.

The stock market has shown a recovery of tone and increased activity this week. There are several circumstances that have contributed to this result. In the first place the returns made by the Vanderbilt roads had a stimulating effect, and so of course had the generally good reports of earnings, weekly and monthly, by other roads. Then the large arrivals of gold and the ease in money, the latter of which became more and more pronounced each succeeding day, tended to remove fears of trouble from that source, and of course induced buying that would otherwise have been deferred. The favorable statements with regard to the condition of the coal trade, both anthracite and bituminous, led to purchases of this class of properties. The settlement of various labor troubles on the railroads,

notably those on the Reading, also exercised a beneficial effect. Finally, the revival of rumors of a great combination of Southern roads sent all the Southern properties upward, and these were further benefited by the publication of various facts and figures to show the wonderful development that the South is experiencing. With all these favoring circumstances, and operators for a fall apparently disinclined to make any demonstration against the market—some of them indeed, hurrying to cover their outstanding contracts—it is not surprising that strength and higher prices should have been the characteristics of the market. The year thus closes with the outlook much more encouraging than seemed possible only a short two weeks ago, and with the temper of operators again very sanguine.

The following statement, made up from returns collected by us, shows the week's receipts and shipments of gold and currency by the New York banks.

Week ending December 31, 1896.	Received by N. Y. Banks.	Shipped by N. Y. Banks.	Net Interior Movement.
Currency.....	\$1,400,000	\$1,325,000	Gain.. \$75,000
Gold.....	...	.....	.....
Total gold and legal tenders. . .	\$1,400,000	\$1,325,000	Gain.. \$75,000

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 gained \$2,000,000 through the operations of the Sub-Treasury and \$3,100,000 by Assay Office payments for gold imports. Adding these items to the above, we have the following, which should indicate the total gain to the New York Clearing House banks of gold and currency for the week covered by the bank statement issued yesterday.

Week ending December 31, 1896.	Into Banks.	Out of Banks.	Net Change in Bank Holdings.
Banks' Interior Movement, as above	\$1,400,000	\$1,325,000	Gain.. \$75,000
Sub-Treasury oper. and gold import.	11,100,000	6,000,000	Gain.. 5,100,000
Total gold and legal tenders	\$12,500,000	\$7,325,000	Gain.. \$5,175,000

The Bank of England reports a loss of £340,000 bullion during the week. This represents £62,000 net sent abroad and £278,000 sent to the interior. The Bank of France lost 12,475,000 francs gold and gained 125,000 francs silver, and the Bank of Germany, since the last report, shows a decrease of 3,040,000 marks. The following indicates the amount of bullion in the principal European banks this week and at the corresponding date last year.

	Dec. 30, 1896.		Dec. 31, 1895.	
	Gold.	Silver.	Gold.	Silver.
Bank of England	12,819,675	.....	20,115,228	.....
Bank of France	49,611,184	45,781,186	46,296,606	43,417,311
Bank of Germany	18,075,650	16,029,350	13,910,400	17,001,600
Total this week	\$6,509,529	\$1,810,536	\$0,322,234	\$0,418,911
Total previous week ..	\$7,429,117	\$1,876,976	\$1,257,329	\$1,019,947

The Assay Office paid \$232,363 through the Sub-Treasury for domestic and \$3,116,147 for foreign bullion during the week, and the Assistant Treasurer received the following from the Custom House.

Date.	Duties.	Consisting of—			
		Gold.	U. S. Notes.	Gold Certificate's.	Silver Certificates.
Dec. 24	\$398,497 19	\$1 000	\$79,000	\$253,000	\$65,000
" 25	.....	Holi day			
" 27	331,288 1	2,000	54,000	21,000	77,000
" 28	777,354 1	7,000	87,000	562,000	120,000
" 29	662,568 8	12,000	79,000	470,000	101,000
" 30	232,653 3	9,000	21,000	161,000	41,000
Total	\$2,405,514 3	\$31,000	\$30,000	\$1,617,000	\$414,000

Included in the above payments were \$5,000 in silver coin, chiefly standard dollars.

THE LONG AND SHORT HAUL CLAUSE.

Senator Cullom has written a letter to explain the meaning of the long and short haul clause of the Inter-State Commerce bill, judging from which he appears to fall far short of appreciating the real nature and effect of the measure he is advocating. We never supposed the provisions we have taken exception to, were in any particular different from what they really are, so that his citations from them are nothing new. We had the sections in question before us when we first wrote two weeks since, and it struck us then and strikes us still that it would be wise not only for Senator Cullom but for all Western Senators and Representatives to study the bearing of this long and short haul clause closely, and see who it is likely to hit hardest before any action is taken on this measure. If in its operation it will really prove as we have charged a cruel device for disorganizing the trade of the far West and depreciating the values of farm lands there, most certainly none of our Western legislators can wish to set it in motion.

For it is not at all in the interest of railroads that we write. We see that Mr. Reagan is reported in an Associated Press dispatch as saying that the railroads are going to send to Washington a half million of money to kill the bill. If the Congressman is depending upon that distribution or any distribution by them in this matter he had better dismiss the thought quickly. As we look at it, the railroads have nothing to fear from the clause in question except so far as a disturbance of the carrying trade of the country may derange all business. It is the Western farmer who produces wheat, corn, oats and hog products, and wants to get them to market, that is the party in interest. Remember that these are the very same things (in the words of the law "like kind of property") that are produced and are seeking a market in every State from Oregon to New York under (as the law further puts it) "substantially similar circumstances and conditions." The present rates for such freight through and local, are not the result of an impulse or a whim, but of trade conditions. They have been saddled on the railroads under the operation of natural forces. A Liverpool market for grain, and an Oregon, Colorado, Kansas or New York farm with the grain upon it, are the factors, and the problem was to bring them together. How has this been accomplished? Simply through the roads (beginning with Oregon and ending with New York), charging for the wheat, &c., they carry from one centre of trade to another centre of trade (as for instance from Council Bluffs to Chicago) very much less (in many cases less than cost) than the rates for which they bring wheat, &c., shipped at way stations within that distance, this principle being substantially continued over the Western route through each State in the series.

Of course to the farmer in the centre of Nebraska it seems unjust that Cheyenne wheat can get to Council Bluffs cheaper than his wheat can; similarly to the farmer in the centre of Iowa, it looks like hardship that Council Bluffs wheat should get across his State cheaper than his own wheat is carried; so to the farmer in Ohio, it is almost unbearable that Chicago wheat should get across his State cheaper than his wheat does; but had not some such system as this been put into operation, the Colorado and other far Western lands would not have been worth five dollars an acre, for their products could not have been brought within reach of a market. These farmers and their representatives in Congress overlook the fact that each succeeding State gets substantially the benefit of the

same principle, only of course in a less degree the nearer to the Eastern or the European markets the farms are situated. On account of this latter fact the New York producer would be delighted to have the existing system or arrangement abrogated and this bill put in force. His land would be in some measure restored to its old position when it almost monopolized the wheat-raising business, before through rates bridged the distance between the seaboard and the rich Western prairies.

These suggestions, though general in their character, ought to be sufficient to make plain the true working of the long-and-short haul provision. But there appears such a strange and wide misunderstanding of the effect of this feature that a more particular reference may be desirable to some of the statements made in support of it, for in this way perhaps we shall be able to make the operation and results of the measure clearer. Thus one of our leading daily papers, in illustrating its opinion, says the clause "means, for instance, that if a carload of grain is taken from St. Paul to New York at a certain rate, a higher rate shall not be charged from Chicago or from Buffalo than for the whole distance from those points." The truth is, this statement has no relevancy whatever to the subject. It would be utterly impossible under the law to prevent what is here given in illustration of its working. There is no single railroad running from St. Paul to New York, and there is no through rate between those points except one resting wholly on the will or choice of several roads (which the law cannot regulate or continue in force a moment longer than the agreement of the contracting roads lasts), and which is simply an aggregate of the charges of the separate roads making up the combination. When this Inter-State measure is passed, the New York Central, for instance, if it saw fit to charge twice as much from Buffalo to New York as the Lake Shore charged from Chicago to Buffalo, it could do it. In other words the prohibition applies and can only apply to *each* railroad—to the links which make up a through route. The through route as a creature is wholly artificial, a mere matter of comity between the roads for the convenience of the public. It is not a being—has no existence—in the eye of the law. Just the same objection holds to the illustration Senator Cullom makes in his letter, and it is difficult to understand how he could so misconceive the purport of a measure his own name bears.

What act of the railroads is it then that the provision we are discussing will prohibit? It is simply this—it will break up an arrangement entered into by and between the carriers of the country for making neighbors of the far West and East. Our area is so vast that unless almost nothing was charged for carrying our great productions, there could be no trade, no interchange of commodities between its extreme sections. This law comes in and throws all these arrangements into confusion by saying in substance that no railroad shall charge for a like kind of property more for a long haul than for a short haul under substantially similar circumstances and conditions. That means that the Northern Pacific cannot bring over its road to Minneapolis a car load of wheat shipped at Portland Oregon, for less money than it brings a car load of wheat from an intermediate station to Minneapolis; that the Chicago & St. Paul cannot bring over its road a car load of wheat from Minneapolis to Chicago cheaper than it brings it from Lisbon to Chicago; that the Burlington & Quincy cannot bring over its road a car load of wheat from Council Bluffs to Chicago cheaper than it brings a car load from Red Oak to Chicago. So we might go on and mention every railroad in the country,

for it is to the individual road the law speaks, virtually directing that each must no longer favor the traffic of States further West. In other words, the restriction in the act alters the condition which has hitherto prevailed of granting a lower cost for through freight of a "like kind," although it is carried the longer distance—a custom or rule which, as we have seen, naturally grew up out of the situation—a necessity by virtue of which alone, the products of the Western prairies have been brought within reach of the market.

It is well to keep in mind also that no producer, at least none west of Chicago, suffers any loss through the arrangements which this act will abrogate—that it is mutually beneficial. We showed this last week. Recall the fact that though there are markets at Minneapolis and Chicago and other interior points, prices at those points are all regulated substantially by the quotation in Europe, less the ocean freight and cost of getting to seaboard. For instance, if American railroads under this new law are required to put up charges 10 cents per bushel for wheat from Chicago to New York, and there was no other route, prices of wheat at Chicago would immediately drop 10 cents, and the value of wheat on the farms at Chicago and west of that point would decline to just the same extent. Again, if the railroad rates between Chicago and Council Bluffs, or between Chicago and Minneapolis, are by the same means put up 5 cents a bushel more than they now are, another 5 cents (or 15 cents in all) would be taken out of the producer's price of wheat on all farms west of Council Bluffs and Minneapolis. And so the burden for the wheat grower to bear would accumulate in about that rate with each additional 500 miles further west the point of shipment is carried. Senator Wilson's constituents, therefore, whom he refers to in his late speech as living at Red Oak, Fairfield, &c., Iowa, might through the act get the same rate to Chicago that the Council Bluffs shippers were charged, but that rate would not be \$40 a car-load (the price he names as now ruling), but something higher to meet the new conditions; and, furthermore, when their wheat reached Chicago it would not command the present, but a lower price, as much lower as the new conditions had added to the cost of moving wheat to New York.

There is one other point which calls for a few words, for very strangely many are claiming that no such readjustment of long and short rates as we suggest will be found necessary as a result of this provision if it becomes a law. We supposed that matter was too clear to require demonstration. Is it not notorious that our through railroads carry through freight even in times of peace at rates which would not net them enough to pay operating expenses and fixed charges (and many at a price that would scarcely cover cost) if applied to all their business? Most certainly there can be no denial of that fact. Or look at it from the short haul point of view. Profits come from local traffic. Imagine then the short haul rates cut down to meet the long haul rates on "like kinds of property" shipped "under similar circumstances and conditions." Would it be possible to do it and retain the profits? Of course on our Eastern trunk lines, where there is such a diversity in shipments, the clause "like kinds of property" under "similar circumstances and conditions" would restrict in some measure the application of the provision in question; so that in the readjustment and equalization of rates up to the old standard of profits, although the through charges would have to be marked up materially, the rise would not be so important as in farming sections. But in the West where nearly all the shipments East are of "like kind of property," the change

would have to be very decided even to keep the roads running, to say nothing of keeping up profits.

To afford an approximate measure of the extent to which this change would become necessary let us take two prominent roads. The first is the Cleveland Columbus & Cincinnati which we have referred to in previous issues. We refer to it again for several reasons. One is that it is a signal and convincing demonstration of the correctness of our remarks; then again it is one of the very few roads which furnishes the necessary figures, and as we can go back through ten years of reports, by averaging the annual results we reach something pretty substantial to base an opinion upon; finally the Cleveland road is an important illustration because it occupies such a prominent position as a through carrier. Here then are the results reached. In a period of ten years this road received an average of only 566 thousandths of a cent per ton mile on the east-bound through freight, while on the east-bound local business the rate was 1161 thousandths. The average cost to the road of moving a ton of freight (all classes and kinds) in the same period was 581 thousandths of a cent, or more than the local east-bound through rate. In view of these facts, is there any room for question as to how an equalization or adjustment of rates would have to be brought about in case of the passage of the Inter-State Commerce bill? Obviously it could be effected in no way except by raising the through tariff very materially above existing figures.

The Cleveland & Columbus is called an eastern system. Let us test one in the Northwest. Take for example the Chicago & St. Paul, extending as it does through five States and territories, and running from Chicago to Council Bluffs, to Sioux City, to Fargo, and to St. Paul and Minneapolis. On this vast system the average through rate in 1884-85 (later figures have not yet reached us) was 84 hundredths of a cent, and the average on the local freight was 1.34 hundredths, or just half a cent a ton a mile more, the total traffic, through and local, reaching 1,316,954,500 tons one mile. Assume that 1,000,000,000 tons of this was local traffic, since in the previous year out of a total of 1,181,630,780 tons, 1,001,531,663 tons had been local. Now suppose we imagine the local rate reduced to the basis of the through rate—that is, cut down half a cent a ton a mile; in that case, net earnings on this 1,000,000,000 million tons would suffer a reduction of no less than five million dollars. As the total net earnings in the same year were \$9,351,206, this would cut them down to \$4,351,206, while interest on the debt alone amounted to \$6,096,812, leaving a deficit of over \$1,700,000. Thus we see that the company would in such a contingency be unable to meet its charges, and be forced into bankruptcy. Does this not prove conclusively that the only way rates could be readjusted or equalized and the roads kept in operation, would be to advance the tariff on the through business. We do not claim that the through rate would have to equal the present local rate. The extent of the advance no one can determine before trial.

All we assert is that the rates would have to be revised and the through rate raised, and that just to the extent that this was done the Western farmer and the whole trade of the country would suffer.

We have not referred to the portion of the section in controversy which gives discretion to the Commissioners respecting these matters, because the prohibition is general and the discretion is in expressed terms confined to special cases. Besides, we should object most decidedly to the provision if after conferring this power the discretion as to its use was unlimited. The Czar of Russia could not ask for a more autocratic position. The officers

appointed under it would have not only the railroads but the trade of the country at their will. We have not that confidence in man that we wish to lead him into any such temptation.

THE LAKE SHORE AND THE MICHIGAN CENTRAL STATEMENTS.

Both the Michigan Central and the Lake Shore statements are very good documents, but the former is rather the better of the two. The gain over the previous year is not materially different for either company in the case of the gross or the net. Thus the gross of the Lake Shore has increased \$1,693,110, and that of the Michigan Central \$1,542,606, while the net of the former has increased \$1,271,512, and of the latter \$1,207,209. But the gain on the Michigan Central is on a smaller total and hence is proportionately very much greater. In fact, the increase in the net earnings of the road is almost 45 per cent.

The features of the year of course have been the better rates realized on trunk-line through traffic and the revival of general business. From the former the Michigan Central received relatively much greater benefits than the Lake Shore. In the first place, the average per ton per mile for through traffic on the Michigan Central in 1885 had got down to the incredibly low figure of about a third of a cent per ton per mile, and in the second place the road has both relatively and absolutely a much greater through tonnage mileage than the Lake Shore. Part of the Central's surplus above expenses and charges, of course goes to the Canada Southern. Allowing for that, however, we find that the Lake Shore and the Michigan Central have earned substantially the same percentage on their respective capital stocks, that of the Lake Shore being \$4 85 per share, and that of the Michigan Central \$4 87 per share. Both companies will pay two per cent semi annual dividends in February, and both of course will have a large balance above the amount needed for that purpose, as will also the Canada Southern above its 1½ per cent dividend. Following is a summary of the yearly results on the Lake Shore since 1870.

LAKE SHORE & MICHIGAN SOUTHERN'S INCOME.

Years.	Gross Earnings.	Operating Expenses and Taxes.	Net Earnings.	Fixed Charges.	Dividends per Share of \$100.	
					Earned.	Paid.
	\$	\$	\$	\$	\$	\$
1870.....	13,509,236	8,369,821	5,140,415	1,828,897	9 60	8 00
1871.....	14,898,449	9,779,806	5,118,643	2,121,184	8 37	8 00
1872.....	17,699,935	11,839,526	5,860,409	2,201,459	8 55	8 00
1873.....	19,414,509	13,746,598	5,667,911	2,654,560	6 10	4 00
1874.....	17,146,131	11,152,371	5,993,760	3,008,193	6 04	3 25
1875.....	14,434,199	10,531,501	3,902,698	2,810,294	2 20	2 00
1876.....	13,949,177	9,574,836	4,374,341	2,759,959	3 26	3 25
1877.....	13,505,159	8,963,966	4,541,193	2,775,657	3 57	2 00
1878.....	13,979,766	8,486,901	5,492,865	2,718,792	5 61	4 00
1879.....	15,271,492	8,934,524	6,336,968	2,754,988	7 24	6 50
1880.....	18,749,461	10,418,105	8,331,356	2,750,374	11 28	8 00
1881.....	17,971,391	11,278,429	6,692,962	2,725,875	8 02	8 00
1882.....	18,225,639	11,037,807	7,187,832	3,027,000	8 37	8 00
1883.....	18,513,656	11,001,854	7,511,802	3,498,806	8 11	8 00
1884.....	14,843,584	9,193,522	5,710,062	3,720,470	4 02	5 00
1885.....	14,133,506	9,237,537	4,845,969	3,807,456	1 98	.....
1886.....	15,826,616	9,709,135	6,117,481	3,719,135	4 85	2 00

It is needless to say that the result for 1886 is far from being up to that of the best previous year. The Lake Shore for many years earned full 8 per cent, and in 1880 earned as much as 11½ per cent. In the late year not quite 5 per cent was earned. But separating the figures so as to show the results by half-yearly periods, we find that the last half of the year gives a very much better result than the first half, and hence the promise held out by this half year's exhibit is much more favorable than that based on the accounts for the full year. On the 1st of July the gain over 1885 amounted to only \$464,132 in gross and \$570,151 in net. For the full year the gain reaches, as already said, \$1,693,110 in the gross and \$1,271,512 in the net.

On the Michigan Central the distinction between the first half of the year and the second half is even more marked. At the end of June that road showed an increase of \$463,000 in the gross and of \$397,000 in the net. Now the increase is \$1,542,000 in gross and \$1,200,000 in net. In other words, in the last six months of the year the Michigan Central increased its gross earnings over a million dollars and its net more than \$800,000. In fact the road made almost as much net (\$2,416,000) in these last six months of 1886 as in the whole of 1885 (\$2,692,791), or the whole of 1884 (\$2,699,945). It is these strikingly good results in the closing half of the year that give to the prospect its most encouraging look. Below are the yearly figures back to 1878. For the years prior to the consolidation (1883) we have combined the figures of the Canada Southern and the Michigan Central. It will be noticed that the comparison here with the best previous years is much better than in the case of the Lake Shore. Only 1880 and 1883 show larger net earnings than 1886.

COMBINED EARNINGS OF MICHIGAN CENTRAL AND CANADA SOUTHERN.

Years.	Gross Earnings.	Operating Expenses and Taxes.	Net Earnings.	Interest and Rentals.	Surplus.
1878.....	\$9,472,631	\$6,437,497	\$3,035,134	\$2,003,297	\$1,031,837
1879.....	10,410,795	7,147,683	3,263,112	2,013,155	1,249,957
1880.....	12,791,428	8,215,092	4,576,336	1,994,210	2,582,126
1881.....	12,303,591	9,404,443	2,899,148	2,371,551	527,597
1882.....	12,457,901	9,268,006	3,189,895	2,450,602	708,493
1883.....	14,009,767	9,741,639	4,268,128	2,433,416	1,834,712
1884.....	11,659,077	8,959,132	2,699,945	2,638,602	61,343
1885.....	10,707,394	8,014,603	2,692,791	2,606,753	26,038
1886.....	12,350,000	8,350,000	3,900,000	2,578,000	1,322,000

IMPORTS AND EXPORTS FOR NOVEMBER AND FOR THE ELEVEN AND TWELVE MONTHS ENDING NOVEMBER 30.

The Bureau of Statistics has issued its detailed statement of the foreign commerce of the country for the month of November, and the eleven and twelve months ended with November 30.

MERCHANDISE.

	For the month of November.	For the 11 months ending Nov. 30.	For the 12 months ending Nov. 30.
1886.—Exports—Domestic.....	\$71,361,139	\$615,329,570	\$688,396,807
Foreign.....	1,258,201	12,587,255	13,793,731
Total.....	\$72,619,345	\$627,916,825	\$702,190,541
Imports.....	54,018,815	607,107,117	659,318,637
Excess of exports over imports	\$18,570,528	\$20,809,707	\$24,871,904
1885.—Exports—Domestic.....	\$66,614,082	\$600,526,269	\$690,633,945
Foreign.....	803,208	13,449,813	14,686,292
Total.....	\$67,417,290	\$613,976,082	\$705,320,237
Imports.....	50,602,184	535,657,153	577,828,146
Excess of exports over imports	\$16,815,106	\$78,318,929	\$127,492,091

GOLD AND SILVER—COIN AND BULLION.

1886.—Exports—Gold—Dom.....	\$351,361	\$32,088,992	\$32,941,509
Foreign.....	3,884	8,888,883	9,826,340
Total.....	\$355,245	\$40,977,875	\$42,767,849
Silver—Dom.....	\$1,279,218	\$14,475,796	\$16,336,752
Foreign.....	937,458	9,091,754	10,434,491
Total.....	\$2,216,676	\$23,567,550	\$26,771,233
Total exports.....	\$2,571,921	\$64,545,425	\$69,539,082
Imports—Gold.....	\$9,309,507	\$29,652,274	\$35,272,465
Silver.....	1,777,159	15,191,997	16,723,076
Total.....	\$11,086,666	\$44,844,271	\$51,995,541
Excess of exports over imports	\$1,485,255	\$19,701,154	\$17,543,541
1885.—Exports—Gold—Dom.....	\$303,587	\$3,519,209	\$3,320,772
Foreign.....	134,873	6,108,024	6,327,018
Total.....	\$438,460	\$9,627,233	\$9,647,790
Silver—Dom.....	\$1,500,440	\$20,131,372	\$21,394,604
Foreign.....	609,713	9,945,487	12,553,781
Total.....	\$2,110,153	\$30,076,859	\$33,948,385
Total exports.....	\$2,548,613	\$39,704,092	\$43,796,175
Imports—Gold.....	\$5,096,358	\$18,025,120	\$20,256,919
Silver.....	1,224,581	16,241,639	17,813,129
Total.....	\$6,320,939	\$34,266,759	\$38,070,048
Excess of exports over imports	\$1,227,674	\$5,478,333	\$6,539,226

TOTAL MERCHANDISE AND COIN AND BULLION.

1886.—Exports—Domestic.....	\$72,931,713	\$661,894,358	\$737,675,068
Foreign.....	2,199,546	30,567,892	34,054,553
Total.....	\$75,131,259	\$692,462,250	\$771,729,621
Imports.....	65,135,481	651,951,388	711,314,178
Excess of exports over imports	\$10,005,778	\$40,510,862	\$60,415,443

	For the month of November.	For the 11 months ending Nov. 30.	For the 12 months ending Nov. 30.
1885.—Exports—Domestic.....	\$68,448,103	\$624,176,850	\$715,549,321
Foreign.....	1,552,794	29,503,324	33,567,091
Total.....	\$70,000,897	\$653,680,174	\$749,116,412
Imports.....	56,923,123	569,923,912	615,898,194
Excess of exports over imports	\$13,077,774	\$83,756,262	\$133,218,218

IMPORTS AND EXPORTS BY PRINCIPAL CUSTOMS DISTRICTS.

CUSTOMS DISTRICTS AND PORTS.	NOVEMBER, 1886.		11 months ending November 30.		11 months ending November 30.	
			1886.		1885.	
	Imports.	Exports.	Imports.	Exports.	Imports.	Exports.
Baltimore, Md.	\$80,812	3,014,503	10,804,704	9,575,900	41,468,887	31,475,683
Boston, Mass.	4,120,851	4,589,592	56,392,522	49,264,634	53,000,790	50,035,379
Buffalo, N. Y.	916,706	25,515	5,638,282	4,765,584	397,885	291,080
Champlain, N. Y.	804,863	149,603	2,969,420	2,364,448	1,561,101	1,370,387
Charleston, S. C.	94,106	2,164,021	555,300	453,310	13,061,642	13,251,711
Chicago, Ill.	632,133	42,837	10,215,450	9,227,053	1,950,354	1,681,176
Cincinnati, O.	238,549	596,641	1,978,881	1,540,064	1,009,511	4,880,383
Detroit, Mich.	215,446	59,198	2,302,385	135,007	2,435,994	2,108,673
Duluth, Minn.	5,587	59,198	65,058	969,511	13,556,148	12,243,808
Galveston, Tex.	80,945	2,729,011	618,289	969,511	806,161	1,226,359
Milwaukee, Wis.	65,840	.....	459,472	538,360	2,128,439	2,704,124
Minn's, Minn.	123,710	80,763	1,118,482	847,917	65,589,924	62,589,648
Mobile, Ala.	4,419	22,938	42,810	54,092	1,388,226	1,423,933
New Orleans, La.	870,551	8,644,109	7,646,680	8,505,720	90,726,676	34,501,841
New York, N. Y.	35,110,771	28,886,274	369,659,918	353,080,494	289,584,609	301,376,419
Niagara, N. Y.	523,464	9,050	2,756,414	2,964,217	11,491,633	8,831,442
Norfolk, Va.	4,900	4,044,915	53,109	110,649	1,414,810	1,318,521
Oregon, Oreg.	980	102,755	167,968	132,945	1,577,613	1,262,791
Oswego, N. Y.	372,007	144,430	2,292,246	1,579,557	5,645,959	3,971,737
Oswego, N. Y.	1,618,719	17,449	4,552,765	5,049,762	4,402,357	3,853,801
Philadelphia, Pa.	2,817,801	2,573,801	34,337,053	30,581,500	32,822,681	29,615,007
Portland, Me.	23,180	88,834	1,036,779	1,407,721	2,243,321	2,486,921
San Francisco, Cal.	2,329,169	3,990,699	36,009,524	30,710,117	18,880,563	14,928,440
Savannah, Ga.	30,537	5,125,979	202,006	435,737	1,577,613	1,262,791
St. Louis, Mo.	214,977	.....	2,751,284	1,890,427	5,645,959	3,971,737
Vermont, Vt.	581,990	177,302	5,151,981	5,372,726	4,402,357	3,853,801
Williamsport, Pa.	20,088	892,325	345,150	260,638	4,402,357	3,853,801
Wilmington, N. C.	1,124,253	168,501	66,093	110,803	4,816,325	1,341,087
Yorkeville, Va.	10,047	441,741	74,655	110,803	4,816,325	1,341,087

Totals, (including all other Dist.)	54,048,815	72,619,345	607,107,117	535,637,153	627,916,825	615,976,082
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Remaining in warehouse November 30, 1885.....	\$25,549,186
Remaining in warehouse November 30, 1886.....	\$30,040,649

* Interior ports to which merchandise can be transported without appraisement, under act of June 10, 1880.

RAILROAD EARNINGS.

Railroad earnings for the third week of December do not equal those of the second week of the month either in amount or ratio of gain. The exhibit is a pretty good one, nevertheless, the increase reaching nearly \$300,000, or about 6¼ per cent. There is quite a liberal sprinkling of roads, however, showing smaller earnings than a year ago, 19 out of the 60 roads reporting being so distinguished.

3d week of Dec.	1886.	1885.	Increase.	Decrease.
Prev. rep'd (10 roads)	1,082,802	1,025,118	\$8,992	\$26,308
Buff. N. Y. & Phila.	42,400	48,600	.....	6,200
Cairo Vin. & Chic.	15,614	13,010	2,604	.....
Canadian Pacific	198,000	161,000	37,000	.....
Central Iowa	33,255	35,278	.....	2,023
Chicago & Alton	194,746	188,431	6,315	.....
Chicago & East Illinois	44,712	45,035	.....	323
Chicago & Northwest	475,500	477,800	.....	2,300
Chic. St. P. Minn. & O.	132,500	106,300	23,200	.....
Chicago & West Mich.	21,661	23,677	.....	2,016
Cin. Ind. St. L. & O.	50,751	47,960	2,791	.....
Cin. N. O. & Texas Pac.	56,090	55,370	720	.....
Alabama Great So.	30,803	25,931	4,872	.....
New Orleans & N. E.	19,369	18,732	637	.....
Vicksburg & Meridian	15,245	17,945	.....	2,700
Vicksburg Shrev. & Pac.	19,090	17,756	1,334	.....
Cincinnati Rich. & Ft. W.	8,131	7,041	1,090	.....
Cincinnati Wash. & Balt.	40,988	35,031	5,957	.....
Cleveland Akron & Col.	9,111	8,429	682	.....
Des Moines & Fort Dodge	9,615	10,297	.....	682
Det. Lansing & Northern	20,093	21,686	.....	1,593
East Tenn. Va. & Ga.	97,258	97,064	194	.....
Evansville & Terre H.	16,072	14,610	1,462	.....
Flint & Pere Marquette	40,586	39,444	1,142	.....
Grand Rapids & Ind.	41,351	31,279	10,072	.....
Grand Trunk of Canada	360,831	315,819	45,012	.....
Ill. Cent. (Ill. & So. D.)	302,900	322,775	.....	19,875
Cedar Falls & M.	3,100	3,401	.....	301
Dubuque & Sioux City	22,200	23,681	.....	1,481
Iowa Falls & S. C.	15,400	17,960	.....	2,560
Indiana Bloom. & West.	51,731	62,638	.....	10,907
Lake Erie & Western	24,711	26,618	.....	1,907
Louisville & Nashville	302,930	273,710	29,220	.....
Louisv. New Alb. & Chic.	32,508	32,103	405	.....
Marquette H. & Ont.	6,020	6,673	.....	653
Mexican Central	105,420	72,641	32,779	.....
Milwaukee Northern	13,476	11,618	1,858	.....
Minnesota & Northwest	15,213	6,204	9,009	.....
N. Y. Ont. & Western	21,410	22,331	.....	921
Norfolk & Western	64,453	60,533	3,920	.....
Peoria Dec. & Evansville	16,308	14,578	1,730	.....
St. Jos. & Grand Island	34,117	23,125	10,992	.....
St. L. Alt. & T. H. M. Line	24,555	28,370	.....	3,815
Branches	22,650	17,329	5,321	.....
St. Louis Ark. & Texas	55,115	38,273	16,842	.....
St. Louis & San Fran.	102,774	80,181	22,593	.....
Toledo & Ohio Central	20,301	15,591	4,710	.....
Wabash St. L. & Pacific	269,703	274,908	.....	5,205
Wisconsin Central	30,133	26,969	3,164	.....
Minn. St. Croix & Wis.	8,208	3,922	4,286	.....
Wisconsin & Minnesota	11,895	3,551	8,344	.....
Total (60 roads)	4,653,803	4,358,326	387,249	91,770
Net increase (678 p. ct.)	.....	.....	295,479	.....

* Week ending December 18.

Monetary & Commercial English News

[From our own correspondent.]

LONDON, Saturday, December 18, 1886.

The publication of the financial results of the half-year now closing is awaited with interest, and it is believed that in the main they will prove satisfactory. Compared with the closing half of 1885, the joint-stock banks and financial establishments generally have had a very fair time. There has most unquestionably been more movement in money. The *bona fide* trade demand has possibly not increased to any great extent, nor has the number of bills seeking discount so far swollen as to cause any stringency in rates, but the inquiry for short loans has been more active, and a very profitable source of employment has been opened up for surplus balances by the speculative demand for advances on Stock Exchange account. This latter has certainly been appreciably in excess of what it was last year whilst the volume of discounts has been quite on a par. But one inference can be drawn from this, and that is, that larger profits have been made out of money during the past six months than were obtainable during the final half of 1885, and we may therefore expect that the dividends to be announced at the commencement of the new year will be somewhat better than those declared for the corresponding period. No serious commercial troubles have been notified of late and the sum to be written off for losses cannot exceed the average.

It would be more encouraging, as pointing to the consolidation of the improving tendency, if the bulk of the profits now being secured from capital were due to its utilization for trading purposes. The effects of a continuance of a steady trade inquiry are more potent and lasting than a Stock Exchange speculative demand, which must partake more or less of an evanescent character, and may culminate in inflation and subsequent depression. But we are not disposed to cavil at the infusion of a speculative spirit into dealings whether commercial or financial provided of course it be kept within reasonable limits, though what may be regarded as "reasonable limits" must be open to question, as at the best it is an undefinable term. However, it leads to a more hopeful view being taken of the future, and whilst creating a return of confidence stimulates to a certain extent trade generally.

The fresh capital creations to date approximate closely to £100,000,000, being roughly some £30,000,000 more than last year, whilst the increase in the total of the Bankers' Clearing Stock Return is £349,307,000 of which £242,010,000 is due to House Exchange settling days. The turn-over of money has thus been much heavier than last year and profits may be said to have proportionately increased. The variation in the Bank of England rate of discount has been from $2\frac{1}{2}$ per cent to its present level of 5 per cent. In the final six months of 1885 the variation was from 2 to 4 per cent, the rate being at the lower figure up to the middle of November. The average discount quotation has been higher this year than last and that must tell beneficially upon the profits of the banks.

The sudden development of financial stringency cabled to us from your side has unquestionably exercised a very disturbing influence here. Luckily for us the news arrived on the second day of the settlement, when the bulk of the speculative account had been carried over. Had it transpired the previous day the effect here could not have failed to be very disastrous; as it is we have now a clear week before us before the next account comes round and we hope that in the interim affairs will in a great measure have righted themselves. At the time of writing the recovery from the lowest points has been general, but there is still a wide margin of loss from the "making-up prices" to be adjusted. Though opportunely late in arrival the news of the collapse in stocks resulted in sufficient disorganization here to compel the suspension of four firms, two of whom, however, appear to have been dealing very recklessly and much beyond the limits of prudence. Meanwhile the stock markets have been left in a very sensitive condition, owing to the anxiety whether we have reached the worst. There is no doubt that a good deal of the "bull" speculation indulged in of late has been of a very weak character. That the volume of business transacted has been large there is no denying—we have ample evidence of that in the Bankers' Clearing House returns—but it does not seem that the old-established houses have been doing much. The bulk of the operations have apparently been by new firms or at least by firms not so well established as those who are supposed to

rule the markets; hence the strength of the position is called in question and a good deal of timidity is felt as to the immediate future. It is also contended that many of the stocks marked in the official list are quoted much above their real value. It is quite possible that there will be another "shake-out" before affairs come round, the effect of which can hardly fail to be beneficial, as it will place the markets in a much sounder condition.

After the result of the advices from New York reporting the extraordinary financial stringency the rapid decision of the Bank of England directors to advance the rate from 4 per cent, at which it was fixed on Oct. 21st last, to 5 per cent, created no surprise. It was known of course to be a purely precautionary measure taken to check an efflux of gold from here, and experience has shown that there was no time for hesitation. In two days £886,000 was taken from us, besides some £200,000 from Paris, and we are still uncertain whether the drain will continue. But for this gold inquiry there is no reason why any change should have been made in the rate. The commercial demand for money is light and the number of bills offering is far from large. There certainly was nothing in the Bank return to suggest any necessity for advancing the rate. The loss in the reserve is only £15,433, and if the proportion to liabilities is 2 per cent less than last week, namely, 43.47 against 45.57 per cent, it is because of an increase of about £1,100,000 in the deposits held. However, with a stock of bullion below £20,000,000 we cannot afford to regard lightly the possibility of an extended export of gold. The joint-stock banks are now allowing $3\frac{1}{2}$ per cent for deposits at notice and the discount houses $3\frac{1}{2}$ per cent for money at call and $3\frac{3}{4}$ per cent if with notice, showing an advance of 1 per cent in each case.

The following shows the present position of the Bank of England compared with October 21, when the last change in the rate was made:

	Oct. 21, 1886.	Dec. 16, 1886.	Increase + or decrease.—
Circulation, excluding 7-day and other bills.....	25,107,010	24,030,070	1,056,940—
Public deposits.....	3,043,469	3,094,913	51,444+
Other deposits.....	23,674,83	22,502,677	192,006—
Government securities.....	11,352,215	13,132,151	903,064—
Other securities.....	1,768,103	19,69,955	108,448—
Reserve of notes and coin.....	10,791,647	11,613,625	851,978+
Gold and bullion.....	20,148,57	19,913,695	204,962—
Proportion of reserve to liabilities.....	40 p. c.	43.47 p. c.	3.47 p. c. +
Bank rate.....	4 p. c.	5 p. c.	1 p. c. +

The rates for money have been as follows:

London.	Bank Rate.	Open market rates.						Interest allowed for deposits by		
		Bank Bills.			Trade Bills.			Joint Stock Banks.	At Call.	Disc't H's At 7 to 14 Days.
		Three Months.	Four Months.	Six Months.	Three Months.	Four Months.	Six Months.			
Nov. 12	4	$3\frac{1}{4}$ @	$3\frac{1}{4}$ @	$3\frac{1}{4}$ @	$3\frac{1}{4}$ @	$3\frac{1}{4}$ @	$3\frac{1}{4}$ @	$2\frac{1}{2}$	$2\frac{1}{2}$	$2\frac{1}{2}$ @
" 19	4	$2\frac{1}{2}$ @	$2\frac{1}{2}$ @	$2\frac{1}{2}$ @	$3\frac{1}{4}$ @	$3\frac{1}{4}$ @	$3\frac{1}{4}$ @	$2\frac{1}{2}$	$2\frac{1}{2}$	$2\frac{1}{2}$ @
" 26	4	$2\frac{1}{2}$ @	3 @	3 @	$3\frac{1}{4}$ @	$3\frac{1}{4}$ @	$3\frac{1}{4}$ @	$2\frac{1}{2}$	$2\frac{1}{2}$	$2\frac{1}{2}$ @
Dec. 3	4	$3\frac{1}{4}$ @	$3\frac{1}{4}$ @	3 @	$3\frac{1}{4}$ @	$3\frac{1}{4}$ @	$3\frac{1}{4}$ @	$2\frac{1}{2}$	$2\frac{1}{2}$	$2\frac{1}{2}$ @
" 10	4	$3\frac{1}{4}$ @	$3\frac{1}{4}$ @	3 @	$3\frac{1}{4}$ @	$3\frac{1}{4}$ @	$3\frac{1}{4}$ @	$2\frac{1}{2}$	$2\frac{1}{2}$	$2\frac{1}{2}$ @
" 17	5	$4\frac{1}{2}$ @	4 @	$3\frac{1}{2}$ @	$4\frac{1}{2}$ @	$4\frac{1}{2}$ @	$4\frac{1}{2}$ @	3 @	$3\frac{1}{2}$	$3\frac{1}{2}$ @

The following return shows the position of the Bank of England, the Bank rate of discount, the price of consols, &c.

	1886.	1885.	1884.	1883.
Circulation, excluding 7-day and other bills.....	24,050,070	24,014,090	24,211,830	24,858,570
Public deposits.....	3,094,913	2,962,420	7,316,44	8,401,998
Other deposits.....	23,502,677	23,577,326	23,559,888	21,561,888
Government securities.....	13,132,151	11,801,94	13,102,619	14,402,798
Other securities.....	19,659,955	20,236,445	22,512,191	20,314,148
Reserve of notes and coin.....	11,643,625	12,294,117	12,467,637	12,989,274
Coin and bullion.....	19,913,695	20,563,107	20,932,517	22,098,114
Reserve to liabilities.....	43.47 p. c.	46 p. c.	40.5 p. c.	43 p. c.
Bank rate.....	5 p. c.	4 p. c.	5 p. c.	3 p. c.
Consols.....	100.54.	x99.54.	x99.54.	x100.8-16d.
Clearing-House return.....	146,991,000	128,537,000	117,437,000	132,051,000

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

Rates of Interest at	Dec. 17.		Dec. 10.		Dec. 3.		Nov. 26.	
	Bank Rate.	Open Market.	Bank Rate.	Open Market.	Bank Rate.	Open Market.	Bank Rate.	Open Market.
Paris.....	3	$2\frac{1}{2}$	3	$2\frac{1}{2}$	3	$2\frac{1}{2}$	3	$2\frac{1}{2}$
Berlin.....	4	4	4	$3\frac{1}{2}$	4	3	$3\frac{1}{2}$	3
Frankfort.....	4	$3\frac{1}{2}$	4	$3\frac{1}{2}$	4	3	$3\frac{1}{2}$	$3\frac{1}{2}$
Hamburg.....	4	4	4	$2\frac{1}{2}$	4	3	$3\frac{1}{2}$	$3\frac{1}{2}$
Amsterdam.....	$2\frac{1}{2}$	$2\frac{1}{2}$	$2\frac{1}{2}$	$2\frac{1}{2}$	$2\frac{1}{2}$	$2\frac{1}{2}$	$2\frac{1}{2}$	$2\frac{1}{2}$
Brussels.....	$2\frac{1}{2}$	$2\frac{1}{2}$	$2\frac{1}{2}$	$2\frac{1}{2}$	$2\frac{1}{2}$	$2\frac{1}{2}$	$2\frac{1}{2}$	$2\frac{1}{2}$
Madrid.....	4	4	4	4	4	4	4	4
Vienna.....	4	4	4	$3\frac{1}{2}$	4	4	4	4
St. Petersburg.....	5	5	5	5	5	5	5	$4\frac{1}{2}$
Copenhagen.....	$3\frac{1}{2}$	$3\frac{1}{2}$	$3\frac{1}{2}$	$3\frac{1}{2}$	$3\frac{1}{2}$	$3\frac{1}{2}$	$3\frac{1}{2}$	$3\frac{1}{2}$

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

Gold.—Here has been a very strong demand for America during the week and the amounts withdrawn from the Bank have chiefly been taken for New York. The Bank has received £10,000 from Australia and South America, while the withdrawals on unit to £72,000. The arrivals are: £50,000 from Australia, £1,000 from West Indies, £1,000 from Chili, £200 from Bombay, £11,000 from River Plate, total, £105,000. The Nevada takes £6,000 to South America.

Silver.—With improved Indian Exchange, the Council were enabled to sell largely at higher rates at the beginning of the week. The price of silver rose to 46½d, at which arrivals were placed. The rise in the Bank rate to-day has slightly depressed the market, and was quite 46¼d, per oz. standard. The arrivals comprise £14,000 from New York, £23,000 from Chili, total, £37,000. The P. & O. steamers have taken £10,000 to the East.

Mexican Dollars.—Have maintained their quotation of 45½d., and the few arrivals, comprising £0,000 from West Indies, and £10,000 from New York, have been placed at this rate. The P. & O. steamer takes £19,723 to China and the Straits.

The quotations for bullion are reported as follows:

GOLD.			SILVER.		
London Standard.	Dec. 16.	Dec. 9.	London Standard.	Dec. 16.	Dec. 9.
Bar gold, fine... oz.	77 9	77 9	Bar silver... oz.	46¼	46¼
Bar gold, contain'g 20 dwts. silver. oz.	77 10	77 10	Bar silver, contain' ing 5 grs. gold. oz.	46½	46½
Span. doubloons. oz.	.....	.....	Cake silver... oz.	49½	49½
S. Am. doubloons. oz.	.....	.....	Mexican dolrs... oz.	45¼	45¼

Amongst the financial events of the week may be mentioned the issue by Messrs. Blake, Boissevain & Co. of \$1,916,000 5 per cent. collateral trust bonds of \$1,000 each of the Union Pacific Railway, the price being 103½ per cent. The prospectus has also appeared of the Astor Albion mines, Limited, of Colorado, with a capital of £235,000 in £1 shares. The Rio de Janeiro Flour Mills and Granaries, Limited, appears with a capital of £250,000 in £10 shares, and the united River Plate Telephone Company, Limited, with a capital of £500,000 in £5 shares.

The growing firmness in the wheat trade has continued. The business doing has not been active, and now that we are on the eve of the holidays we may look for hand-to-mouth operations. But for all that the chances of the improving tendency being maintained are strong. Home advances have recently rather increased and have been somewhat in excess of last year during the past week or two, but the aggregate sales for the 15 weeks are about 175,000 qrs. less than in the corresponding period. Imports of wheat have fallen off recently and since the commencement of the season they exhibit a deficiency of about 1,613,000 cwts. The American visible supply also is increasing much less rapidly than heretofore, and the difference compared with last year is gradually disappearing; consequently the statistical movements seem to indicate that the belief in the ultimate establishment of a firmer market is well grounded. With the more severe weather the inquiry for wheat should expand, and as present supplies are by no means excessive any appreciable increase in the demand could hardly occur without influencing values favorably. Apart from the necessity of satisfying our requirements from foreign sources, France has a deficiency to make good; and as her purchases compete with ours the market should naturally assume a healthier condition.

The following shows the imports of cereal produce into the United Kingdom during the first fifteen weeks of the season.

IMPORTS.				
	1886.	1885.	1884.	1883.
Wheat.....cwt.	15,246,651	16,860,151	15,026,782	19,392,283
Barley.....	8,14,347	4,60,094	6,40,390	7,112,423
Oats.....	5,505,220	3,867,301	3,576,719	4,04,920
Peas.....	697,747	711,258	788,638	4,01,567
Beans.....	722,817	1,062,200	1,147,962	814,38
Indian corn.....	7,166,602	7,246,391	5,174,404	8,326,317
Flour.....	4,721,009	3,742,627	4,435,514	4,234,934

Supplies available for consumption (exclusive of stocks on September 1):

	1886.	1885.	1884.	1883.
Imports of wheat. cwt.	15,246,651	16,860,151	15,026,782	19,392,283
Imports of flour.....	4,721,009	3,742,627	4,435,514	4,234,934
Sales of home-grown...	11,310,874	13,488,294	14,916,511	15,522,260

	1886.	1885.	1884.	1883.
Total.....	31,279,034	34,091,072	34,378,837	39,156,477

Aver. price wheat... week. 3 s. 1d. 30s. 5d. 30s. 10d. 3s. 3d.
Aver. price wheat... season. 31s. 2d. 31s. 0d. 32s. 2d. 40s. 6d.

The following shows the quantities of wheat, flour and maize afloat to the United Kingdom.

	This week.	Last week.	Last year.	1884.
Wheat.....qrs.	1,512,000	1,519,000	1,545,000	1,795,000
Flour, equal to qrs.]	218,000	223,000	153,000	192,000
Maize.....qrs.	243,000	206,000	297,000	154,000

English Financial Markets.—Per Cable.

The daily closing quotations for securities, &c., at London are reported by cable as follows for the week ending Dec. 31:

London.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Silver, per oz.....d.			46	46	46½	46¼
Consols for money.....			100½	100½	100½	100½
Consols for account.....			100½	100½	100½	100½
Fr'ch rentes (in Paris) fr			112½	113½	113½	113½
U. S. 4½s of 1891.....			131¼	131¼	131¼	131¼
U. S. 4s of 1907.....			69	70½	70	69½
Canadian Pacific.....			90½	92½	93½	94½
Chic. Mil. & St. Paul.....			38½	347	31½	35½
Erie, common stock.....			136½	138½	137	137
Illinois Central.....			58	58½	58½	58½
Pennsylvania.....			14¼	17½	14½	14½
Philadelphia & Reading			116½	117½	118½	118½
New York Central.....						

Commercial and Miscellaneous News

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

- 3,597—The Madison National Bank, Madison, Dak. Capital, \$50,000. E. H. Jacobs, President; S. W. Jacobs, Cashier.
3,598—The First National Bank of West Newton, Newton, Mass. Capital, \$100,000. James H. Nickerson, President.
3,599—The Steelton National Bank, Steelton, Pa. Capital, \$75,000. Luther S. Bent, President; William J. Shively, Cashier.
3,600—The Commercial National Bank of Shreveport, La. Capital, \$100,000. John G. McWilliams, President; Ralph R. Deming, Cashier.
3,601—The First National Bank of Phillipsburg, Kansas. Capital, \$50,000. H. S. Granger, President; Frank Stadio, Cashier.
3,602—The Citizens' National Bank of Fargo, D. C. Capital, \$100,000. H. F. Miller, President; C. C. Schuyler, Cashier.
3,603—The State National Bank of Omaha, Neb. Capital, \$100,000. Elijah L. Lyon, President; William M. Carson, Cashier.
3,604—The Manayunk National Bank of Philadelphia, Penn. Capital, \$200,000. David Wallace, President; John J. Foulard, Cashier.
3,605—The National Park Bank of Livingston, Montana. Capital, \$50,000. William R. Stebbins, President; Albert L. Love, Cashier.
3,606—The Ohio Valley National Bank of Cincinnati, Ohio. Capital, \$500,000. James Espy, President; Theodore B. or Cashier.
3,607—The Northern National Bank of Ashland, Wis. Capital, \$100,000. Eugene A. Shores, President; Charles F. Latimer, Cashier.
3,608—The El Paso National Bank of Texas. Capital, \$150,000. Edgar S. Bronson, President; W. H. Austin, Cashier.
3,609—The First National Bank of Baraboo, Wis. Capital, \$50,000. T. M. Warren, President; Charles L. Soratt, Cashier.
3,610—The Clinton National Bank of Clinton, O. Capital, \$200,000. Milburn M. Greene, President; Frederick W. Prentiss, Cashier.
3,611—The South Omaha National Bank, Nebraska. Capital, \$50,000. A. U. Wyman, President.

IMPORTS AND EXPORTS FOR THE WEEK.—The imports of last week, compared with those of the preceding week, show an increase in both dry goods and general merchandise. The total imports were \$7,563,634, against \$6,973,974 the preceding week and \$9,499,782 two weeks previous. The exports for the week ended Dec. 23 amounted to \$4,672,165, against \$6,338,913 last week, and \$6,733,333 two weeks previous. The following are the imports at New York for the week ending (for dry goods) Dec. 23 and for the week ending (for general merchandise) Dec. 24; also, totals since the beginning of the first week in January:

FOREIGN IMPORTS AT NEW YORK.				
For Week.	1883.	1884.	1885.	1886.
Dry Goods.....	\$1,495,900	\$1,440,323	\$2,167,545	\$1,906,580
Gen'l mer'dise...	5,917,494	3,467,751	6,453,743	5,657,104
Total.....	\$7,413,394	\$4,907,279	\$8,621,288	\$7,563,684
Since Jan. 1.				
Dry Goods.....	\$119,162,671	\$109,305,918	\$97,924,079	\$113,106,880
Gen'l mer'dise...	333,516,399	308,124,118	2,167,296	312,23,234
Total 51 weeks.	\$452,679,070	\$417,430,036	\$379,596,375	\$425,330,114

In our report of the dry goods trade will be found the imports of dry goods for one week later.

The following is a statement of the exports (exclusive of specie) from the port of New York to foreign ports for the week ending Dec. 23, 1886, and from January 1, 1886, to date:

EXPORTS FROM NEW YORK FOR THE WEEK.				
	1883.	1884.	1885.	1886.
For the week...	\$5,432,515	\$5,392,592	\$4,765,899	\$4,672,175
Prev. reported...	343,580,323	325,131,414	316,781,223	309,172,466
Total 51 weeks.	\$349,012,838	\$330,514,006	\$321,550,522	\$313,844,641

The following table shows the exports and imports of specie at the port of New York for the week ending Dec. 23, and since Jan. 1, 1886, and for the corresponding periods in 1885 and 1884:

EXPORTS AND IMPORTS OF SPECIE AT NEW YORK.				
Gold.	Exports.		Imports.	
	Week.	Since Jan. 1.	Week.	Since Jan. 1.
Great Britain.....	\$15,400	\$12,572,865	\$827,305	4,589,621
France.....		11,580,539	1,659,145	10,574,717
Germany.....		5,473,012		12,127,538
West Indies.....		6,84,997	165,193	3,359,432
Mexico.....		651,103		50,052
South America.....		2,850		405,296
All other countries...	10,743	758,218		273,849
Total 1886.....	\$26,143	\$37,629,734	2,364,773	\$31,384,505
Total 1885.....	128,774	\$41,420,6	616,727	\$5,111,280
Total 1884.....	5,010	38,666,68	394,140	23,201,378

Silver.	Exports.		Imports.	
	Week.	Since Jan. 1.	Week.	Since Jan. 1.
Great Britain.....	\$112,000	\$8,856,121	\$.....	\$1,092
France.....	39,200	5,597,7		68,760
Germany.....		103,650		31,238
West Indies.....	554	248,908	23,558	1,154,852
Mexico.....			8,900	331,604
South America.....	2,250	102,403	3,403	481,859
All other countries...	2,850	111,702		61,613
Total 1886.....	\$156,884	\$9,928,761	\$124,561	\$2,131,018
Total 1885.....	296,492	15,692,892	14,744	\$2,013,976
Total 1884.....	369,541	14,314,282	38,706	3,463,487

Of the above imports for the week in 1886, \$5,323 were American gold coin and \$315 American silver coin. Of the exports during the same time \$10,743 were American gold coin and \$584 were 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:

Date.	Receipts.	Payments.	Balances.		
			Coin.	Coin Cert's.	Currency.
	\$	\$	\$	\$	\$
Dec. 25			Holiday		
" 27	11,617,973	11,497,953	127,898,162	26,176,635	19,480,446
" 28	1,889,534	2,664,399	128,230,593	24,934,484	19,575,295
" 29	1,775,376	2,657,199	128,609,689	24,752,712	18,546,148
" 30	1,177,780	2,288,425	128,987,159	23,363,540	18,447,206
" 31	805,741	1,370,848	129,134,293	23,232,380	17,866,123
Total ..	17,276,404	20,478,724			

145th Call for U. S. Bonds.—The Treasury Department has issued this call under date of December 28, 1886, retiring \$10,000,000 of bonds on Feb. 1, 1887. These are three per cent bonds issued under the act of Congress approved July 12, 1882, and numbered as follows:

\$50—Original No. 47 to 48.
 \$100—Original No. 583 to 609, and original No. 9,940 to original No. 9,969, both inclusive.
 \$500—Original No. 246 to original No. 266, and original No. 4,230 to original No. 4,234, both inclusive.
 \$1,000—Original No. 2,017 to original No. 2,175, both inclusive, and original No. 23,749 to original No. 23,777, both inclusive.
 \$10,000—Original No. 5,316, to original No. 6,325, both inclusive.
 Total, \$10,000,000.

Des Moines Osceola & Southern.—At Des Moines, Ia., Judge Love, of the United States Circuit Court, has filed a decree ordering a sale of the Des Moines Osceola & Southern Railroad to satisfy judgments against it held by bond and other lien holders. The road has been operated by a receiver for the last two years, and an effort will be made to clear up its indebtedness and reorganize it. E. R. Mason, the present receiver, is appointed commissioner to conduct the sale. The road runs from Des Moines to Gainsville, a distance of 113 miles.

Wabash St. Louis & Pacific.—In regard to the application of the Purchasing Committee to Judge Gresham to have the Chicago and St. Louis divisions turned over to them, the matter came up in Chicago on Thursday, Dec. 30, and the judge said that no tenders had been made, and it was not proper to act in so important a case unless tenders were formally made in writing by the authorized parties. For these and other reasons he should refuse to modify his decision, and Judge Cooley, the new receiver, would take possession of the Chicago Division on December 31. Judge Cooley has furnished a new bond for the Chicago Division as receiver, and will take possession of the Decatur & East St. Louis and all the lines East of the Mississippi River on the same date.

—At St. Louis, Dec. 29, the Wabash Purchasing Committee, consisting of Edgar T. Welles, O. D. Ashley, Thomas H. Hubbard and James F. Joy, appeared in the United States Circuit Court. General Hubbard appeared for the Committee and explained its functions to the Court. The Committee, he said, paid \$625,000 for the paper title to the Wabash, but did not make application for possession of the property, because, while they had sufficient money to pay the receiver's indebtedness, they would not have any left toward the payment of the two years' accrued interest on the bonds of the lines east of the Mississippi. It was not probable that the earnings of the lines would be sufficient to meet these obligations, judging from the earnings of 1884 and 1885. The interest was 7 per cent on most of these bonds and they were shortly to expire. So it had been proposed to fund the accrued interest and reduce the future interest to 5 per cent, with an option to the bondholders to take new sheets of coupons, extending the bonds for forty years. Of the \$27,000,900 bonds, holders of \$10,000,000 consented. Four millions of those not consenting originated the proceedings in Chicago in which Judge Gresham rendered his decision.

After some preliminary remarks, Judge Treat read the following order:

The receivers will relinquish all roads east of the Mississippi to Receiver Cooley, appointed to have charge of them under the order of the Seventh Circuit Court. We understand there are lines east of the Mississippi that are not within the terms of that order, roads that begin nowhere and end nowhere. It also appears from the receivers' report that every one of such roads, with one exception, I think, has been operated at a loss. It would be folly for these receivers, then, having no control of the main lines, to continue the operation of these branches and incur still further losses. So the order will be that they will cease to operate all lines east of the Mississippi whose earnings shall be less than expenses, unless within thirty days they are given a guarantee against loss in the operation of such lines. Further they will deliver to Receiver Cooley all books of account of such roads. They will, however, retain possession of all general books of account, but will give Judge Cooley every facility for their examination.

The receivers will retain possession of all moneys now in their hands, or that may hereafter come into their hands from the earnings of the roads remaining under their management or from the purchasing committee, subject to the orders of this Court. They will surrender to Receiver Cooley all the rolling stock covered by the mortgages on the lines surrendered, and they will report all disputes with such receiver respecting apportionments of rolling stock to this court.

The operation of the lines remaining under the control of these receivers will be independent of the operation of lines east of the river, and they will make the best arrangements with Receiver Cooley and all other parties for transfer of business that are possible.

The officers and employees of the lines operated by these receivers will confine themselves to their services. The object of this order is to make the operations of the lines east and west entirely separate and independent.

There will be no dismissal in this case of any parties, choses in action, or jurisdiction of parties or property now in this court.

The receivers will report separately as heretofore the earnings and expenses of lines in their charge up to December 31.

It appears from the statement furnished us by the master that there are now \$750,000 outstanding receivers' certificates. We think, therefore, that the Purchasing Committee should be directed to pay into the registry of this court within sixty days, \$1,000,000 in cash or receivers' certificates, and give bond to comply with all the orders of this court. Then to take the possession of the road subject to all further orders of this court.

The press dispatch reporting the above says that the lines east of the river, the operation of which will be abandoned

under the order printed above, unless the receivers are guaranteed against loss, are the following: Eel River Railroad, Detroit Butler & St. Louis Railroad, Attica Covington & Southern Railroad, Springfield & Northwestern Railroad, Peoria Pekin & Jacksonville Railroad, Pike County Railroad, Champaign & Southeastern Railroad and the Madison County Railroad. The rolling stock ordered to be turned over to Judge Cooley will not be sufficient to operate the roads of which he will have control, as most of that covered by the mortgages on the lines east of the river has long ago been worn out or so diverted that it cannot be recovered.

—Judge Trimble sold the Omaha Division of the Wabash St. Louis & Pacific Railroad Dec. 23 for \$1,400,000. It was bid in by E. W. Sheldon, of New York City, for the bondholders. The property extends from Elm Flats, Mo., to Omaha, a distance of 143 miles.

—The attention of investors is called to the advertisement of the American Investment Company of Emmetsburg, Iowa, with offices at No. 150 Nassau Street, N. Y. This company has a large paid-up capital and a surplus now amounting to \$75,000, and is situated in one of the best sections of Iowa for securing loans. They offer first mortgage farm loans paying 7 per cent interest. They also issue 6 per cent debenture bonds running ten years, which have the security of their paid-up capital and surplus, together with the mortgage loans deposited with the Mercantile Trust Company of this city. Investors can obtain, by writing to them, their explanatory pamphlet and references.

—Attention is called to the card of Messrs. W. P. Wight & Co., in the CHRONICLE this week. This firm has been recently organized and is composed of energetic and well-known business men. Mr. Wight, the head of the firm, has been for a number of years a member of the New York Stock Exchange, and Mr. Creighton, the office member, has been connected with the well-known house of James T. Bates & Co., while Mr. A. B. Clafin, the special partner, is the son of the late Horace B. Clafin of this city, and but recently a partner in the firm of S. V. White & Co. The firm commences business under the most favorable auspices.

—Messrs. Griswold & Gillett call the attention of careful investors to their Fort Smith & Van Buren Bridge Company's first mortgage 6 per cent sinking fund gold coupon bonds, also to the Grape Creek Coal Company's bonds due 1916, and the Knoxville & Ohio Railroad Company's 6 per cent gold bonds due 1925. Investments at 6 per cent gold are getting scarce, and as to the security of these bonds Messrs. Griswold & Gillett will furnish all desired information.

—Messrs. N. W. Harris & Co., bankers, of Chicago, with an Eastern office in Boston, give notice to-day of a striking list of municipal bonds which they offer for sale. Their card will be found at length on another page, under the head of "Banking and Financial." The firm is one of some years' standing, well known in Chicago, and also known to readers of the CHRONICLE as dealers in Western investments.

—Messrs. Post, Martin & Co. offer \$500,000 of Series "A" 5 per cent bonds of the National Water Works Investment Company. This is a comparatively new and attractive form of investment, and merits particularly the study of investors, who can find many particulars in the advertisement elsewhere, and can get further information if desired from the firm above named.

—Attention is called to the notice of sale on Feb. 1, 1887, in the city of Richmond, of the property and franchises of the Southern Telegraph Company. Messrs. Turner, Lee & McClure of 20 Nassau Street are the attorneys for the Farmers' Loan & Trust Company, plaintiff, and can give any information not contained in the advertisement on another page.

—The card of the American Loan & Trust Company of this city appears in the CHRONICLE to-day. This institution is managed by some of the best known and most responsible citizens of New York, and parties having business in this line will find all the facilities of a first-class trust company.

Boston Banks.—Following are the totals of the Boston banks:

1886.	Loans.	Specie.	L. T'nders.	Deposits.*	Circula'n	Agg. Cl'ngs.
	\$	\$	\$	\$	\$	\$
Dec. 11	146,107,600	10,453,200	3,508,200	111,566,700	13,257,800	88,122,481
" 18	146,636,500	10,712,600	3,610,000	110,534,500	13,183,200	86,912,468
" 24	144,020,100	10,245,600	3,282,100	106,832,800	13,109,500	73,379,016

Philadelphia Banks.—The totals have been as follows:

1886.	Loans.	Lawful Mon'y	Deposits.*	Circula'n	Agg. Cl'ngs.
	\$	\$	\$	\$	\$
Dec. 11	87,780,900	22,906,600	85,782,700	4,029,750	63,348,547
" 18	87,888,100	21,795,200	84,642,700	4,023,750	63,912,529
" 24	83,578,700	21,478,400	83,230,200	4,030,750	55,023,544

* including the item "due to other banks."

Banking and Financial.

CITY OF SCRANTON

4 PER CENT BONDS.

TERMS ON APPLICATION TO

HARVEY FISK & SONS,
BANKERS,

28 NASSAU STREET, NEW YORK.

Banking and Financial.

\$75,000.**FORT SMITH & VAN BUREN BRIDGE CO.'S**

FIRST MORTGAGE SIX PER CENT SINKING FUND TWENTY-FIVE YEAR GOLD COUPON BONDS, GUARANTEED, PRINCIPAL AND INTEREST, BY THE

ST. LOUIS & SAN FRANCISCO RAILROAD CO.

GUARANTEE INDORSED ON BONDS.

PRICE - - - - 106 and INTEREST.

Pays Investor about 5 1-2 Per Cent. 108 is now Bid for the First Preferred Stock of the St. Louis & San Francisco Railway Company.

GRISWOLD & GILLETT,

NO. 3 WALL STREET, NEW YORK.

GRAPE CREEK COAL COMPANY,

Of Danville, Ill.

FIRST MORTGAGE 6 PER CENT SINKING FUND BONDS, DUE 1916.

INTEREST PAYABLE APRIL AND OCTOBER, AT THE FARMERS' LOAN AND TRUST CO., N. Y., TRUSTEES.

These bonds are a first and only lien upon one of the most valuable and well-established coal properties in the State of Illinois, consisting of over 2,000 acres of coal land, 122 houses, a well-stocked store, ample farm buildings, and all the machinery, plant and appliances—on which there is no indebtedness whatever except this issue of bonds.

Of this issue \$125,000 are set aside and held in trust by the Farmers' Loan & Trust Company, of New York, and cannot be used for any other purpose than for buying more coal lands, building more houses and making additional permanent improvements to the property \$300,000 of these bonds have already been sold, and are held for investment by some of the most conservative investors in this city State, and throughout New England, including many of the leading Savings Banks, Bank Presidents and Trustees.

A sinking fund is provided in the mortgage for the payment to the Farmers' Loan & Trust Company of \$20,000 per annum, beginning April 1, 1891, for the redemption at par of that amount of bonds each year, until the entire issue is redeemed and canceled.

The rental from the houses and the profits from the store, screenings and the farms will more than pay the interest on the entire issue of bonds without touching the profits from the sales of coal.

For the two years and eleven months ending April 1, 1886, the company earned \$169,462 and 51-100, or nearly 6 per cent on \$1,000,000, and with the additional plant to be put upon this property it should earn 6 per cent on \$2,000,000, while the interest charges are only \$30,000 yearly.

We offer a limited amount of these bonds to investors that are seeking safe securities for investment, and we look upon them, at the price offered, as the most profitable investment in the market, paying the investor about 6 1-2 per cent interest.

Price, 95 and accrued interest.

GRISWOLD & GILLETT,

NO. 3 WALL STREET, NEW YORK.

KNOXVILLE & OHIO RAILROAD CO.

FIRST MORTGAGE SIX PER CENT GOLD BONDS DUE 1925

Interest Payable January and July,

At Central Trust Company (Trustee) New York.

For further particulars on all above Bonds call on, or address,

GRISWOLD & GILLETT,

No. 3 Wall Street, New York.

Banking and Financial.

\$80,000 CITY OF CLEVELAND, O.

4 1/2% s. a. Board of Education Bonds, \$1,000 each. Due 1893.
Assessed valuation..... \$89,000,000
Total debt, both city and school, less W. Wks. bonds and sinking funds..... \$4548,765
Population..... 200,000

\$12,500 PERRY COUNTY, O.

6% s. a. C. H. Bonds, \$500 and \$1,000 each. Due 1890-91.
Assessed valuation..... \$9,800,000
Total debt..... \$95,000
Population..... 40,000

\$29,000 MERCER COUNTY, O.

6% s. a. Road Imp't Bonds, \$500 and \$1,000 each. Due 1888-94.
Assessed valuation..... \$7,500,000
Total debt..... \$240,000
Population..... 26,000

\$59,000 CITY OF LIMA, O.

5% s. a. Water Bonds, \$1,000 each. Due 1916.
Assessed valuation..... \$3,163,906
Total debt, except for Water Works..... \$110,000
Total issue of Water Works Bonds..... \$356,000
Population, over..... 13,000

\$28,000 SCOTT COUNTY, IOWA.

5% s. a. C. H. Bonds, \$1,000 each. Due 1890-91.
Assessed valuation..... \$10,000,000
Total debt..... \$120,000
Population..... 41,956

\$24,500 CITY OF MARSHALLTOWN, IOWA.

5% s. a. Funding Bonds, \$500 each. Due 1906.
Assessed valuation..... \$1,857,840
Total debt..... \$34,921
Population..... 8,298

\$35,000 CITY OF CLARINDA, IOWA.

5% s. a. Water Bonds, \$1,000 each. Due 1906.
Assessed valuation..... \$702,821
Total debt..... \$35,000
Population..... 3,343

\$10,000 POWESHIEK COUNTY, IOWA.

5% s. a. Refunding Bonds, \$1,000 each. Due 1906.
Assessed valuation..... \$5,655,086
Total debt..... \$50,000
Population..... 18,203

\$25,000 CITY OF BELOIT, KAN.

6% s. a. Refunding Water Bonds, \$1,000 each. Due 1906-16.
Assessed valuation..... \$142,790
Total debt..... \$26,000
Population..... 3,800

\$20,000 CITY OF GREENVILLE, MICH.

7% s. a. Water Bonds, \$1,000 each. Due 1891-1900.
Assessed valuation..... \$1,048,526
Total debt..... \$25,000
Population..... 3,600

\$8,000 CITY OF CHILLICOTHE, ILL.

6% Improvement Bonds, \$1,000 each. Due 1888-95.
Assessed valuation..... \$173,138
Total debt..... \$3,000
Population..... 1,127

\$4,000 KANKAKEE COUNTY, ILL.

10% Bonds, \$1,000 each. Due 1891.
Assessed valuation..... \$5,445,641
Total debt..... \$108,000
Population..... 28,000

\$14,700 NEBRASKA SCHOOL 7's.

Of selected Districts and various denominations and maturities. No District can issue bonds in excess of 5 per cent taxable valuation and school bonds are all registered with State Auditor.

Where interest is not payable in New York, we will collect coupons, and remit in New York exchange, free of charge. Any additional information desired furnished on application. Telegrams may be sent at our expense.

N. W. HARRIS & CO.,

Bankers,

115-117 Monroe Street, Chicago.

56 Devonshire Street, Boston.

The Bankers' Gazette.

DIVIDENDS.

The following dividends have recently been announced:

Name of Company.	Per Cent.	When Payable.	Books Closed, (Days inclusive.)
Railroads.			
Beech Creek, pref.	2½	Jan. 15	Jan. 16 to Feb. 17
Canada Southern	1½	Feb. 15	Dec. 30 to Jan. 28
Chicago R. I. & Pacific (quar.)	1½	Feb. 1	Dec. 30 to Jan. 28
Delaware L. & Western	1½	Jan. 20	Jan. 6 to Jan. 20
Dubuque & Sioux City	5	Jan. 15	Jan. 1 to Feb. 14
Housatonic, pref.	3	Jan. 10	Jan. 2 to Jan. 10
Lake Shore & Mich. Southern	2	Feb. 1	Jan. 14 to Feb. 17
Long Island (quar.)	1	Feb. 1	Jan. 9 to Feb. 1
Michigan Central	2	Feb. 1	Jan. 16 to Feb. 17
Mineral Range (quar.)	2½	Jan. 5	Jan. 1 to Jan. 5
Nashville Chatt. & S. L. N. (quar.)	1	Jan. 10	Jan. 1 to Jan. 10
N. Y. C. & H. & Hudson (quar.)	1	Jan. 13	Jan. 1 to Jan. 16
P. Et. W. & Chic. sp. guar. (quar.)	1½	Jan. 3	Jan. 3
Do do sp. guar. (quar.)	1½	Jan. 4	Jan. 4
Vermont Valley of 87	3	Jan. 1	Dec. 29 to Jan. 2
Worcester Nashua & Rochester	3	Jan. 10	Dec. 26 to Jan. 9
Banks.			
Long Island (Brooklyn)	3½	Jan. 3	Jan. 3
National Bank of the Republic	3	Jan. 10	Jan. 1 to Jan. 9
North River	4	Jan. 3	Dec. 13 to Jan. 2
St. Nicholas	3	Jan. 3	Jan. 3
Third National	3	Jan. 3	Jan. 3
United States National (quar.)	2	Jan. 3	Jan. 3
Insurance.			
Niagara Fire	5	Jan. 3	Jan. 3
Per Fire	5	Jan. 3	Jan. 3

WALL STREET, FRIDAY, December 31, 1886-5 P. M.

The Money Market and Financial Situation.—The year 1886 closes with strong markets and a generally hopeful tone perceptible in business circles. It may fairly be said that the year has been, upon the whole, the best that we have had since 1880, as the course has been a *crescendo*, and the last quarter has developed the strongest tone and the largest growth in business that has been known for a long time past. This is much better than to have the year open finely and then dwindle down towards a dismal state of affairs at the close.

The *Railway Age* estimates now that the new railroads constructed this year will foot up some 8,000 miles, of which a large part has been constructed by a few of the leading railroad companies that have been branching out and extending their lines at a rapid rate.

The imports of gold towards the close of the year have done much to help our financial situation, and these imports have recently seemed much more legitimate according to the natural course of exchanges, because the foreign trade balance has been such as to warrant them. For the month of November there was a large excess in the exports over the imports of merchandise, and a handsome balance in favor of the United States.

The Clearing House bank statement to-day is particularly favorable, showing an increase of \$5,415,100 in specie, \$1,523,100 in legal tenders and \$7,596,200 in deposits, giving a result of \$5,039,150 increase in the surplus reserve, which is now \$12,271,350. This, together with the easy rates of money the past ten days, gives the impression that the stringency in money at the time of the late stock panic was in great part artificial.

The open market rates for call loans during the week on stock and bond collaterals have ranged from 3 to 8 per cent, and to-day the rates were 4@8 per cent. Prime commercial paper is quoted at 5@6½ per cent.

The Bank of England weekly statement on Thursday showed a loss in specie of £310,000, and the percentage of reserve to liabilities was 35½, against 40 3/16 last week; the discount rate remains unchanged at 5 per cent. The Bank of France lost 12,475,000 francs in gold and gained 125,000 francs in silver.

The New York Clearing House banks, in their statement of December 21, showed an increase in surplus reserve of \$3,224,000, the total surplus being \$7,232,200, against \$4,008,200 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:

	1886 Dec. 24.	Differences from Previous Week.	1885. Dec. 26.	1884. Dec. 27.
Loans and dis.	\$43,484,000	Dec. \$5,209,600	\$336,933,300	\$295,874,200
Specie	773,300	Inc. 2,917,000	90,988,200	88,170,000
Circulation	7,903,000	Dec. 1,100	9,924,400	11,614,600
Net deposits.	31,672,400	Dec. 2,089,200	373,953,000	335,272,100
Legal tenders.	17,847,300	Dec. 215,300	27,212,700	36,592,300
Legal reserve	\$87,918,100	Dec. +52,500	\$93,488,250	\$83,818,050
Reserve held.	95,150,300	Inc. 2,701,700	118,200,900	124,762,500
Surplus....	\$7,232,200	Inc. \$3,224,000	\$24,712,650	\$19,914,775

Exchange.—Sterling exchange has been moderately active most of the week, though the business was increased somewhat at one time owing to the demand from arbitrage houses in connection with foreign sales of our stocks. The stringency of money in London also stimulated the rates of sterling here, and they have been quite strong during all the latter part of the week. Posted rates are up to 4 81 and 4 85. The receipts of gold since our last report have amounted to about \$5,500,000.

To-day the rates on actual business were as follows, viz. bankers' 60 days' sterling, 4 80@4 80½; demand, 4 84½@4 84½. Cables, 4 84½@4 85. Commercial bills were 4 78½@4 79; Continental bills were: Francs, 5 26½@5 26½ and 5 23½@5 24½; reichmarks, 94½@94½ and 95; guilders, 39½@39½ and 39½@40.

The following were the rates of domestic exchange on New York at the under-mentioned cities to-day: Savannah, buying par, selling ½@½ premium; Charleston, buying ½@3-16 discount, selling par; New Orleans, commercial, 150c. discount, bank, par; St. Louis, 75c. discount; Chicago, 50@60c. discount. The rates of leading bankers are as follows:

	December 31.	Sixty Days.	Demand.
Prime bankers' sterling bills on London...	4 81	4 85	
Prime commercial	4 70½@4 79½		
Documentary commercial	4 78½@4 79½		
Paris (francs)	5 26½@5 26½	5 23½@5 23½	
Amsterdam (guilders)	39½@39½	39½@39½	
Frankfort or Bremen (reichmarks)	94½@94½	95 295½	

United States Bonds.—Government bonds have been only moderately active, and the changes in prices not important. The 4s have improved a little, while the 4½s remain about as quoted last week. \$10,000 of the 3s sold at 101. The one hundred and forty-fifth call for bonds has been issued by the Treasury Department, retting \$10,000,000 of the 3 per cents, and maturing February 1.

The closing prices at the N. Y. Board have been as follows:

	Interest Periods.	Dec. 25.	Dec. 27.	Dec. 28.	Dec. 29.	Dec. 30.	Dec. 31.
4½s, 1891.....reg.	Q.-Mar.	...	110½	110½	110½	110½	110½
4½s, 1891.....coup.	Q.-Mar.	...	110½	110½	110½	110½	110½
4s, 1907.....reg.	Q.-Jan.	...	127½	128	127½	128	127½
4s, 1907.....coup.	Q.-Jan.	...	128½	128	129	128½	128½
3s, option U. S. ....reg.	Q.-Feb.	...	101½	101½	101	100½	100½
6s, cur'cy, '95.....reg.	J. & J.	...	127½	125½	125½	125	125
6s, cur'cy, '96.....reg.	J. & J.	...	127½	127½	127½	127½	127½
6s, cur'cy, '97.....reg.	J. & J.	...	127½	127½	127½	127½	127½
6s, cur'cy, '98.....reg.	J. & J.	...	131½	131½	131½	131½	131½
6s, cur'cy, '99.....reg.	J. & J.	...	134	134½	135	134½	134½

* This is the price bid at the morning board; no sale was made.

State and Railroad Bonds.—The business in State bonds has been extremely limited, both as to the number of classes dealt in and to the amount of the transactions. There are no changes in prices worthy of special mention.

The railroad bond market is largely influenced by the course of the stock market, hence in the early part of the week the dealings were quite light, though relatively more active than stocks. Later the business improved in volume and prices have been much firmer, though there was no special weakness apparent at any time. With the increase in the volume of business came considerable strength, and several classes were advanced quite materially, including Atlantic & Pacific 1sts and incomes, St. Joseph & Grand Island incomes, Fort Worth & Denver 1sts, &c.

Railroad and Miscellaneous Stocks.—The market opened on Monday dull and rather weak, the coal stocks being depressed by a strike of Reading employees and prices generally were weak in consequence of the holiday at London. On Tuesday, however, prices were stronger, though the market was still quite dull, owing to the interruption to cable communication with England by a severe storm there. Since then the market has been much more active and very strong, and, in fact, a complete change has come over its tone and tendency, the buoyancy having been quite noticeable in the past few days, and the bulls again in the ascendant. The Southern stocks have again come into some prominence in the market, and the dealings in a few of them were heavy. Richmond Terminal has been specially prominent and advanced sharply, and other strong stocks of this class are Louisville & Nashville, Chattanooga, the Norfolk & Westerns, East Tennessees, &c. In connection with this movement the rumors of an important large consolidation of Southern roads has been revived, though it is principally due to active manipulation.

Next in prominence have been the coal stocks, Reading having been very active and advanced on the settlement of the strike, Lackawanna actively bought on bull manipulation, and Jersey Central boomed on the termination of the lease to Reading and the hope of an advantageous traffic agreement with that company.

There were few developments of any importance during the week, and little change in the general financial situation; money is easy, sterling exchange is higher, gold is still arriving from abroad, and the January disbursements for interest and dividends are at hand; so there is no prospect of any disturbance to the money market for some time to come. A favorable feature to the market, too, was the statements of the Vanderbilt roads, and they had a stimulating effect on those stocks and on the general market, though largely discounted beforehand.

In regard to other stocks there was nothing new of importance, though the improvement in prices has been very general and extended to the entire list. The change in the market was somewhat of a surprise at this time, as a rather dull and drooping market was generally looked for.

To-day, Friday, there was a firm and steady tone to the general market and a satisfactory closing for the last day of the year.

PRICES OF STOCKS AT N. Y. STOCK EXCHANGE FOR WEEK ENDING DEC. 31, AND FOR YEAR 1886.

STOCKS.	HIGHEST AND LOWEST PRICES.						Sales of the Week, Shares.	Range for year 1886.			
	Saturday, Dec. 25.	Monday, Dec. 27.	Tuesday, Dec. 28.	Wednesday, Dec. 29.	Thursday, Dec. 30.	Friday, Dec. 31.		Lowest.		Highest.	
Active R.R. Stocks.											
Atlantic & Pacific.....		11 11	11 11 ³ / ₈	11 ¹ / ₂ 11 ³ / ₈	11 ¹ / ₂ 11 ³ / ₈	11 ¹ / ₂ 12	11 ¹ / ₂ 11 ³ / ₈	6,405	7 May 4	13 ³ / ₈ Nov. 20	
Canadian Pacific.....		66 ¹ / ₂ 67 ³ / ₈	*66 ⁵ / ₈ 68	66 ¹ / ₂ 67 ³ / ₈	66 ¹ / ₂ 67 ³ / ₈	*67 67 ¹ / ₂	67 ¹ / ₂ 67 ¹ / ₂	900	61 Feb. 17	73 Oct. 18	
Canada Southern.....		62 ¹ / ₂ 62 ⁷ / ₈	62 63	63 ¹ / ₄ 64 ¹ / ₂	63 ³ / ₈ 64 ³ / ₈	63 ¹ / ₂ 64 ³ / ₈	63 ¹ / ₂ 64 ³ / ₈	27,575	34 ¹ / ₂ May 4	71 ¹ / ₂ Dec. 6	
Central of New Jersey.....		50 50 ¹ / ₂	50 ¹ / ₄ 52 ⁵ / ₈	52 ⁵ / ₈ 55	54 ³ / ₈ 56 ¹ / ₂	55 ¹ / ₂ 56 ¹ / ₂	55 ¹ / ₂ 56 ¹ / ₂	113,092	42 ¹ / ₂ Jan. 18	64 Sept. 24	
Central Pacific.....		41 ¹ / ₂ 41 ¹ / ₂	41 41	42 43	43 ³ / ₄ 43 ³ / ₄	43 ³ / ₄ 43 ³ / ₄	43 ³ / ₄ 43 ³ / ₄	1,665	38 Mar. 24	51 Dec. 2	
Chesapeake & Ohio.....		8 ³ / ₈ 8 ³ / ₈	9 9	8 ⁷ / ₈ 8 ⁷ / ₈	8 ⁷ / ₈ 9	8 ⁷ / ₈ 9	8 ⁷ / ₈ 9	575	7 May 6	13 ¹ / ₄ Jan. 8	
Do 1st pref.....		15 16 ¹ / ₂	15 ³ / ₈ 16 ¹ / ₂	15 ³ / ₈ 16 ¹ / ₂	16 17	16 ¹ / ₂ 17	16 ¹ / ₂ 17	615	13 Apr. 30	21 ¹ / ₂ Jan. 6	
Do 2d pref.....		10 10	*9 ³ / ₄ 10	10 ¹ / ₂ 10 ⁷ / ₈	10 ¹ / ₂ 11 ¹ / ₂	10 10	10 10	340	8 ¹ / ₂ May 11	15 ¹ / ₂ Feb. 13	
Chicago Burlington & Quincy.....		*135 ¹ / ₂ 136	135 ³ / ₈ 135 ³ / ₈	135 ³ / ₈ 136	135 ³ / ₈ 136	136 ¹ / ₂ 137 ¹ / ₂	136 ¹ / ₂ 137 ¹ / ₂	605	128 ³ / ₈ May 15	141 Nov. 20	
Chicago Milwaukee & St. Paul.....		87 ¹ / ₂ 89 ¹ / ₂	88 89 ¹ / ₂	89 ¹ / ₂ 90 ¹ / ₂	90 91 ¹ / ₂	90 ¹ / ₂ 91 ¹ / ₂	90 ¹ / ₂ 91 ¹ / ₂	118,297	82 ³ / ₈ May 4	99 Sept. 20	
Do pref.....		*117 ¹ / ₂ 118 ¹ / ₂	118 118	*117 ¹ / ₂ 118 ¹ / ₂	118 ¹ / ₂ 118 ¹ / ₂	*117 ¹ / ₂ 118 ¹ / ₂	*117 ¹ / ₂ 118 ¹ / ₂	450	116 May 3	125 ³ / ₈ Sept. 20	
Chicago & Northwestern.....		112 ⁵ / ₈ 113	112 ⁵ / ₈ 113	113 ¹ / ₂ 114 ¹ / ₂	113 ¹ / ₂ 114 ¹ / ₂	114 114 ¹ / ₂	114 ¹ / ₂ 115 ¹ / ₂	21,735	104 ¹ / ₂ May 4	120 ³ / ₈ Nov. 19	
Do pref.....		*140 140 ¹ / ₂	*139 ³ / ₄ 140 ¹ / ₂	139 ³ / ₄ 139 ³ / ₄	140 140	140 140	140 140	305	135 Jan. 18	144 Aug. 9	
Chicago Rock Island & Pacific.....		126 ¹ / ₂ 126 ¹ / ₂	126 ¹ / ₂ 126 ¹ / ₂	*125 125	*124 ¹ / ₂ 125 ¹ / ₂	126 ¹ / ₂ 126 ¹ / ₂	126 ¹ / ₂ 126 ¹ / ₂	818	120 ³ / ₈ May 14	131 Feb. 17	
Chicago St. Louis & Pittsburgh.....		*14 ¹ / ₂ 17	15 ¹ / ₂ 15 ¹ / ₂	15 ¹ / ₂ 16 ¹ / ₂	16 ¹ / ₂ 16 ¹ / ₂	16 ¹ / ₂ 16 ¹ / ₂	16 ¹ / ₂ 16 ¹ / ₂	1,900	94 ¹ / ₂ Mar. 24	192 ¹ / ₂ Nov. 22	
Do pref.....		*35 38	45 45 ¹ / ₂	45 ¹ / ₂ 45 ¹ / ₂	46 47 ¹ / ₂	47 ¹ / ₂ 47 ¹ / ₂	47 ¹ / ₂ 48 ¹ / ₂	1,675	26 ¹ / ₂ Mar. 24	43 ³ / ₈ Nov. 22	
Chicago St. Paul Minn. & Om. Do pref.....		45 45 ¹ / ₂	111 111 ¹ / ₂	111 ¹ / ₂ 111 ¹ / ₂	111 ¹ / ₂ 112 ¹ / ₂	*109 112 ¹ / ₂	*109 112 ¹ / ₂	1,950	97 Mar. 24	116 ¹ / ₂ Nov. 19	
Cleveland Col. Cln. & Indianap. Do pref.....		*63 ³ / ₄ 64 ³ / ₄	64 64 ¹ / ₂	64 ¹ / ₂ 65 ¹ / ₂	64 ¹ / ₂ 65 ¹ / ₂	63 ³ / ₄ 64 ³ / ₄	63 ³ / ₄ 64 ³ / ₄	2,660	43 ¹ / ₂ Mar. 24	75 ¹ / ₂ Nov. 19	
Columbus Hocking Val. & Tol. Do pref.....		34 34 ³ / ₈	34 ¹ / ₂ 35 ¹ / ₂	35 ³ / ₈ 37 ¹ / ₂	36 ³ / ₈ 38 ¹ / ₂	37 ³ / ₈ 38 ¹ / ₂	37 ³ / ₈ 38 ¹ / ₂	15,900	26 ¹ / ₂ May 3	45 ¹ / ₂ Nov. 20	
Delaware Lackawanna & West Do pref.....		131 ¹ / ₂ 133 ³ / ₈	131 ¹ / ₂ 133 ³ / ₈	133 ¹ / ₂ 136 ¹ / ₂	135 ³ / ₈ 137	136 ¹ / ₂ 137 ¹ / ₂	136 ¹ / ₂ 137 ¹ / ₂	179,491	115 Jan. 19	144 Dec. 4	
Denver & Rio G., assessm't pd Do pref.....		*32 32 ³ / ₈	57 57 ¹ / ₂	57 ¹ / ₂ 58 ¹ / ₂	58 ¹ / ₂ 60	60 61 ¹ / ₂	60 61 ¹ / ₂	1,510	21 ¹ / ₂ May 4	35 ³ / ₈ Dec. 6	
East Tennessee Va. & Ga. R'y. Do 1st pref.....		14 ¹ / ₂ 14 ¹ / ₂	*14 ¹ / ₂ 15	14 ¹ / ₂ 15 ¹ / ₂	15 ¹ / ₂ 16 ¹ / ₂	16 ¹ / ₂ 16 ¹ / ₂	16 ¹ / ₂ 16 ¹ / ₂	11,530	11 Oct. 9	18 ³ / ₈ Dec. 7	
Do 2d pref.....		74 ¹ / ₂ 74 ¹ / ₂	74 ¹ / ₂ 74 ¹ / ₂	75 75 ¹ / ₂	77 ¹ / ₂ 79 ¹ / ₂	79 ¹ / ₂ 79 ¹ / ₂	79 ¹ / ₂ 79 ¹ / ₂	2,300	67 Sept. 17	83 ³ / ₈ Dec. 9	
Evansville & Terre Haute.....		28 28 ¹ / ₂	*27 ¹ / ₂ 28 ¹ / ₂	28 ¹ / ₂ 29 ¹ / ₂	29 ¹ / ₂ 30 ¹ / ₂	31 31 ¹ / ₂	31 31 ¹ / ₂	10,670	24 Dec. 15	35 ³ / ₈ Dec. 6	
Green Bay Winona & St. Paul. Do pref.....		*11 ¹ / ₂ 12 ¹ / ₂	12 ¹ / ₂ 13 ¹ / ₂	13 ¹ / ₂ 13 ¹ / ₂	13 ¹ / ₂ 13 ¹ / ₂	13 ¹ / ₂ 13 ¹ / ₂	13 ¹ / ₂ 13 ¹ / ₂	905	67 ¹ / ₂ Jan. 29	91 Sept. 15	
Houston & Texas Central.....		39 ¹ / ₂ 43	*43 43 ³ / ₈	42 ¹ / ₂ 44	44 ¹ / ₂ 44 ¹ / ₂	*43 44 ¹ / ₂	*43 44 ¹ / ₂	5,900	8 Jan. 16	14 ¹ / ₂ Dec. 9	
Illinois Central.....		15 ¹ / ₂ 16	16 16	15 ¹ / ₂ 15 ¹ / ₂	16 ¹ / ₂ 17	16 ¹ / ₂ 17	16 ¹ / ₂ 17	2,600	25 Mar. 23	44 ¹ / ₂ Dec. 30	
Indiana Bloomington & West'n Do pref.....		93 ¹ / ₂ 94 ¹ / ₂	93 ³ / ₈ 95 ¹ / ₂	95 96 ³ / ₈	95 ¹ / ₂ 96 ³ / ₈	95 ¹ / ₂ 96 ³ / ₈	95 ¹ / ₂ 96 ³ / ₈	130	Dec. 16	143 ¹ / ₂ Feb. 9	
Lake Erie & West., ass't paid. Do pref.....		93 ¹ / ₂ 94 ¹ / ₂	92 ¹ / ₂ 93	93 94	94 94	94 94	94 94	783	12 July 17	28 ¹ / ₂ Jan. 5	
Lake Shore & Mich. Southern. Do pref.....		61 ¹ / ₂ 63	62 ¹ / ₂ 63 ¹ / ₂	62 ¹ / ₂ 64 ¹ / ₂	63 ¹ / ₂ 64 ¹ / ₂	63 ¹ / ₂ 64 ¹ / ₂	63 ¹ / ₂ 64 ¹ / ₂	68,420	14 ¹ / ₂ Nov. 15	22 ¹ / ₂ Oct. 19	
Long Island.....		156 ¹ / ₂ 157	156 ¹ / ₂ 157	157 ¹ / ₂ 157 ¹ / ₂	157 ¹ / ₂ 157 ¹ / ₂	158 158	158 ¹ / ₂ 158 ¹ / ₂	1,900	80 Jan. 20	100 June 21	
Louisville & Nashville.....		91 94	92 ¹ / ₂ 93	93 94	94 94	94 94	94 94	49,614	33 ³ / ₈ May 3	69 Dec. 9	
Louis, New Alb. & Chicago. Do pref.....		156 ¹ / ₂ 157	156 ¹ / ₂ 157	157 ¹ / ₂ 157 ¹ / ₂	157 ¹ / ₂ 157 ¹ / ₂	158 158	158 ¹ / ₂ 158 ¹ / ₂	200	32 Mar. 25	71 Dec. 3	
Manhattan Elevated, consol. Do pref.....		93 93 ¹ / ₂	92 ¹ / ₂ 93	93 94	94 95	94 95	93 ³ / ₈ 93 ³ / ₈	1,200	120 Jan. 2	175 Oct. 16	
Memphis & Charleston.....		100 101	x97 ¹ / ₂ 98	98 98 ¹ / ₂	98 ¹ / ₂ 98 ¹ / ₂	98 ¹ / ₂ 98 ¹ / ₂	*19 ¹ / ₂ 20	10,300	29 May 19	69 ¹ / ₂ Nov. 22	
Michigan Central.....		18 18	*18 19	18 ¹ / ₂ 18 ¹ / ₂	19 19 ¹ / ₂	19 19 ¹ / ₂	*19 ¹ / ₂ 20	3,420	61 ¹ / ₂ May 4	98 ¹ / ₂ Dec. 6	
Min. Lake Shore & West. Do pref.....		41 ¹ / ₂ 41 ¹ / ₂	*41 42	43 ¹ / ₂ 43 ¹ / ₂	43 ¹ / ₂ 44 ¹ / ₂	44 44 ¹ / ₂	44 44 ¹ / ₂	2,602	22 Jan. 28	71 ¹ / ₂ June 3	
Minneapolis & St. Louis.....		30 ³ / ₈ 31	30 ³ / ₈ 31 ¹ / ₂	31 ¹ / ₂ 32	31 ¹ / ₂ 32	32 ¹ / ₂ 33 ¹ / ₂	32 ¹ / ₂ 33 ¹ / ₂	630	16 ¹ / ₂ Mar. 24	23 ¹ / ₂ Nov. 19	
Do pref.....		105 105 ¹ / ₂	105 ¹ / ₂ 105 ¹ / ₂	106 106 ¹ / ₂	106 ¹ / ₂ 108 ¹ / ₂	107 ¹ / ₂ 108 ¹ / ₂	107 ¹ / ₂ 108 ¹ / ₂	1,560	40 Dec. 15	52 ¹ / ₂ Nov. 20	
Missouri Kansas & Texas.....		105 105 ¹ / ₂	105 ¹ / ₂ 105 ¹ / ₂	106 106 ¹ / ₂	106 ¹ / ₂ 108 ¹ / ₂	107 ¹ / ₂ 108 ¹ / ₂	107 ¹ / ₂ 108 ¹ / ₂	19,210	21 May 3	38 ¹ / ₂ Nov. 30	
Missouri Pacific.....		*15 16	78 78	80 84 ¹ / ₂	84 ¹ / ₂ 87 ¹ / ₂	87 ¹ / ₂ 88 ¹ / ₂	87 ¹ / ₂ 88 ¹ / ₂				

PRICES OF ACTIVE BONDS AT N. Y. STOCK EXCHANGE ON FRIDAY, AND RANGE FOR FULL YEAR 1886.

Name of Bond.	Closing.		Range for Year.		Name of Bond.	Closing.		Range for Year.	
	Dec. 31.	Dec. 24.	Lowest.	Highest.		Dec. 31.	Dec. 24.	Lowest.	Highest.
Atl. & Pac., W. D.—1st, 6s, 1910	90½	89¾	82	Mar. 90¾	Dec.	132	b.	130	b.
W. D. Inc., 6s, 1910	29	27	20¼	Mar. 31¼	Oct.	92	b.	90	Aug.
Can. South.—1st guar., 5s, 1908	108	107	103¼	Jan. 108¾	June	100	b.	100	b.
2d, 5s, 1913	95	93¾	84	Jan. 95	Aug.	99½	88	87½	May
Cent. Iowa—1st, 7s, '99, coup. off	89	b.	88	b.	84	Dec.	111	Apr.	102½
Central of N. J.—1st, 7s, 1890	108	b.	107	Oct.	114½	Apr.	108	Oct.	93½
Consol. 7s, 1899, assent.	108¾	106	Jan. 118	June	111	112	a.	108	Oct.
Convert. 7s, 1902, assent.	105	b.	103¼	July	112	Mar.	110	b.	109½
Adjust. 7s, 1903	83¾	78	b.	63	Jan. 92½	Oct.	106	b.	101
Convert. deb. 6s, 1909, assent	109	b.	108	b.	103	Jan. 114½	July	62	b.
Leh & W. B. con. 7s, 1909, assent	97¾	b.	96	b.	89	Jan. 103	Aug.	32	May
Am. Dock & Imp., 5s, 1921	109	a.	107½	103¼	Jan. 114	Feb.	37	b.	32
Ches. & O.—Par. m. fund 6s, '98	77	75	b.	60	May 88	Jan.	29	b.	25
6s, gold, series A, 1908	29¾	b.	29	25	May 41½	Feb.	85	83½	75
6s, gold, ser. B, 1908, coup. off	97	b.	97	b.	94½	May 103	Feb.	105½	105
6s, currency, 1918	102	b.	102	b.	88½	Jan. 104	Dec.	104	Nov.
Mort. 6s, 1911	118	b.	118¾	a.	117	July 121½	June	134	Jan.
Ches. O. & So. W.—5s, 1911	106½	105½	105	Apr. 110¼	Apr.	108½	109¾	106¾	Jan.
Chicago & Alton—1st, 7s, 1893	98	b.	99½	a.	97½	Sept. 101½	July	107	Sept.
Chic. Burl. & Q.—Deb. 5s, 1913	99¾	a.	92½	Nov. 101½	July	100	Dec.	131	Dec.
Denver Div.—4s, 1922	99¾	a.	92	Sept. 100	Dec.	90	b.	93	76½
Plain 4s, 1921	123½	b.	122½	Aug. 127½	Apr.	70	b.	71½	52
Chic. & Ind. Coal R., 1st, 5s, '36	131	b.	132	b.	128¾	Jan. 136	June	110	Jan.
Ch. Mil. & St. P.—1st, 1 & M. 7s, '97	118	b.	116½	b.	114½	Jan. 121	June	110	Jan.
Consol. 7s, 1905	108¾	108¾	103	Jan. 111	June	108½	109¾	106¾	Jan.
1st, So. Min. Div.—6s, 1910	107	b.	107	b.	102	Jan. 108½	June	109	June
1st, Chl. & Pac. W. Div.—5s, '21	104½	b.	105¼	101¼	Jan. 109¼	June	106½	103	Mar.
Wis. & Min. Div.—5s, 1921	141	139	b.	138¾	Nov. 143½	June	131	Dec.	100½
Terminal 5s, 1914	131	b.	130	Jan. 140	May	107½	108	a.	102½
Chic. & N. W.—Consol. 7s, 1915	117	b.	115	Oct. 121	Mar.	122¾	121	b.	118
Gold, 7s, 1902	109	b.	108½	b.	108	Apr. 112	Jan.	113½	Jan.
Sinking fund 6s, 1929	108½	108	105	Jan. 110½	July	119	b.	118	b.
Sinking fund 5s, 1929	108	107½	b.	104½	Jan. 109	Apr.	109	a.	91
Sinking fund debent. 5s, 1933	122½	a.	121½	118½	Jan. 126½	Sept.	87½	Feb.	94½
25-year debent. 5s, 1909	97	a.	92	Feb. 100	Apr.	103¾	102½	b.	97½
Ch. St. P. & M. O.—Consol. 6s, '30	111½	b.	100	Mar. 119½	Dec.	41½	39	b.	34
Ch. St. L. & Pitts.—1st, con. 5s, '32	99	98	b.	90	May 101½	Nov.	93	91½	b.
C. C. & Ind.—Gen. 6s, 1934	86½	84	81	Dec. 94	Feb.	110½	110½	b.	110
Col. Coal & Iron—1st, 6s, 1900	89	b.	88½	Dec. 97½	Nov.	105¾	104	b.	102
Col. H. Val. & Tol.—Con. 5s, '31	119	119½	114½	Jan. 124	Oct.	101	99½	92½	May
Gen. gold, 6s, 1904	80½	79¾	75½	Dec. 81½	Nov.	80	79½	a.	43
Denver & Rio Gr.—1st, 7s, 1900	78	b.	76	b.	72½	Jan. 85½	July	100	Jan.
Consol. 7s, 1910, Trust rec.	75	b.	73	b.	72	May 83½	July	44	Jan.
1st con. 4s, 1936	80	b.	84	a.	72	May 89	Mar.	86	Jan.
Den. & R. Gr. W.—1st, 6s, 1911	52½	50½	20	Feb. 56	Dec.	107	b.	106½	Oct.
Assented	99	97½	94	Sept. 99½	Nov.	115	b.	115	b.
Den. So. Pk. & Pac.—1st, 7s, '05	107	a.	107½	a.	99	Jan. 110	Aug.	113½	Jan.
Det. Mac. & Mar.—1st, 6s, 1921	133	b.	129	Jan. 139½	July	107½	107½	b.	105
Land grant 3½s, 1911	113½	b.	112½	Dec. 120	Apr.	103	102	b.	108½
Income 7s, 1921	117	a.	114½	Apr. 124	July	98½	97	a.	43
E. Ten V. & G. Ry.—Con. 5s, '56	99¾	98¾	76½	Jan. 104½	Nov.	107½	107	a.	104
Eliz. Lex. & B. Sandy—6s, 1902	107	a.	107½	a.	99	Jan. 110	Aug.	105	June
Erie—1st, consol. gold, 7s, 1920	133	b.	129	Jan. 139½	July	103	102	b.	87½
Long Dock, 7s, 1893	113½	b.	112½	Dec. 120	Apr.	98½	97	a.	43
Con. 6s, 1935	117	a.	114½	Apr. 124	July	107½	107	a.	104
N. Y. L. E. & W.—2d con. 6s, ex c.	99¾	98¾	76½	Jan. 104½	Nov.	76	73	a.	55½
Funded coupon, 5s, 1969	90¾	87½	b.	81	Jan. 95½	Nov.	116	b.	115
Ft. W. & Denv. C.—1st, 6s, 1921	90¾	87½	b.	81	Jan. 95½	Nov.	111	b.	110½
Gal. Har. & San. Ant.—1st, 6s, '10	90	b.	90	Jan. 107½	July	111½	111	b.	110½
2d M., 7s, 1905	90	b.	90	Jan. 107½	July	107	b.	103½	Jan.
West. Division—1st, 5s, 1931	94	b.	80	Jan. 94	Nov.	39¾	38	Sept.	33
2d, 6s, 1931	90	b.	80	Jan. 107½	July	113½	112½	b.	110
Gr'n B. W. & St. P.—1st, 6s, 1911	40¾	38¾	24½	Feb. 42½	Mar.	103	102	b.	108
2d income 8s, 1911	124	b.	124½	116½	Jan. 128½	June	113	112	b.
Gulf Col. & San. Fe.—1st, 7s, 1909	101¾	101¾	86¾	Jan. 106½	Sept.	112	112	b.	105½
Gold, 6s, 1923	108½	108½	103½	Dec. 112	July	113	112½	b.	99½
Henderson Br. Co.—1st, 6s, 193	113¾	112	102	Jan. 114½	Aug.	105	104	b.	103
H. & Tex. C.—1st M. L. 7s, con. off	109	106	97	Apr. 103	Dec.	117½	118½	116½	Dec.
1st, West. D., 7s, 1891, con. off	105½	b.	100	Feb. 105	July	122	b.	121½	115
1st, Waco & N. 7s, 1903, con. off	98½	91	b.	76	May 95½	Dec.	97	100	70
2d, consol. M. L. 8s, 1912	72½	a.	50	May 73½	Dec.	106½	105½	b.	102
Gen. mort. 6s, 1921	92	b.	91	89½	July 104½	May	40	b.	43
Ind. Bl. & W.—1st, pref., 7s, 1900	78	75	b.	66½	July 90	Mar.	106½	105½	b.
1st, 5-6s, 1909	91	90	b.	89	July 105½	Mar.	29	70	Feb.
2d, 5-6s, 1909	31	28½	b.	21½	July 41½	Mar.	101	100	90
Eastern Division—6s, 1921	37½	37	b.	20	Feb. 41	Oct.	108	107	90
Income, 6s, 1921	117	b.	116½	114	Jan. 119	Oct.	29	102	Dec.
Ind. D. & Spr.—Int. 1906, tr. rec.	93	91	b.	84	Mar. 96	Feb.	110½	110½	b.
Coupon, 6s, 1909	67	a.	67	a.	59½	Feb. 71	Mar.	100	Jan.
Kent. Central—Stamped 4s, 1911	99	b.	101	b.	86½	Jan. 105½	June	67	b.
Knoxv. & O.—1st, 6s, gold, 1925	110	107	b.	92	Jan. 110	Dec.	100	b.	104
Lake Erie & W.—1st, 6s, 1919	130	b.	128	Aug. 40	Nov.	105	100	b.	101
Income, 7s, 1899	111	108	b.	91	Jan. 111	Dec.	104½	103½	b.
Lafay. Bl. & M.—1st, 6s, 1919	50	b.	65	31	Jan. 70	Dec.	101	100	b.
Income, 7s, 1899	111	108	b.	91	Jan. 111	Dec.	116½	116½	114
Long Island—1st, 7s, 1898	115	b.	108	Jan. 115½	Dec.	102	a.	102	b.
1st, consol., 6s, 1931	119½	119	b.	117	May 125	Feb.	118	b.	116
Lou. & Nash.—Consol., 7s, 1898	107	b.	119	May 107½	Dec.	102	a.	102	b.
N. O. & Mobile—1st, 6s, 1930	97	a.	86	July 97	Dec.	109	b.	109	b.
2d, 6s, 1930	112½	b.	112	June 116½	Apr.	109	b.	109	b.
E. H. & N.—1st, 6s, 1919	107	b.	100½	Jan. 109½	Nov.	107	106½	b.	99½
General, 6s, 1930	104½	b.	104	Jan. 107	Nov.	106½	106	b.	97½
Trust Bonds, 6s, 1922	101	a.	96	b.	84½	May 100	Nov.	95	b.
10-40, 6s, 1924	110¼	a.	111	a.	100½	Jan. 120	June	69	b.
Lou. N. A. & Ch.—1st, 6s, 1910	105	b.	105	a.	102	May 106½	Nov.	95	b.
Consol., gold, 6s, 1916	105	b.	105	a.	102	May 106½	Nov.	69	b.
Mem. & Ch'lston—6s, gold, 1924	127½	b.	127½	b.	125½	Nov. 133	Apr.	92	Jan.
Mexican Cen.—New ass., 7s, 1911	127½	b.	127½	b.	125½	Nov. 133	Apr.	92	Jan.
Mich. Central—1st, con. 7s, '02	121	b.	114½	Jan. 117	Oct.	110	b.	103	b.
1st, consol., 5s, 1902	121	b.	114½	Jan. 117	Oct.	99	b.	101	97
Miss'ri Pac.—1st, cons., 6s, 1920	104	b.	104	Jan. 103½	Aug.	100	b.	109½	Jan.
3d, 7s, 1906	110	b.	110	Dec. 115½	May	99	b.	100	96
Pac. of Mo.—1st, 6s, 1888	110	b.	110	Dec. 115½	May	99	b.	100	96
2d mort., 7s, 1891	118	116	112½	Jan. 121½	June	110	a.	108¾	Jan.
Mil. Lk. Sh. & W.—1st, 6s, 1921	114	b.	106½	Jan. 120½	May	105	104½	100	87½
Michigan Div.—1st, 6s, 1924	114	b.	106½	Jan. 120½	May	105	104½	100	87½

INACTIVE BONDS.

Burl. C. Rap. & N. 1st, 5s, 1906	106½	b.	106	Dec.	111	Mar.	Ill. Cen.—(Con.)—G'd, 3½s, 1951	100½	a.	100½	a.	99¾	Nov.	102½	June
Consol. & col. tr., 5s, 1934	117	117	112½	Jan.	118½	June	C. St. L. & N. O.—Gold, 5s, 1951	115½	115	b.	112	Jan.	120½	Aug.	
Central Pacific—gold 6s, 1895-8	112	b.	112	b.	107¾	Jan.	Lake Sh.—Con. coup., 1s, 7s, 1900	130¼	130	b.	127	Jan.	134½	June	
San Joaquin Br. 6s, 1900	102½	a.	101	b.	102½	Oct.	Con. coup., 2d, 7s, 1903	122½	b.	123½	a.	119½	Jan.	127	May
Land grant 6s, 1890	102½	a.	101	b.	102½	Oct.	Metro. Elevated—1st, 6s, 1908	120	b.	119½	115	Jan.	123	June	
Chic. & E. Ill.—1st, s. f. 6s, 1907	113	b.	113	Jan.	122	Mar.	2d, 6s, 1899	109½	b.	109½	b.	103½	Jan.	113½	Apr.
Consol. 6s, 1934	115	a.	113	a.	110	Jan.	Mil. & Nor.—1st, M. L. 6s, 1910	105	a.	104	a.	102	Oct.	106½	May
Chi. R. I. & Pac.—6s, coup. 1917	133	b.	128½	Jan.	140	Oct.	1st, on exten., 6s, 1913	103	103½	a.	100	Jan.	104	May	
Exten. & col. 5s, 1934	112	a.	110	Jan.	113	May	Morgan's L. & T.—1st, 6s, 1920	125	a.	118	Apr.	116	Aug.		
Del. & Hud. Can.—1st, 7s, 1891	108½	b.	110	Dec.	115½	May	1st, 7s, 1918	133	b.	133	b.	123	Jan.	131	Nov.
Coupon 7s, 1894	112	a.	111	Oct.	121	Feb.	Nash. Ch. & St. L.—1st, 7s, 1913	112	b.	115½	104	Jan.	115½	Apr.	
Evans. & T. H.—1st cons. 6s, '21	118	b.	111½	Jan.	120½	June	Norfolk & W.—Gen'l, 6s, 1931	114½	b.	99½	Jan.	118	Dec.		
Mount Vernon—1st, 6s, 1923	112	a.	103	Jan.	112½	Nov.	New River—1st, 6s, 1932	100	b.	87½	May	102	Dec.		
Ill. Central—1st, gold, 4s, 1951	109	b.	109	b.	106½	Sept.	Imp. & extension, 6s, 1934	100	b.						

New York City Banks.—The following statement shows the condition of the Associated Banks of New York City for the week ending December 24, 1886:

Banks.	Average Amount of—				
	Loans and Discounts.	Specie.	Legal Tenders.	Net Deposits other than U. S.	Circulation.
New York	\$10,610,000	\$2,540,000	\$360,000	\$9,940,000	\$45,000
Manhattan Co.	9,450,000	2,252,000	247,000	9,900,000	—
Merchants'	6,059,000	1,251,800	686,500	6,369,300	45,000
Mechanics'	8,065,000	1,733,000	309,000	6,316,000	—
America	10,497,400	1,453,600	376,200	8,711,900	—
Phenix	2,371,000	523,000	103,000	2,466,000	—
City	3,473,800	4,545,700	211,000	10,663,100	257,000
Tradesmen's	2,531,800	400,300	148,000	2,043,500	90,000
Fulton	1,280,500	671,200	114,300	1,738,500	—
Chemical	19,037,000	8,588,800	597,800	23,099,800	—
Merchants' Exch.	3,133,400	868,200	126,300	3,593,000	105,500
Gallatin National	6,099,300	573,300	490,900	4,899,500	608,600
Butchers' & Drov.	1,225,200	456,200	83,600	1,909,900	229,600
Mechanics' & Tr.	1,531,000	130,000	205,000	1,746,000	—
Greenwich	1,049,700	132,100	137,300	1,067,500	2,600
Leather Manuf'rs.	3,138,400	562,400	118,800	2,449,800	537,200
Seventh Ward	1,214,600	283,100	88,600	1,167,800	45,000
State of N. Y.	3,892,700	1,308,300	209,600	4,042,100	—
Americ'n Exch'ge.	16,047,000	2,516,000	733,000	13,169,000	—
Commerce	13,589,300	2,396,600	799,600	12,392,300	988,200
Broadway	5,092,300	1,138,500	237,500	4,870,800	45,000
Mercantile	6,254,900	1,232,100	364,000	6,578,000	45,000
Pacific	2,638,300	321,700	133,600	2,768,000	—
Republic	6,937,300	1,241,200	260,700	7,756,500	317,200
Chatham	4,444,500	873,700	282,500	4,688,100	45,000
Peoples'	4,094,100	222,300	115,300	2,533,400	—
North America	3,084,100	296,800	191,500	3,449,000	—
Hanover	9,439,700	2,550,800	420,800	10,812,300	180,000
Irving	2,921,500	571,700	214,500	2,916,000	188,600
Citizens'	2,527,700	707,200	137,500	2,928,500	45,000
Nassau	2,520,900	320,300	309,500	2,996,500	—
Market	3,105,400	556,500	96,700	2,556,300	439,000
St. Nicholas	1,993,800	246,800	55,000	1,767,100	—
Shoe & Leather	3,203,000	843,000	243,000	3,632,000	434,700
Corn Exchange	3,312,800	719,100	214,000	4,887,600	—
Continental	4,098,800	730,700	439,200	5,171,900	49,500
Oriental	2,033,200	294,000	349,800	2,160,100	—
Importers' & Trad.	18,684,100	5,234,200	868,000	21,498,600	982,400
Park	18,422,500	4,796,100	583,200	22,127,600	45,000
North River	1,981,000	159,000	154,000	2,054,000	—
East River	1,210,500	210,000	136,300	1,059,600	224,000
Fourth National	18,008,300	4,407,600	578,400	18,896,400	360,000
Central National	8,388,000	1,015,000	986,000	8,554,000	45,000
Second National	3,089,000	684,000	212,000	3,571,000	44,000
First National	5,367,300	1,269,600	308,100	6,535,700	45,000
Third National	19,785,000	3,587,400	495,500	18,929,500	269,500
N. Y. Nat. Exch.	2,947,700	1,303,300	269,200	3,683,200	—
Bowery	1,314,300	112,400	157,700	1,075,700	200,700
N. Y. County	2,404,600	389,700	382,000	2,698,800	225,000
German-Americ'n	2,296,900	374,100	169,900	2,771,800	180,000
Chase National	2,733,900	492,900	117,800	2,650,600	—
Fifth Avenue	3,727,500	1,032,700	154,900	4,757,900	45,000
German Exch'ge.	3,144,000	755,800	139,100	3,245,500	—
Germania	2,398,000	260,000	370,000	3,001,800	—
United States	2,338,700	138,300	341,000	2,600,000	—
Lincoln	4,597,300	1,035,000	35,000	4,520,000	45,000
Garfield	1,556,800	681,800	130,800	3,001,800	44,700
First National	1,421,400	232,500	121,700	1,501,300	135,000
Bk of the Metrop.	3,493,500	1,008,000	275,400	4,450,700	—
West Side	1,840,600	310,300	210,600	2,103,000	—
Seaboard	2,000,300	346,000	131,000	1,924,300	45,000
Sixth National	1,789,600	244,000	192,600	1,901,400	180,000
Total	343,484,100	77,303,000	17,847,300	351,672,400	7,903,000

* No reports; same as last week.

The following are totals for several weeks past:

1886.	Loans.	Specie.	L. Tenders.	Deposits.	Circulation.	Agg. Clear'gs
Dec. 11	\$352,413,500	\$76,932,800	\$18,091,200	\$360,174,000	\$7,931,000	\$86,751,302
" 18	348,693,700	74,386,000	18,062,800	353,761,600	7,914,100	993,536,166
" 24	343,484,100	77,303,000	17,847,300	351,672,400	7,903,000	604,768,528

The Boston and Philadelphia banks will be found on p. 10.

RAILROAD EARNINGS.

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

ROADS.	Latest Earnings Reported.		Jan. 1 to Latest Date.	
	Week or Mo	1886.	1885.	1886.
Atch. T. & S. F.	October...	\$1,687,348	\$1,676,075	\$12,740,023
*Sonora	September...	26,172	24,708	222,302
Balt. & Potomac	November...	117,393	115,831	1,226,236
Buff. N. Y. & Phil.	3d wk Dec	42,400	48,600	2,500,380
Buff. Roch. & Pitt	3d wk Dec	30,256	27,855	1,220,031
Bur. Ced. R. & O.	4th wk Nov	84,967	84,560	2,626,530
Cairo V. & Chic.	3d wk Dec	15,614	13,010	634,855
Cal. Southern	2d wk Dec	22,462	—	691,800
Camden & Atl	November...	31,810	30,513	569,693
Canadian Pacific	3d wk Dec	198,000	161,000	9,791,416
Cp. Fr. & Yad. Val	November...	21,407	16,769	205,883
Catawissa	September...	132,000	119,000	—
Central Iowa	3d wk Dec	33,255	35,278	1,298,330
Central Pacific	September...	1,555,411	1,482,205	11,798,251
Chesap. & Ohio	October...	372,031	307,436	3,397,316
Eliz. Lex. & B.S.	October...	90,674	70,932	766,825
Ches. O. & S. W.	October...	181,437	163,107	1,367,467
Chicago & Alton	3d wk Dec	194,746	188,431	7,860,238
Chic. & Atlantic	3d wk Dec	41,904	29,251	1,596,870
Chic. Burl. & Q.	October...	2,776,774	2,858,258	22,103,637
Chic. & East. Ill.	3d wk Dec	44,712	45,035	1,727,587
Chic. Mil. & St. P.	3d wk Dec	489,000	515,308	23,977,876
Chic. & Northw.	3d wk Dec	475,500	477,800	24,685,484
Ch. St. P. Min. & O.	3d wk Dec	132,500	106,300	5,984,835
Chic. & W. Mich.	3d wk Dec	21,661	23,677	1,360,101
Cin. & Eastern	September...	19,848	14,704	—
Cin. Ham. & D.	3d wk Dec	62,906	57,812	—
Cin. Ind. St. L. & C.	3d wk Dec	50,751	47,960	2,508,017
Cin. J. & Mack.	November...	16,009	12,019	165,432
Cin. N. O. & T. P.	3d wk Dec	56,090	55,370	2,753,117
Ala. Gt. South.	3d wk Dec	30,803	25,931	1,169,136
Orl. & N. E.	3d wk Dec	19,368	18,732	631,366
Rich. & Mer.	3d wk Dec	15,245	17,945	499,548
Rich. & P.	3d wk Dec	19,090	17,756	494,379
Cin. R. & Ft. W.	3d wk Dec	8,131	7,041	372,149
Cin. W. & B.	3d wk Dec	40,988	35,031	1,949,078
Clev. & Aaron & Col	3d wk Dec	9,111	8,429	512,168
Clev. & Canton	November...	31,292	22,516	327,555
Clev. Col. C. & Ind	October...	379,780	362,084	3,398,633
St. & M. Arietta	October...	24,897	—	—

* Mexican currency.

† And branches.

ROADS.	Latest Earnings Reported.		Jan. 1 to Latest Date.		
	Week or Mo	1886.	1885.	1886.	1885.
		\$	\$	\$	\$
Col. & Cin. Mid.	2d wk Dec	6,623	6,199	303,787	200,438
Col. Hock. V. & T.	2d wk Dec	65,600	52,300	2,345,970	2,226,788
Danbury & Nor.	November...	18,543	17,313	218,724	208,177
Denv. & Rio Gr.	3d wk Dec	150,000	113,845	6,565,896	5,956,412
Denv. & R. G. W.	November...	92,850	98,564	952,800	946,851
Des. Mo. & Ft. D.	3d wk Dec	9,615	10,297	329,632	375,841
Det. B. City & Alp.	October...	28,002	...	188,673	...
Det. Lans. & No.	3d wk Dec	20,093	21,686	1,189,109	1,191,045
E. Tenn. Va. & Ga.	3d wk Dec	97,258	97,064	4,129,391	3,991,274
Evans. & Ind. Ph.	3d wk Dec	4,054	...	...	...
Evans. & T. H.	3d wk Dec	16,072	14,610	735,018	712,891
Flint & P. Marq.	3d wk Dec	40,586	39,444	2,086,114	1,886,616
Fla. Ry. & Nav. Co.	2 wks Dec	55,701	54,194	...	...
Ft. W. & Den. City	2d wk Dec	12,253	8,464	425,060	449,060
Georgia Pacific.	October...	88,267	69,005	651,964	522,046
Gr. Rap. & Ind.	3d wk Dec	41,351	31,279	2,016,162	1,898,779
Grand Trunk	Wk Dec. 18	360,831	315,819	16,440,923	14,521,058
Gulf Col. & S. Fe.	November...	292,631	243,064	2,053,339	1,648,697
Hous. & Tex. Cent.	2d wk Dec	113,138	90,087	2,905,450	2,580,901
Ill. Cent. (Ill. & So.)	3d wk Dec	302,900	322,775	10,494,648	10,712,877
Ill. Cent. & Minn.	3d wk Dec	3,100	3,401	166,037	134,472
Dub. & Sioux C.	3d wk Dec	22,200	23,681	925,210	888,319
Ia. Falls & S. C.	3d wk Dec	15,400	17,960	622,275	615,803
Tot. Iowa lines	3d wk Dec	40,700	45,042	1,713,521	1,638,594
Total all lines	3d wk Dec	343,600	367,817	12,208,170	12,351,472
Ind. Bloom. & W.	3d wk Dec	51,731	62,638	2,489,276	2,325,295
Ind. Dec. & Spr.	November...	40,107	39,549	388,300	337,245
Jack. Tam. & K. W.	October...	29,213	7,352	206,546	85,868
K. C. Ft. S. & Gulf.	2d wk Dec	48,664	41,162	2,384,925	2,433,244
Kan. C. Sp. & M.	2d wk Dec	37,698	27,493	1,464,234	1,436,776
Kan. C. Cl. & Sp.	2d wk Dec	4,061	...	226,558	...
Keokuk & West.	October...	29,875	26,253	...	...
Lake E. & West.	3d wk Dec	24,711	26,618	1,239,833	1,146,358
Lehigh & Hudson	November...	19,105	15,657	196,391	161,429
L. R. & Ft. Smith	October...	91,138	82,175	522,187	453,361
L. Rk. M. R. & Tex.	October...	43,558	44,792	286,738	256,406
Long Island	3d wk Dec	48,525	45,364	2,947,275	2,708,925
Louis. & Mo. Riv.	September...	50,960	50,939	401,224	409,835
Louis. Ev. & St. L.	1st wk Dec	16,200	15,600	801,486	667,500
Louis. & Nashv.	3d wk Dec	302,930	273,710	13,617,904	13,327,500
Lou. N. Al. & Chic.	3d wk Dec	32,508	32,103	1,830,750	1,635,732
Louis. N. O. & T.	November...	218,449	212,046	1,508,354	1,446,592
Lykens Valley	October...	62,789	93,199	633,994	662,619
Maine Central.	October...	302,857	272,012	2,583,978	2,412,448
Manhattan El.	November...	667,482	590,893	...	...
Mar. & N. Ga.	October...	13,900	...	...	...
Mar. Hough. & O.	3d wk Dec	6,020	6,673	972,083	814,009
Memphis & Chas.	2d wk Dec	44,775	44,767	1,355,173	1,271,467
*Mexican Cent'l.	3d wk Dec	105,420	72,641	3,696,688	3,436,426
*Mex. N., all lines	November...	148,928	117,354	1,579,008	1,381,886
Mich. & Ohio	November...	20,941	17,275	203,732	168,441
Mil. L. Sh. & West.	3d wk Dec	37,360	26,385	2,261,408	1,333,999
Milwaukee & No.	3d wk Dec	13,476	11,618	631,318	546,149
Minn. & St. L.	October...	150,911	172,410	1,238,582	1,412,700
Minn. & No. West.	3d wk Dec	15,213	6,204	488,733	...
Miss. & Tenn.	2 wks Dec	22,113	...	...	...
*Mobile & Ohio.	November...	266,861	260,132	1,779,800	1,900,422
Nash. Ch. & St. L.	November...	213,769	181,488	2,170,825	1,941,200
N. Y. C. & H. R.	November...	2,885,832	3,320,931	29,705,952	22,185,689
N. Y. City & N. O.	Wk. Dec. 25	10,246	8,420	537,855	446,502
n. Y. L. Erie & W.	November...	1,668,629	1,570,693	17,129,830	14,539,488
N. Y. Pa. & O.	November...	558,651	502,696	5,716,952	4,627,468
N. Y. & New Eng.	November...	347,703	308,210	3,636,812	3,136,914
n. Y. Ont. & W.	3d wk Dec	21,410	22,331	1,298,361	1,221,619
N. Y. Susq. & West	November...	107,735	97,344	1,016,895	1,005,950
Norfolk & West.	3d wk Dec	64,453	60,533	3,173,988	2,700,650
Northern Cent'l.	November...	493,150	483,594	5,016,808	4,983,223
Northern Pacific	3d wk Dec	186,524	174,755	12,060,097	11,161,754
Ohio & Miss.	1st wk Dec	83,348	89,423	3,645,176	3,464,604
Ohio Southern.	November...	59,982	48,875	475,919	425,951
Oregon Imp. Co.	October...	303,983	309,358	2,448,724	2,418,459
Oreg. R. & N. Co.	1st wk Dec	93,674	118,005	5,023,955	4,728,293
Oreg. Short Line	October...	162,176	176,833	1,618,286	1,499,925
Pennsylvania.	November...	4,347,218	3,971,539	45,950,852	41,568,345
Peoria Dec. & Ev.	3d wk Dec	16,308	14,578	782,701	714,842
Phila. & Erie.	November...	338,027	309,407	3,407,310	3,012,825
Phila. & Reading	October...	3,011,482	2,878,370	24,933,353	23,971,564
Do C. & Iron	October...	1,735,217	1,837,568	12,613,692	13,009,820
Richm'd & Danv.	November...	412,514	365,998	3,720,040	3,623,498
Va. Mid'l'd Div.	November...	136,243	132,291	1,428,922	1,432,472
So. Car. Div.	November...	85,603	77,735	712,031	734,557
Col. & Gr. Div.	November...	63,318	78,023	545,461	620,919
West. No. C. Div	November...	43,903	43,059	488,621	437,076
Wash. O. & W.	November...	10,305	9,318	...	...
rRome W. & Ogd.	October...	299,343	181,896	2,206,593	1,419,028
St. Jo. & Gd. Isl.	3d wk Dec	34,117	23,125	1,142,147	1,060,657
St. L. Alton & T. H.	3d wk Dec	24,555	28,370	1,231,165	1,235,254
Branches.	3d wk Dec	22,650	17,329	776,759	743,152
St. L. Ark. & Tex.	3d wk Dec	55,115	38,273	1,746,718	1,240,157
St. L. & San. Fran.	3d wk Dec	102,774	80,181	4,699,846	4,270,904
St. Paul & Duluth	3d wk Dec	27,193	26,533	1,485,475	1,341,411
St. P. Min. & Man.	November...	805,662	859,607	6,706,854	6,834,288
Scioto Valley	October...	65,647	51,655	560,662	...
Shenandoah Val	November...	71,053	57,765	686,340	636,779
South Carolina.	November...	113,609	113,119	1,022,638	1,029,331
So. Pac. Comp'y	...	...	...	...	...
Gal. Har. & S. A.	October...	220,236	319,806	2,140,818	2,522,432
G. W. Tex. & P.	October...	3,283	5,413	37,805	...
Louis. & West.	October...	52,011	59,615	521,268	484,433
Morgan's L. & T.	October...	395,062	427,958	3,259,585	3,218,029
N. Y. T. & Mex.	October...	17,729	26,725	128,899	...
Tex. & N. Ori.	October...	86,785	91,665	801,097	800,242
Tot. At. System	October...	775,106	931,184	6,889,535	7,223,274
Tot. Pac. Sys.	October...	2,116,230	1,213,219	19,242,555	17,915,610
Total of all.	October...	2,891,335	3,044,402	26,132,088	25,138,881
Staten Isl'd R. Tr	November...	50,300	44,738	754,929	627,987
Summit Branch	October...	118,560	119,326	511,651	1,175,112
Texas & Pacific	November...	721,092	712,462	5,290,133	4,973,247
Fol. A. A. & N. M.	November...	41,477	26,494	...	...
Tol. & Ohio Cent.	3d wk Dec	20,301	15,591	804,858	...
Union Pacific.	October...	2,755,154	2,714,608	21,908,823	20,989,351
Valley of Ohio.	November...	51,880	46,791	561,576	...
Wab. St. L. & P.	3d wk Dec	269,703	274,908	12,486,097	11,653,640
West Jersey	November...	95,154	85,382	1,268,891	1,199,148
Wisconsin Cent'l	3d wk Dec	30,133	26,969	1,489,529	1,424,951
Min. St. C. & W.	3d wk Dec	8,208	3,922	283,584	174,360
Wis. & Minn.	3d wk Dec	11,895	3,551	333,737	152,995

GENERAL QUOTATIONS OF STOCKS AND BONDS.

Quotations in New York represent the per cent value, whatever the par may be; other quotations are frequently made per share. The following abbreviations are often used, viz: "M." for mortgage; "C." for call; "g.d." for guaranteed; "enl." for endorsed; "cons." for consolidated; "conv." for convertible; "s.f." for sinking fund; "l.g." for land grant. Quotations in New York are to Thursday; from other cities, to late mail dates.

Subscribers will confer a favor by giving notice of any error discovered in these Quotations.

UNITED STATES BONDS.		Bid.	Ask.	CITY SECURITIES.		Bid.	Ask.	CITY SECURITIES.		Bid.	Ask.
UNITED STATES BONDS.											
4 1/2s, 1891.....reg. Q-M	110 1/2	110 3/4		Augusta, Me.—6s, 1905, Fund J&J	121	122		ynn, Mas. (Con.)—Wat. In., 6s, '96 J&J	120	121	
4 1/2s, 1891.....coup. Q-M	110 1/2	110 3/4		Augusta, Ga.—7s.....Various	107			5s, 1905.....M&N	118	120	
4s, 1907.....reg. Q-J	128 1/2	129 1/2		Austin, Texas—10s.....	115	120		Macon, Ga.—7s.....	110	111	
4s, 1907.....coup. Q-J	129 1/2	129 3/4		Baltimore—6s, consol., 1890. Q-J	107	107 1/2		Manchester, N.H.—6s, 1894.....J&J	114	116	
3s, option U.S. ....reg. Q-F	100 1/2			6s, Balt. & O. loan, 1890. Q-J	107	107 1/2		6s, 1902.....J&J	125	127	
6s, Currency, 1895.....reg. J&J	125			6s, Park, 1890.....Q-M	107	107 1/2		4s, 1911.....	103 1/2	105	
6s, Currency, 1896.....reg. J&J	127 1/2			6s, bounty, 1893.....M&S	112	116		Memphis, Tenn.—Tax. Dist. Shelby Co.	98	102	
6s, Currency, 1897.....reg. J&J	129 1/2			6s, do exempt, 1893. M&S	113			Milwaukee, Wis.—5s, 1891.....J & D	100		
6s, Currency, 1898.....reg. J&J	131 1/2			5s, water, 1894.....J&J	112			5s, 1896-1901.....Var.	108		
6s, Currency, 1899.....reg. J&J	134 1/2			6s, 1900.....J&J	117			7s, water, 1902.....J&J	109		
STATE SECURITIES.				6s, West. Md. RR., 1902 J&J	123			Minneapolis—4s, 1906-1916 Various	100	100 1/2	
Alabama—Class "A," 3 to 5, 1906.....	108	109 1/2		5s, 1916.....M&N	127	130		5s, 1893.....Va bonds	112 1/2	115	
Class "B," 5s, 1906.....	110			4s, 1920.....J&J	112			8s, 1886-90.....Various	113 1/2	142	
Class "C," 4s, 1906.....	104	106		Bangor, Me.—6s, RR., 1890-94. Var.	108	110		4s, 1916.....Various	118	109	
6s, 10-20, 1900.....J & J	105			6s, water, 1905.....J&J	124	125		Mobile, Ala.—3-4-5s, funded. M&N	72	76	
Arkansas—6s, funded, 1899 J & J	11			6s, E. & N.A. Railroad, 1894. J&J	109	111		Montgomery, Ala.—New 3s J & J	85		
7s, L. R. & Ft. S. issue, 1900. A & O	20			6s, B. & Piscataquis RR., '99. A & O	111	114		5s, new	90		
7s, Memphis & L. R., 1899. A & O	20			Bath, Me.—6s, railroad aid. Var.	100	100 1/2		Nashville, Tenn.—6s, short.			
7s, L. R. P. B. & N. O., 1900. A & O	20			5s, 1897, municipal.....	101 1/2	103		6s, long	104	106	
7s, Miss. O. & R. Riv., 1900. A & O	20			Belfast, Me.—6s, railroad aid. '98.	103	105		Newark—4s, long.....	104	106	
7s, Ark. Central RR., 1900. A & O	7	12		Boston, Mass.—6s, cur. long, 1905 Var.	133	136		4 1/2s, long.....	106	107	
7s, Levee of 1871, 1900. J & J				6s, currency, 1894.....Var.	11 1/2	117 1/2		5s, long.....	110	111	
California—6s, funded debt of 1873				5s, gold, long.....Var.	123 1/2	124		6s, long.....Var.	117	120	
Connecticut—5s, 1897.....M & N	100			4 1/2s, 1908.....A & O	114	116		7s, long.....Var.	120	122	
New, reg. 3 1/2s, 1904.....J&J	103			4s, currency, long.....J&J	106 1/2	108		7s, water, long.....Var.	125	127	
New, reg. or coup. 3s, 1910.....	100			Brooklyn, N.Y.—7s, 1890.....	115	116		New Bedford, Mass.—6s, 1909. A & O	134	137	
District of Columbia—				6s, water, 1891.....	112	114		5s, 1900, Water Loan.....A & O	114	116	
Cons. 3-6s, 1924, coup.....F&A	120 1/2	121 1/4		6s, water, 1899.....	129	130		N. Brunswick, N. J.—7s, various.....	100		
Cons. 3-6s, 1924, reg.....	120 1/2	121 1/4		6s, Park, 1924.....	147	149		6s.....	100		
Funding 5s, 1899.....J&J	112 1/2			7s, Park, 1915.....	155	160		New Orleans, La.—Premium bonds.	101 1/2	111	
Perm. imp. 6s, guar., 1891. J&J	112 1/2			7s, Bridge, 1902.....	140			Consolidated 6s, 1892.....Var.	108 1/2	110	
Perm. imp. 7s, 1891.....J&J	117			7s, Bridge, 1920.....	155	160		Newport, Ky.—Water bonds 7-30s.....	111	113	
Wash.—Fund. loan (Cong.) 6s, g. '92	113 1/2			7s, Kings Co., 1888.....	109	109		New York City—5s, 1908.....	128	130	
Fund. loan (Leg.) 6s, g. 1902 Var.	125			6s, Kings Co., 1886.....	100			6s, 1887.....	103	104	
Market stock, 7s, 1892.....	117 1/2			Buffalo, N. Y.—7s, 1895.....Var.	115			6s, 1896.....	125	127	
Water stock, 7s, 1901.....	130 1/2			7s, water, long.....Var.	135			6s, 1901.....	132	134	
do 7s, 1903.....	131 1/2			6s, Park, 1926.....M&S	115			7s, 1890.....	114	115	
Florida—Consol. gold 6s.....J & J	110			Cambridge, Mass.—5s, 1889. A & O	102	103		7s, 1896.....	131	132	
Georgia—7s, gold bonds, 1890. Q-J	111	112		6s, 1894, water loan.....J&J	116 1/2	117		7s, 1901.....	142	147	
4 1/2s, 1915.....J&J	106	107		6s, 1896, water loan.....J&J	119 1/2	120 1/2		Newton—6s, 1905, water loan. J&J	132	134	
Kansas—7s, long.....J&J	120			6s, 1904, city bonds.....J&J	131	133		5s, 1905, water loan.....J&J	118 1/2	120	
Louisiana—New con. 7s, 1914. J&J	93			Charleston, S.C.—6s, st'k, '76-98. Q-J	89			Norfolk, Va.—6s, reg. st'k, '78-85. J&J			
Stamped 4 per cent.....	82	83		7s, fire loan bonds, 1890.....J & J	20			8s, coup., 1890-93.....Var.			
Baby bonds, 3s, 1886.....F&A	40 1/2	46		7s, non-tax bonds.....	105			8s, water, 1901.....M & N	128		
Maine—4s, 1888.....F&A	101	101 1/2		4s, non-taxable.....	89			Norwich, Ct.—5s, 1907.....A & O	147	120	
War debts assumed, 6s, '89. A & O	106	106 1/4		Chelsea, Mass.—6s, 1897, water loan	120 1/2	123		7s, 1905.....J&J	140	145	
Maryland—6s, exempt, 1887.....J&J	100			Chicago, Ill.—7s, 1892-99.....	115 1/2			Orange, N. J.—7s, long.....	115	120	
6s, Hospital, 1887-91.....J&J	100			6s, 1895.....	13			Oswego, N. Y.—7s, 1887-8-9.....	104		
6s, 1890.....Q-J	100			4 1/2s, 1900.....	107			Paterson, N. J.—7s, long.....Var.	125	127	
5s, 1890.....Q-J	100			3-6s, 1902.....	100			6s, long.....	120	122	
3-6s, 1897.....J&J	104 1/2			Cook Co. 7s, 1892.....	115			5s, long.....	113	116	
Massachusetts—5s, gold, 1891. A & O	107 1/2	108		Cook Co. 5s, 1899.....	104 1/2			4 1/2s, long.....	109	111	
5s, gold, 1894.....J&J	112 1/2	113 1/2		Cook Co. 4 1/2s, 1900.....	105 1/2	106		Petersburg, Va.—6s.....J&J	107	109	
5s, gold, 1897.....M&S	117	118		West Chicago 5s, 1890.....	102 1/2			8s.....J&J	120		
Michigan—7s, 1890.....M&N	108			Lincoln Park 7s, 1895.....	107 1/2			8s, special tax.....	120	125	
Minnesota—Adj. 4 1/2s, 1911, 10-30.....	103	105 1/2		West Park 7s, 1890.....	109 1/2			Philadelphia, Pa.—6s, old, reg. J&J			
Missouri—6s, 1887.....J & J	103			South Park 6s, 1899.....	105	105 1/2		6s, new, reg., due 1895 & over J&J	134		
Funding bonds, 1894-95.....J & J	115			Cincinnati, O.—6s, 1897.....M&N	116			4s, new.....Var's yrs.	103	105	
Long bonds, '89-90.....J & J	108			7-30s, 1902.....	133	131 1/2		Pittsburg, Pa.—4s, coup., 1913. J&J	116	117	
Asylum or University, 1892. J & J	112			4s.....	100	101		5s, reg. and coup., 1913.....J&J	120	121	
Hannibal & St. Jo., 1887.....J & J	104			Southern RR. 7-30s, 1906. J&J	134	135		6s, gold, reg.....Var.	127		
New Hampshire—5s, 1892.....J&J	107 1/2	108		do 6s, g. 1906.....M&N	122	124		7s, water, reg. & cp., '93-'98. A & O	111		
War loan, 6s, 1892-1894.....J&J	114	114		do Cur. 6s, 1909.....F&A	122	124		5s, Refunded, 1912.....	108	110	
War loan, 6s, 1901-1905.....J & J	127 1/2	130		do Skg. fd. 5s, 1910. M&N	113	114		4s, do 1915.....	112	115	
New Jersey—6s, 1897-1902.....J&J	125	132		Hamilton Co., 4s.....	103	104		Portland, Me.—6s, Mun., 1895. Var.	112	115	
6s, exempt, 1896.....J&J	126			Cleveland, O.—7s, 1887.....Var.	101 1/2	101 1/2		6s, railroad aid, 1907.....M&S	124	125	
New York—6s, gold, reg., '87.....J&J	102 1/2			7s, 1894, funded debt.....A & O	120	122		Portsmouth, N.H.—6s, '93, RR. J&J	114 1/2	112 1/2	
6s, gold, coup., 1887.....J & J	102 1/2			7s, 1896, canal.....M&S	125	127		Poughkeepsie, N. Y.—7s, water.....	116	116 1/2	
6s, gold, 1891.....J & J	112			6s, 1898.....	119	121		Providence, R.I.—5s, g. 1900.....J&J	126	127	
6s, gold, 1892.....A & O	115			5s, 1887-89.....Var.	100 1/2	101		6s, gold, 1900, water loan. J & J	123	124	
6s, gold, 1893.....A & O	118			Columbus, Ga.—7s.....Var.	112	113		Richmond, Va.—6s, 1884-1914. J&J	143	144	
No. Carolina—6s, old, 1886-'98. J&J	35			do.....	101	103		8s, 1886-1909.....J&J	106		
6s N. C. RR., 1883-5.....J & J	170			Covington, Ky.—7-30s, long.....	114 1/2	116		5s, 1914-15.....J&J	103 1/2		
6s do 7 coupons off.....A & O	140			7-30s, short.....	103			4s.....	112 1/2		
6s, funding act of 1866, 1900 J&J	12			Water Works, 1890.....	110			Rochester, N.Y.—6s.....Var.	142		
6s, new bonds, 1892-8.....J&J	22			Dallas, Texas—8s, 1904.....	110	115		7s, water, 1903.....J & J	100	101	
6s, Chatham RR.....A & O	10			10s, 1893-96.....	100	105		Rockland, Me.—6s, '89-99, RR. F&A	85		
6s, special tax, class 1, 1898-9A & O	13			Water, 6s, 1900.....	120			St. Joseph, Mo.—Comp'mise 4s, 1901.....	100	100 1/2	
4s, new, cons., 1910.....J & J	102 1/2			Detroit, Mich.—7s, long.....Var.	125			St. Louis, Mo.—6s, short.....Var.	110	111	
6s, 1919.....A & O	122	125		7s, water, long.....J&J	80			5s, long.....Var.	110	111	
Ohio—6s, 1886.....J & J	102			Elizabeth, N. J.—New 4s, 1912. J&J	139	141		5s, 10-20.....Var.	103 1/2	104 1/2	
Penn.—5s, new, reg., '92-1902. F&A	110			Evansville, Ind.—7s, long. Various.....	129	131		4s, 1905.....J&D	102 1/2	103 1/2	
4s, reg., 1912.....F&A	110 1/2			Fall River, Mass.—6s, 1904.....F&A	108 1/2	109 1/2		St. L. Co.—6s, gold, 1905.....A & O	123	125	
Rhode Isl'd—6s, 189											

GENERAL QUOTATIONS OF STOCKS AND BONDS—CONTINUED.
For Explanations See Notes at Head of First Page of Quotations.

RAILROAD BONDS.		Bid.	Ask.	RAILROAD BONDS.		Bid.	Ask.	RAILROAD BONDS.		Bid.	Ask.
Atch. Top. & S. Fe—				C. & O.—Pur. money fd., 1898				Cin. Lat. & Ch.—1st, 7s, g., 1901. M&S			
1st, 7s, gold, 1899.	J&J	124	125	Series A, 1908	A&O	113	109	Cin. Leb. & Nor.—1st m. 5s.	J&J	100	102½
Land grant, 7s, g., 1902	A&O	122	124	ss. g. ser. B. int. def.	M&N	78	78	Cin. Rich. & Chic.—1st, 7s, '95. J&J	113	115	
Sinking fund, 6s, 1911.	J&J	105¼	105¾	6s, currency, int. def., 1918.	J&J	297	303½	Cin. Rich. & F. W.—1st, 7s, g., J&J	114½	114½	
Guaranteed 7s, 1909.	J&J&A&O	105¼	105¾	6s, 1911	A&O	97	97	Cin. Sandky & Cl.—6s, 1900. F&A	1101	101½	
5s, 1909 (1st mort.)	A&O	102½	104	Cheshire—6s, 1896-98	J&J	112½	113	7s, 1887, ext.	M&S	1101	102
5s, plain bonds, 1920.	A&O	102½	104	Chic. & Alton—1st M., 7s, '93. J&J	118	118¾	Consol. mort., 7s, 1890.	J&D	112½	103	
4½s, 1920.	A&O	7	98	Sterling mort., 6s, g., 1903. J&J	124	126	Cin. & Sp.—7s, C.C.C. & I., 1901. A&O	108	108		
Florence & El Dorado, 1st, 7s, A&O	112	112	112	Bds. Kan. C. line, 6s, g., 1903. M&N	106	106	7s, guar., L.S. & M.S., 1901. A&O	115	115		
K.C. Topeka & W., 1st M., 7s, g., J&J	123	123	123	Miss. Riv. Bridge, 1st, a.f., 6s, 1912	122½	122½	Cin. Wash. & B.—1st, gu., 4½s-6s M&N	103½	103½		
do income 7s, A&O	114	117	117	Louis & Mo. R., 1st, 7s, 1900 F&A	116	116	2d mort., 5s, 1931.	J&J	85	86	
N. Mex. & So. Pac., 1st, 7s, 1909. A&O	124	124	124	do 2d, 7s, 1900 M&N	116½	116½	3d mort., gold, 3s-4s, 1931. F&A	46	47½		
Pueblo & Ark. V., 1st, 7s, g., 1903.	124½	124½	124½	St. L. Jacks' v. C., 1st, 7s, '94. A&O	116	116	Income 5s, 1931.	25	30		
Sanora, 1st, 7s, 1910, guar. J&J	115	115	115	do 1st guar. (564), 7s, '94. A&O	115	115	Scioto & Hoek V., 1st, 7s, M&N	100	100		
Wichita & W., 1st, 7s, g., 1902.	115	115	115	do 2d M. (360), 7s, '94. J&J	115	115	Balt. Short L., 1st, 7s, 1900. J&J	123	123		
Atlanta & Charlotte Air L.—1st, 7s	120	122½	122½	do 2d guar. (188) 7s, '93. J&J	115	115	Clev. Col. C. & L.—1st, 7s, '99. M&N	113½	113½		
Income, 6s	13½	104	104	Chic. & Atlantic—1st, 6s, 1920 M&N	82	82	Consol. mort., 7s, 1914.	J&D	112½	103	
Atlantic & Pac.—1st 6s, 1910. J&J	90	91	91	2d, 6s, 1923	F&A	35	45	Cons. S. F., 7s, 1914.	J&J	112½	103
Income, 1910.	29	29½	29½	Chic. B. & Q.—Cons., 7s, 1903. J&J	136	136¾	Gen. con. 6s, 1934.	J&J	112½	103	
Central Division, old, 6s.	98	98	98	Bonds, 5s, 1895.	J&D	102	103	Bellef. & Ind. M., 7s, 1899.	J&J	112	103
do new 6s.	80	80	80	5s, 1901.	A&O	108½	109	Clev. & Pitts.—4th M., 6s, 1892. J&J	110	110	
do Land Inc. 6s, 1901.	10	10	10	5s, debenture, 1913.	M&N	106	106¾	Consol. S. F., 7s, 1900.	M&N	126	128
Baltimore & Ohio—New 6s. A&O	105	105	105	5s, 1919, Iowa Div.	A&O	109¾	110	Clev. & M. Val.—1st, 7s, g., '93. F&A	89½	89½	
5s gold, 1900.	F&A	110½	110½	4s, 1919, do	A&O	99¾	99¾	Columbia & Gr.—1st, 6s, 1916. J&J	110	112	
Sterling, 5s, 1927.	J&D	116	117	4s, Denver Div., 1922.	F&A	9	9½	2d mort., 6s, 1926.	A&O	89½	92
Sterling, 6s, 1890.	M&S	111	113	4s, plain bonds, 1921.	M&S	90	91	Col. & Cin. Mid.—1st, 6s, 1914. J&J	102	103	
Sterling mort., 6s, g., 1902.	M&S	120	122	Bur. & Mo. R., 1st M., 7s, '93. A&O	116	118	Col. Hoek. Val. & Tol.—	85½	86		
do 6s, g., 1910. M&N	124	126	126	do Conv. 8s, '94 ser. J&J	118	120	Consol. 5s.	90	90		
Parkersburg Br., 6s, 1919.	A&O	122	123	Bur. & Mo. (Neb.), 1st, 6s, 1918. J&J	110½	110	Gen. 6s gold, 1904.	J&D	110	110	
Balt. & Pot.—1st, 6s, g., 1911. J&J	122½	122½	122½	do Cons. 6s, non-ex. J&J	110	110	Col. & Hoek V.—1st M., 7s, '97. A&O	110	110		
1st, Rummel, 6s, g., 1911. A&O	122½	122½	122½	do 4s, (Neb.), 1910.	J&J	110	110	do 2d M., 7s, 1892. J&J	110	110	
Bell's Gap—1st, 8s, 1893.	J&J	122½	122½	do Neb. RR. 1st, 7s, '96. A&O	111	113	Col. & Toledo—1st mort. bonds.	116	116		
1st, 6s, 1905.	F&A	122½	122½	do Om. & S.W., 1st, 8s, J&D	121	123	do 2d mort.	110	110		
Consol. 6s, 1913.	A&O	122½	122½	Ill. Grand Tr., 1st, 8s, '90.	A&O	109½	110	Ohio & W. Va., 1st, s.f., 7s, 1910. M&N	110	110	
Belvidere Del.—1st, 6s, g., 1902. J&J	114	114	114	Dixon Peo. & H., 1st, 8s, 1889. J&J	100	106½	Col. Springf. & C.—1st, 7s, 1901. M&S	109	110		
3d mort. 6s, 1887.	F&A	113	116	Ott. Osw. & Fox R., 1st, 8s, 1900. J&J	124	126	Col. & Xenia—1st M., 7s, 1890. M&S	110	110		
Boston & Albany—7s, 1892.	F&A	113	116	Quincy & Wars' w., 1st, 8s, '90. J&J	108	104	Conn. & Passump.—M., 7s, '93. A&O	117	117½		
6s, 1895.	J&J	113	116½	Atch'n & Neb.—1st, 7s, 1907. M&S	124½	125	Massawippi, g., 6s, gold, '89. J&J	103	103		
Bost. Cons. & Mon.—S.F., 6s, '89. J&J	102½	103	103	htc. Burl. & Nor.—5s, 1926	104½	104½	Conn. West.—1st M., 7s, 1900. J&J	23	25		
Consol. mort., 7s, 1893.	A&O	112½	113	Chic. & Can. So.—1st, 7s, 1902. A&C	34	34	Connecting (Phila.)—1st, 6s	89½	89½		
Consol. mort., 6s, 1893.	A&O	106	107	Chic. Kan. City & West'n.—1st, 5s	99½	100	Consol. RR. of Vt., 1st, 5s, 1913. J&J	112	112		
Bost. Hart. & E.—1st, 7s, 1900. J&J	114	114	114	Chic. & East Ill.—1st mort. 6s, 1907	110½	110½	Cor. Cow. & Anr.—1st, 6s, '98. M&N	102	106		
1st mort., 7s, guar.	J&J	114	114	Income bonds, 1907	114	115	Cumb. & Penn.—1st, 6s, '91.	106	109		
Bost. H. Lun. & W. eb. 5s, 1913. M&S	114	114	114	1st, con. 6s, gold, 1934.	A&O	114	115	Cumberl. Val.—1st M., 8s, 1904. A&O	106	109	
Boston & Lowell—7s, '92.	A&O	113½	114	Chic. & Gr. Trunk—1st mort., 1900	90	90	Dayton & Mich.—Consol. 5s.	104	104		
6s, 1896.	J&J	113	116½	Ch. & Ind. Coal R'y, 1st, 5s, 1933. J&J	107	100½	3d mort., 7s, 1888, now 2d. A&O	118	120		
5s, 1899.	J&J	113½	114	Chic. Mil. & St. Paul—	130½	130½	Dayt. & West.—1st M., 6s, 1905. J&J	125	125		
4s, 1903.	M&N	106	108	P. du C. Div., 1st, 8s, 1898. F&A	126	126	1st mort., 7s, 1905.	J&J	130	130	
4½s, 1903.	M&N	106	108	P. D., 2d M., 7-3-108, 1898. F&A	133½	135	Delaware—Mort., 6s, guar., '95. J&J	130	130		
Boston & Maine—7s, 1893.	J&J	118	118½	1st, g., gold, 7s, 1902.	J&J	118	118	Del. & Bound B'k.—1st, 7s, 1905. F&A	137½	137½	
7s, 1894.	J&J	120	121	La. C., 1st M., 7s, 1893.	J&J	124	125	Del. Laek. & W.—Conv. 7s, 1892. J&D	113	113	
Bost. & Providence—7s, 1893. J&J	119	120	120	I. & M., 1st M., 7s, 1897.	J&J	126½	127	Mort. 7s, 1907.	M&S	113	119½
Bost. & Revere B'n.—1st, 6s, '97. J&J	119	121	121	I. & M., 1st M., 7s, 1899. J&J	127	131	Den. & R. G. 1st, 7s, gold, 1900. M&N	56	80½		
Bradford Bord. & K.—1st, 6s, 1892	50	65	65	Hast. & Dak., 1st M., 7s, 1910. J&J	131	131	Gen. mort., 5s, 1913, Tr. rec. A&O	73	80		
Brad. Eld. & Cuba—1st, 6s, 1923. J&J	105	105	105	Chic. & Mil., 1st M., 7s, 1903. J&J	130	133	1st con. 4s, 1936	80½	80½		
Brooklyn Ele.—1st, 6s, 1900. A&O	105	106½	106½	1st mort., consol., 7s, 1905. J&J	133	133	Den. & R. G. W.—1st, 6s, 1911. M&S	74	86		
2d mort., 3-5s, 1913.	J&J	77	80	1st M., I. & D. Ext., 7s, 1903. J&J	118½	121	do assented	80	83½		
Burl. & Brae. & P.—Gen. M., 7s, '96. J&J	103	103	103	1st M., 6s, S'west Div. 1909. J&J	108	110	Den. S.P. & Pac.—1st, 7s, 1905. M&N	97	101		
Burl. N.Y. & Erie—1st, 7s, 1910. J&J	106	106	106	1st M., 5s, La. C. & Dav. 1919. J&J	118½	119	Des M. & Ft. D.—1st, 6s, 1905. J&J	5	5		
Burl. N.Y. & P.—1st, 6s, 1921. J&J	35	47	47	So. Minn. 1st, 6s, 1910.	J&J	119	119	do incomes.	95	95	
Pitts. & Tuscar. B.—1st, 6s, 1896. J&J	35	47	47	Chic. & Pac. Div. 6s, 1910.	J&J	103½	103½	1st mort., 6s, on extension	118½	118½	
Oil Creek, 1st M., 6s, 1912. A&O	40	40	40	do West. Div., 5s, 1921. J&J	107	109½	Det. & B. C. 1st, 8s, en. M. C. 1902. M&N	105	105		
Union & Illinois, 1st, 7s, 1900. J&J	100	106½	106½	Chic. & L. Sup. Div., 5s, 1921. J&J	107	107	Det. B. C. & Alp., 1st, 6s, 1913. J&J	117	119		
Warren & F.R. Min., 1st, 7s, 1906. F&A	100	106½	106½	Wis. & Minn. Div., 5s, 1921. J&J	107	107	Det. G. Haven & Mil.—Equip. 6s, 1911.	114	116		
Burl. & Southwestern—6s, 1908. J&J	100	106½	106½	Terminia 5s, 1914.	J&J	104½	105	Con. M., 5½ till '84, after 6½, 1918.	123½	124½	
Bar. O. K. & N.—1st, 6s, 1906. J&J	100	106½	106½	Duquogue Div., 1st, 6s, 1920. J&J	111	112	Det. L. & North.—1st, 7s, 1907. J&J	92	92		
Cons. 1st & col. r., 5s, 1934. A&O	102	102	102	Wis. Val. Div., 1st, 6s, 1920. J&J	111	112	Det. Mack & M.—1st, 6s, 1921. A&O	52½	53		
Minn. & St. L., 1st, 7s, guar. J&D	135	135	135	Fargo & South.—6s, ass. 1921. J&J	100	100	La d grant 3½s, S. A., 1911.	100	100		
Iowa C. & W., 1st, 7s, 1909. M&S	110	110	110	Dak. & Gt. S. 5s, 1916.	140	141	Income, 1921.	100	100		
C. Rap. L.F. & N., 1st, 6s, 1920. A&O	105	105	105	Chic. & V. W.—Consol., 7s, 1915. Q-F	132	132	Dub. & Dak.—1st M., 6s, 1919. J&J	110	110		
do 1st, 6s,											

GENERAL QUOTATIONS OF STOCKS AND BONDS—CONTINUED.

For Explanations See Notes at Head of First Page of Quotations.

RAILROAD BONDS.		Bid.	Ask.	RAILROAD BONDS.		Bid.	Ask.	RAILROAD BONDS.		Bid.	Ask.
Ho'st.E.&W.Tex.—1st,7s,'98.M&N		60	70	M'n.Beach Imp.Lim.,7s,1909.M&S		92½		N.Y.&N.E.—1st M.,6s,1905..J&J		116	117
2d,6s,1913.....J&J		112	114	Marquette Ho.O.—Mar.&O.,8s,'92		112	113	2d m.,6s,1902.....F&A		105	105½
H.&Tex.Cen.—1st m.,7s,guar.1891		108	110	6s,1908.....J&D		100	101	2d 6s (scaled to 3s).....F&A		90	93
West. Div.,1st,7s,g.,1891.....J&J		108	110	6s,1923 (extension).....J&D		98	99	N.Y.N.H.&H.1st r.4s,1903.J&D		106½	107
Waco & N.W.,1st,7s,g.,1903.J&J		90	90½	6s,1925 (Mary. & West.).....J&D		95	97	N.Y.Ont.&W.—1st g.,6s,1914.M&S		151	54
Cons. mort.,8s,1912.....A&O		71	74	Memphis & L.Rock—1st,8s,1907		108	110½	N.Y.Pa.&O.—1st,inc.,acc.7s,1905		109	111
Gen. mort.6s,1921.....A&O		110½		Memph. & Charl.—1st,7s,1915.J&J		126		do prior lien,inc.ac.5-6s,'95		15	16
Hunt. & Br. Top—1st,7s,'90.A&O		117½		2d mort.,7s,extended.....J&J		125		2d mort. inc.....J&J		15½	6½
2d mort.,7s,g.,1895.....F&A		100	100½	1st consol.7s,1915.....J&J		120		3d mort. inc.....J&J		187	89
Cons. 3d M.5s,1895.....A&O		110½		1st cons. Tenn. lien,7s,1915.J&J		105½		Leased L. rental trust, per deb. 4s		163	68
Ill. Cent.—1st M.Chic. & Spr.'98.J&J		98	101	Gold,6s,1924.....J&J		119½	120	West. ext. certifs,8s,1876..J&J		163	68
1st, gold,4s,1951.....J&J		112	116	Matrop'n Elev.—1st,6s,1908.J&J		60	61	do do 7s, guar. Erie		109	109
Gold,3½s,1951.....J&J		109	111	2d 6s,1899.....M&N		109½	110	N.Y. Phil. & Nor.—1st,1923..J&J		54	60
Middle Div. reg. 5s,1921.....F&A		109	111	Mexican Cent.—1st,7s,1911..J&J		56½	56½	Income,6s,1933.....A&O		91	93
Sterling, S.F.,5s,g.,1903.A&O		107	109	Scaled 4s,1911.....J&J		56	56½	N.Y. Susq. & W.—1st,6s,1911.J&J		114	115
Sterling, gen. M.,6s,g.,1895.A&O		107	109	Bond scrip.....J&J		18½	19	Debentures 6s 1897.....F&A		71½	73
Sterling,5s,1905.....J&D		119	125	Income.....J&J		78	80	Mid'l'd of N.J.—1st,6s,1910.A&O		110	112
Chic.St.&N.O.—1st con.7s,1897		117		Debenture 10s,1890-95.....A&Q		41	42½	N.Y. Wood & Rock, 2d inc.1912..		112	113½
2d,6s,1907.....J&D		117		Scrip 10s,1889.....J&J		71	80	Norfolk & W.—Gen'l M.,6s,1931.M&N		114	115
Ten. lien,7s,1897.....M&N		115	115½	Mexican Nat.—1st,6s,1912..A&O		127½	127½	New River 1st 6s,1932.....A&O		100	103
5s,1951, gold.....J&D		38	40	Mich. Cent.—Consol.,7s,1902.M&N		109		Impr. & Exten.,6s,1934.....F&A		98	103
N.O. Jack. & Gt. N.2d8s,ctfs.A&O		116½		Consol.5s,1902.....M&N		109½	110	Adjustment 7s,1924.....Q-M		89	90
Illinois Midland,1st,7s,1905		92	93	1st M. on Air Line,8s,1890.J&J		109½	109	Conv. deb.,6s,1894.....J&J		100	100
Ind. Bl. & W.—1st, pt.,7s,1900J&J		92	93	Air Line,1st M.,8s,guar.....M&N		109½		Norfolk & Petersb.,2d,8s,'93.J&J		100	100
1st mort.,5-6,1909.....A&O		78	80	6s,1909.....M&S		109½		do 2d M.,ext.,1899.J&J		100	100
2d mort.,5-6,1909.....A&O		78	80	5s, coup.,1931.....M&S		109½		do 3d M.,6s,'86-'90.J&J		124½	126
Income,1921.....J&D		90	91½	5s, reg.,1931.....M&S		103	105	do extended 5s,1900.J&J		105	
East. Div.,1st mort.6s,1921.J&D		103		J.L. & Sag. North Ext.,8s,'90.M&N		115	117	North Carolina—M.,8s,1888.M&N		123½	123½
Ind. Dec. & Sp.—1st,7s,1906.A&O		37	38	do Cons.1st M.,8s,'91.M&S		120	120	North Penn.—1st,7s,1896.....M&N		134	
2d mort.,5s,1911.....J&J		112		do 6s,1891.....M&S		100		Gen. mort.,7s,1903.....J&J		137	
2d, income,1906,Tr Co. cert.J&J		119		Joliet & N. Ind.,1st,7s (guar.M.C.)		79	85	New loan,6s, reg.,1905.....M&S		122	123
New 1st mort.6s,funded.....J&J		112		Mich. & Ohio—1st,6s,1923.....M&N		117		Northeast, S.C.—1st M.,8s,'99.M&S		107	108½
Ind'polis & St.L.—1st,7s,1919.Var.		104½		Mid. Un. & Wat. Gap—1st mort.		116		2d mort.,8s,1899.....M&S		121	122
Ind'apolis & Vin.—1st,7s,1908.F&A		92	93	2d mort.5s, guar. N.Y.S. & W.		102		Northern, Cal.—1st,6s,1907..J&J		100	100
2d mort.,6s,g., guar.,1900.M&N		104½		Mill. L.S. & W.—1st M.,6s,1921.M&N		103	104½	Northern Cent.—4½ per cent. J&J		100	100
Int. & Gt. North.—1st,6s,1919.M&N		97	93	M.L.S. Div.,1st,6s,1924.....J&J		103		3d mort.,6s,1900.....A&O		121	122
Coup. 6s,1909.....M&S		108½	109½	Ashland Div.,1st 6s,1925..M&S		103		Cons. mort.,6s,g., coup.,1900.J&J		113	
Ionia & Lansing—1st 8s,'89..J&J		130	132	1st, income.....J&J		104		6s,g., reg.,1900.....A&O		112	
Iowa City & West.—1st,7s,1909.M&S		104		St. P. E. & Gr. Tr.,1st, guar.,6s.		103	104½	Mort. bds.,5s,1926, series A J&J		109	
Pa Falls & Sioux C.—1st,7s,'99A&O		104		Mill. & No.—1st,6s,1910.....J&D		130	133	do series B.....J&J		100	102
Jefferson—Hawley Br.7s,'87..J&J		114	115	1st,6s, on extension 1913..J&D		118	122½	Cons. mort, stg. 6s,g.,1904..J&J		102	
1st mort.,7s,1889.....J&J		117	118½	Minn'p. & St.L.—1st M.,1907.J&D		100		Northern, N.J.—1st M.,6s,'88.J&J		118	119
Jeff. Mad. & Ind.—1st,7s,1906.A&O		115		1st M., Iowa City & W.,1909.J&D		100		North. Pac. P. D'O Div.—6s, M&S		109	110
2d mort.,7s,1910.....J&J		115		2d M.,7s,1891.....J&J		109		Mo. Div. 6s,1919.....M&N		103½	103½
Junction (Phil.)—1st,4s,1907.J&J		115		Southwest Ext.,1st,7s,1910.J&D		91	93	Gen'l l. g.,1st,6s,1921.....J&J		103½	103½
2d mort.,6s,1900.....A&O		74	78	Pacific Ext.,1st,6s,1921..A&O		106		Gen'l l. g.,1st,6s, reg.....J&J		109	110
Kanawha & O.—1st 6s,1936..J&J		104	104½	Imp. & Equip.,6s,1922.....J&J		117		Gen. land gr.,2d,6s,1933..A&O		107½	108½
Kan. C. Clint'n & Springfield—1s,5s		117	119	Minn. & N.W.—1st,5s,1934..J&J		104		James Riv. Val.—1st,6s,'86J&J		107	107
K.C.Ft.Scott & G.—1st,7s,1908.J&D		123	125	Mias. & Tenn.—1st M.,8s,series "A"		111	111½	Spokane & Pal.,1st 6s,1936.M&N		107½	108½
Pleas. Hill & DeSoto,1st,7s,1907		112	113	8s, series "B".....J&J		99½	99½	North. Pac. Ter. Co.—1st,6s,'33.J&J		107	107
Kansas C. Lawr. & So.,1st,6s,1909		125	126	Mo. K. & T.—Cons. ad.,1904-J&D		57½	88	Norw'h & Worc.—1st M.,6s,'97.J&J		105	107
K.C.St.Jos. & C.B.—M.,7s,1907.J&J		110	110½	Consolidated,6s,1920.....J&D		103½	105	Ogd'nsg'd & L.Ch.—1st M.,6s,'97.J&J		99	100
K.C.Spr. & Mem.—1st,6s,1923.M&N		66	67	Consolidated,5s,1920.....J&D		103½	105	Sinking fund,8s,1890.....M&S		40	44
Kentucky Central—6s,1911.....J&J		99	101½	1st,6s,g.,1899,(U.P.S.Br.)J&J		114½	115	Consol.,6s,1920.....A&O		121½	123
Stamped 4s,1911.....J&J		108	109	Han. & C.Mo.,1st,7s,g.,'90.M&N		121		Income,3s & 6s,1920.....J&D		118	119
Keokuk & Des Mo.—1st,5s,guar.A&O		30	39	Mo. Pac.—1st mort.,6s,gld,'88.F&A		63		Ohio Cen.—Riv. Div.,1st,6s,1922		90	
Knoxv. & Ohio 1st,6s,1925.....J&J		90	110	Consol.6s,1920.....J&J		30		Income,6s,1922,Tr. rec.....J&J		107	108
L.Erie & West'n.—1st,6s,1919.F&A		109½	110	2d mort.,7s,1891.....J&J		110	111	Cons. mort.,7s,'98.....J&J		103	103½
Income,7s,1899.....F&A		66½		Car. B.,1st mort.,6s,g.,'93.A&O		106		2d mort.,7s,1911.....J&J		118	119
Sandusky Div.,6s,1919.....F&A		114	115	3d mortgage,7s,1906.....M&N		112½	113	1st gen.,5s,1932.....J&D		107	108
do income,1920.....A&O		120		Income,7s,1892.....M&S		125	123	1st mort.,Springf. Div.,1905.M&N		103	103½
Laf. Bl. & Mun.—1st,6s,1919.M&N		126½		Mobile & O.—1st pref. debentures..		134		Ohio Southern—1st 6s,1921..J&D		41½	44
do income,7s,1899.....J&J		105		2d pref. debentures.....J&J		106		2d income,6s,1921.....J&D		116	117
Lake Shore & Mich. So.—		120		3d pref. debentures.....J&J		106		Old Colony—6s,1897.....F&A		120½	121
Cl. P. & Ash., new 7s,1892..A&O		126½		New mortgage,6s,1927.....J&D		76		6s,1895.....J&D		109	111
Buff. & E., new bds, M.,7s,'98.A&O		105		Collateral trust 6s,1892.....Q-J		100		7s,1894.....M&S		109	111
Buff. & State L.,7s,1886.....J&J		124		1st extension 6s,1927.....Q-J		111	112½	4½s,1904.....A&O		109	111
Det. Mon. & Tol.,1st,7s,1906.F&A		105		St. L. & Cairo—4½, guar.,1931.J&J		111	142	Bost. C. & Fitch,1st,7s,'89-90J&J		109	111
Kalamazoo A.I. & Gr.R.,1st,8s,J&J		124		Morg'n's L. & Tex.—1st,6s,1920J&J		112½	113	B. C. F. & N. B.,5s,1910.....J&J		113	115
Kal. & Schoolcraft,1st,8s,'87.J&J		130		1st mort.,7s,1918.....M&N		125	123	N. Bedford RR.,7s,1894..J&J		118	120
Kal. & Wh. Pigeon,1st,7s,'90.J&J		128		Morris & Essex—1st,7s,1914.M&N		134½	135	Oreg. & Cal.—1st 6s,1921.....J&J		105	107
Dividend bonds,7s,1899.....A&O		123½		2d mort.,7s,1891.....F&A		110	110½	2d mort.,7s.....J&J		99½	100
L.S. & M.S., cons., cp.,1st,7s,J&J		123½		Bonds,7s,1900.....J&J		108½	110	Oregon & Transcont.—6s,1922M&N		108	110
do cons., reg.,1st,7s,1900.Q-J		105		General mort.,7s,1901.....A&O		133		Osw. & Rome—1st M.,7s,1915.M&N		91	105
do cons., cp.,2d,7s,1903.J&D		115		Consol. mort.,7s,1915.....J&D		111½	112½	Panama—Sterl'g M.,7s,g,'97.A&O		102	105
do cons., reg.,2d,7s,1903.J&D		115		Nashua & Low.,6s,g.,1893.F&A		102		Sinking fund sub.,6s,1910.M&N		132	
Mahoning Coal R.R.,1st,5s,J&J		115		5s,1900.....J&J		102		Subsidy bonds, Eng. issue,6s.....		130½	131
Lawrence—1st mort.,7s,1895.F&A		115½	116	Nashv. Ch. & St.L.—1st,7s,1913.J&J		100		Penn. RR.—Gen. M.,6s, ep.,1910Q-J		110	
Lehigh Val.—1st,6s,coup.,'98.J&D		116	116½	2d mort.,6s,1901.....J&J		94	98	Gen'l mort.,6s, reg.,1910..A&O		107	108
1st mort.,6s, reg.,1898.....J&D		119	120	Nashv. & Decatur—1st,7s,1900.J&J		112½		Cons. mort.,6s, reg.,1905..Q-M		113	120
2d mort.,7s,1910.....M&S		111½		Natchez Jack. & Col.—1st,7s,1910		113	115	do 6s, coup.,1905.....J&D		123½	
Gen. M., s. f.,6s,g.,1923.....J&D		105		Newark & N.Y.—1st,7s,1897.J&J		105	105½	Collateral trust, 4½s,1913..J&D		107	108
L. Miami—Renewal 5s,1912.....M&N		115		New K's set 6s.—1st,7s,g.,'89.M&N		103		Consol. 5s,1919.....J&D		108	109
L.Rock & Ft.S.—1st, l. gr.,7s,'95.J&J		100		Newburgh & N.Y.—1st M.,7s,1888.J&J		103		Penn. Co.,6s, reg.,1907.....Q-J		105	106
Long Island—1st,7s,1898.M&N		105		New Jersey & N.Y.—1st mort.		103		do 1st M.,4½s,1921.J&J		108	109
1st consol.5s,1931.....Q-J		105		N.J. Southern—1st M., new 6s,1915		103		Penn. & N.Y. Can.—1st,7s,'96.J&D		113	120
South Side,1st,7s,1887.....M&S		105		N.O. & Northeast—Prior 18s,1915		103		1st mort.,7s,1906.....J&D		123½	
Newtown & Fl.,1st,7s,1891.....		105		N.Y. & Can.—E.M.,6s,g.,1904.M&N		105	105½	Pensacola & Atlantic—1st m.F&A		90	
L.I. City & Flushing—1st,6s,1911		115½	116	N.Y. Cen. & Ht. Deb. cert. ex.5sM&N		103		Peo. Dec. & Ev.—1st,6s,1920.J&J		112½	
N.Y. & Man. Beach,1st,7s,'97.J&J		116	116½	Mort.,7s, coup.,1903.....J&J		103		Income,1920.....J&D		80	
N.Y.B. & M.B.,1st con.5s,1935		119	120	Mort.,7s, reg.,1903.....J&J		103		Evansville Div.,1st 6s,1920.M&S		112½	
Lou'v.C. & Lex.—1st,7s,'97.J&J(ex)		111½		Debenture 5s,1904.....M&S		103		do income,1920.....J&J		78	81
2d mort.,7s,1907.....A&O		111½		Sterling mort.,6s,g.,1903..J&J		103		Peo. & Pekin Un.—1st,6s,1921.Q-F			

GENERAL QUOTATIONS OF STOCKS AND BONDS—CONTINUED.

For Explanations See Notes at Head of First Page of Quotations.

RAILROAD BONDS.		Bid.	Ask.	RAILROAD STOCKS.		Bid.	Ask.	RAILROAD STOCKS.		Bid.	Ask.
Phil. Wil. & Balt., 5s, 1910.....J&D	101			Tol. & Ohio Cent.—1st, 5s, gn. 1935	101	102		Camden & Atlantic, pref.....50	\$ 40½		
Trust certs., 4s, 1921.....J&J	90			Tol. Peoria & W.—1st, 7s, 1917, tr. rec.	104½	105		Canada Southern.....100	64½	64½	
Pittsb. Bradt. & B.—1st, 6s, 1911A&O	122½			Tol. St. L. & K. C.—1st, 6s, 1916.....J&D				Canadian Pacific.....100	67	67½	
Pittsb. C. & St. L.—1st, 7s, 1900 F&A				United Cos. N. J.—Cons., 6s, '94 A&O		115		Catawissa.....30	\$.....	24	
2d mort., 7s, 1913.....A&O	111			do gen. 4s, 1923.....F&A				do 1st pref.....50			
Pittsb. Cl. & Tol.—1st, 6s, 1922 A&O	124	124½		Sterling mort., 6s, 1894.....M&S	111	113		do 2d pref.....50	\$.....	54	
Pittsb. & Con'l'sv.—1st M. 7s, '98 J&J	128	130		do 6s, 1901.....M&S	118	122		Cedar Falls & Minnesota.....100	17½	17½	
Sterling cons. M., 6s, g., guar. J&J	140			Cam. & Amb., mort., 6s, '89 M&N	106			Central of Georgia.....100	130		
Pittsb. Ft. W. & C.—1st, 7s, 1912 Var	138			Land Grant, 7s, 1887-9.....A&O	102			Central Iowa.....100	14	14½	
2d mort., 7s, 1912.....J&J	133			Sink. F., 8s, 1893.....M&S	118			do 1st pref.....100			
3d mort., 7s, 1912.....A&O	137½			Reg. 8s, 1893.....M&S	116	118		do 2d pref.....100			
Pittsb. McK. & Y.—1st, 6s, 1932 J&J	90	91		Om. Bridge, sterl. 8s, g., '96 A&O	123	128		Central Massachusetts.....100	14½	14½	
Pittsb. & West.—1st mort., 6s, 1900 J&J	100	105		Collateral trust, 6s, 1908.....J&J	106			do pref.....100	39½	39½	
Portl'nd & Ogb'g.—1st 6s, g., 1891 M&N	30			Collateral trust, 5s, 1907.....J&D	100	101		Central of New Jersey.....100	54½	54½	
Vt. div., 1st M., 6s, g., '89 J&J	105			Kans. Pac., 1st, 6s, 1895.....F&A	110½	112½		Central Ohio.....50	51½	52½	
Port Royal & Aug.—1st, 6s, '99 J&J	38			do 1st M., 6s, 1896.....J&D	109			do Pref.....50	54½		
Income mort., 6s, 1899.....J&J	142½	143		do 2d M., 6s, 1896.....M&N	114			Central Pacific.....100	42½	43½	
Ren. & S'toga.—1st 7s, 1921 con. M&N	70½			do 1st cons. M., 6s, 1919 M&N	106½	107		Charlotte Col. & Aug.....100	8½	9	
Rich'd & Allegh.—1st, 7s, trust rec.				Oregon Short-L., 6s, 1922.....F&A	106	106½		do 1st pref.....100	16	17	
2d mort., 6s, 1916.....M&N	115	116		Utah Cen.—1st M., 6s, g., 1890 J&J	80			do 2d pref.....100	10½	11½	
Rich'd & Danv.—Con. 6s, '90 M&N	107	110		Utah So., gen., 7s, 1909.....J&J	90	99		Cheshire, pref.....100	115	120	
General mort., 6s, 1915.....J&J	107			do ext. 1st, 7s, 1909 J&J	86½	88		Chicago & Alton.....100	143	144	
Debenture, 6s, 1927.....A&O	103	104		Utica & Bl'k R.—Mort., 7s, '91 J&J	107			Chicago & Atlantic Beneficiary.....8	11		
do assented.....A&O				Var. & Mass.—Guar. 5s, 1903 M&N	112½	113		Chicago Burlington & North.....100	82	83	
Piedmont Br., 8s, 1888.....A&O				Vicksb. & Mer.—New 1st mort.				Chicago Burlington & Quincy.....100	135	136½	
Rich. Fred. & Potomac—6s, ext. J&J				2d mort., income.....				Chicago & Canada Southern.....8			
Mort., 7s, 1881-90.....J&J				Vicksb. Sh. & Pac.—Prior lien, 6s.	111	114		Chicago & East Illinois.....100	100	100½	
Rich. & Petersb., 8s, '84-86 A&O				Va. Midland—1st ser., 6s, 1906 M&S	121	122		Chicago & Grand Trunk.....9	12		
New mort., 7s, 1915.....M&N	118	119		2d series, 6s, 1911.....M&S	116½	117		Chicago & Ind. Coal Railway.....41½	42½		
Richmond York Riv. & Ches., 8s.....	101	103		3d series, 5-6s, 1916.....M&S	110			do do pref.....80	82		
Rich. & Pitts., 1st, 6s, 1921 F&A	115			4th series, 3-4-5s, 1921.....M&S	69			Chicago Milwaukee & St. Paul.....100	90	90½	
Consol. 1st, 6s, 1922.....J&D	107½			5th series, 5s, 1926.....M&S	106	106½		do pref., 7.100.....117½	118½		
do income, 1921.....65				Income, cumulative.....97½	98			Chicago & North Western.....100	114	114½	
Rome & Carrollt.—1st, 6s, g., 1916	73	85		Wabash St. Louis & Pacific—				do Pref., 7.100.....140	140½		
Rome & Dec.—1st, 6s, 1926.....J&D	108			1st, ext., 7s, '90, ex.....F&A	111½	113		Chicago Rock Island & Pac.....100	124½	125½	
Rome Wat'n & O.—S.F., 7s, 1891 J&D	107			Mort., 7s, 1879-1909.....A&O	86½			Chic. St. Louis & Pitts.....100	13½	16½	
2d mort., 7s, 1892.....J&J	103			2d mort., 7s, ext. 1893, ex.....M&N	100½			do pref.....100	35	38	
Consol., 1st ex. 5s, 1922.....A&O	101	102		Equipment 7s, 1883.....M&N	4			Chic. St. P. Minn. & Om., com.....100	47	47½	
Income 7s, 1932.....M&N	107½	108		Gen., 6s, 1920, Tr. rec.....J&D	59	63		do pref.....100	171½	112	
Rutland—1st M., 6s, 1902.....F&A	94	95		Chic. Div., 5s, 1910 gold.....J&J	93	91½		Chicago & West Michigan.....100	56	57	
Equipment, 2d mort., 5s.....F&A	107	107½		Havana Div., 6s, 1910.....J&J				Cin. Hamilton & Dayton.....100	140	142½	
St. Jo. & Gr. Isl'd.—1st, guar. 6s, 1925.	71	73		Indianap. Div., 6s, 1921.....J&D				do Pref.....87½			
2d mort., incomes, 6s, 1925.....	113	118½		Detroit Div., 6s, 1921.....J&J	96½			Cin. Indianap. St. Louis & Chic.....91½	94		
St. L. Alt. & T.H.—1st M., 7s, '94 J&J	111			Cairo Div., 5s, 1931.....J&J	90			Cincinnati & Milford.....80	93		
2d mort., pref., 7s, 1894.....F&A	107			Cons. mort., 7s, 1907, convert. Q-F	90	95		Cincinnati N. O. & Tex. Pac.....100	46		
2d income, 7s, 1894.....M&N	107	110		1st. St. L. div., 7s, 1889.....F&A	110½	112		Cin. Sandusky & Cleveland.....50	22½	22½	
Div. bonds, 1894.....37				Gt. West., Ill., 1st, 7s, '88.....M&N	110	111½		do Pref., 6.50.....52	54		
Bellev. & S. Ill., 1st, S.F. 8s, '96 A&O	109	113		do 2d, 7s, '93.....F&A	99	100		Cin. Washington & Balt.....100	52	61½	
Bellev. & Car., 1st, 6s, 1923 J&D	99½	99½		Q'ncy & Tol., 1st, 7s, '90.....M&N	110			do pref.....100	10	10½	
St. L. Ark. & Tex.—1st, 6s, 1936 M&N	54½	55		Ill. & S. Ia., 1st, 6s, 1912.....F&A				Clev. Col. Cin. & Indianapolis.....100	64	64½	
2d mort., 6s, 1936.....F&A	113½			St. L. K. C. & N. (rest. & R.), 7s, M&S		110		Cleveland & Canton.....6½	27½	28	
St. Louis & I. Mt.—1st, 7s, '92 F&A				do Om. Div., 1st, 7s, 1919 A&O	93			do do Pref.....50			
2d mort., 7s, g., 1897.....M&N	111½			do Clar. Br., 6s, 1919.....F&A	118	74		Clev. & Pittsburgh, guar., 7.....50			
Ark. Br. 1. g., M., 7s, g., '95 J&D	109½			do No. Mo., 1st, 1895.....J&J	102½			Columbus & Xenia, guar., 8.....50		175	
Cairo Ark. & T., 1st, 7s, g., '97 J&D	98	99		do St. Cha's Bridge 6s, 1908				Col. Hook. Val. & Tol.....100	38½	36½	
Cairo & Pul., 1st, l.g., 7s, g., '91 J&J	112½	114		Wab. Fund. 1907—Var. 7s.....F&A				Columbia & Greenville, pref.....50	116½	117	
Gen. con. r'y & l.g., 5s, 1931 A&O	113			do Various 6s.....F&A				Concord.....50	118½	117	
St. Louis & San Fran.—2d, cl. A&M	104½	104½		W. St. L. & P.—Iowa D. 6s, Tr. rec.				Concord & Portsmouth, guar., 7.100	148	150	
2d class C, 1906.....M&N	103			Warren (N.J.)—2d, 7s, 1900 A&O				Connecticut & Passumpsic.....100	106½	107	
South Pacific.—1st M., 1888 J&J	103			W. Jersey & At. 1st M., 6s, 1910 M&S	115			Connecticut River.....193	194		
Kan. C. & Sw., 1st, 6s, g., 1916 J&J	112½	113½		West Jersey—1st, 6s, 1896.....J&J				Danbury & Norwalk.....50			
Pierre C. & O., 1st, 6s.....F&A	112½			1st mort., 7s, 1899.....A&O				Dayton & Michigan, guar., 3½.....50	74½		
Equipment 7s, 1895.....J&D	112½	113½		Consol. mort., 6s, 1909.....A&O	104½	104½		do Pref., guar., 8.50.....169	169½		
General mort., 6s, 1931.....J&J	109½			West Shore guar. 4s.....J&J	107	109		Delaware & Bound Brook.....100	148		
Ft. S. & V.B. Bd., 1st, 6s, 1910 A&O	109½			West'n Ala.—1st M., 8s, '88.....A&O	110	111		Delaware Lack. & Western.....100	135½	135½	
Trust bonds, 6s, 1920.....F&A	121			2d mort., 8s, guar., '90.....A&O				Deny. & Rio Gr. Trust receipts.....26			
St. L. W. & W., 6s, 1919.....M&S	108			Western Maryland—				do do pref.....100	59½	60	
St. L. Vand. & T.H.—1st M., 7s, '97 J&J	112	116		3d, end., 6s, 1900.....J&J	125	127		Denver & Rio Grande Western.....20	21		
2d, 7s, guar., '98.....M&N	112½			W'n No. Carolina—1st, 7s, 1890 M&N				do do Pref.....12			
St. P. & Duluth—1st, 5s, 1931 F&A	116			Consol. 6s, 1911.....J&J	101			Des Moines & Fort Dodge.....18½			
St. P. Minn. & Man.—1st, 7s, 1909 J&J	117	119		West'n Penn.—1st M., 6s, '93.....A&O	107	115		do do Pref.....55	65		
2d 6s, 1909.....A&O	118	118½		Pitts. Br., 1st M., 6s, '96.....J&J	112	122		do do Pref.....104	106		
Dak. Ext., 6s, 1910.....M&N	120	122		Wheeling & L. Erie—1st, 6s, g., 1910				Dubuque & Sioux City.....100	100	101	
1st consol. 6s, 1933.....J&J	118			Wichita & Western—1st, 6s, g., J&J	119	120		East Tenn. Va. & Ga. Ry.....100	15½	16½	
Minn's Un., 1st, 6s, 1922.....J&J	115			Wilm. Columbia & Augusta, 6s.....	122			do do 1st pref.....100	76	78	
St. P. & Nor. Pac.—1st, 6s, 1923 F&A	115			Wil. & Weldon—S. F., 7s, g., '96 J&J	93½	93		do do 2d pref.....100	30½	30½	
Sandusky Mansf. & N.—1st, 7s, 1902	104	108		Wisconsin Cent.—1st ser., 5s, 1909	55½	56		East Penn.....50	49½		
Sav. Fl. & W.—1st, 6s, 1934 A&O	117	119		2d series, 7s, 1909, if earned.....	125	126		East & West, Alabama.....100	25½	26½	
At. & Gulf. con. 7s, '97.....J&J	118	119		Wis. Valley—1st, 7s, 1909.....J&J	108	109		Eastern (Mass.).....100	125	126	
So. Ga. & Fla.—1st, 7s, 1899.....M&N	111	113		Wor'r & Nashua—5s, '93-95. Var.	108	109		Eastern in N. H.....100	108	109	
2d, 7s, 1899.....M&N	93	96		Nash. & Roch., guar., 5s, '94 A&O	108	109		Elizabeth Lex. & Big Sandy.....100			
Saloto Val.—1st, 7s, sink'g fd. J&J	62	70						Elmira & Williamsport, 5.....50	\$ 41		
2d mort., 7s, sink'g fd. A&O	90	100		RAILROAD STOCKS. Par.				do Pref., 7.50.....50	\$ 64		
Consol. 7s, 1910.....J&J	40			Ala. Gt. South.—Lim., A., 6s, pref.	13¾	10¼		Erie & Pittsburgh, guar., 7.....106			
Shenandoah Val.—1st, 7s, 1909 J&J	73			Lim., B. com.....14	4½			Evansville & Terre Haute.....50	87	90	
General mort., 6s, 1921.....A&O	107½	109		Ala. N. O. & Pac., &c., pref.	13¾	3¾		Fitchburg.....100	138	139	
Shreve. & Hous.—1st, 6s, gn., 1914	73			do do def.....11½	1½			Flint & Pere Marquette.....29	30		
Sioux C. & Pac., 1st M., 6s, '98 J&J	107½			Albany & Susqueh., Guar., 7.....100				do do Pref.....94½	95		
Sodus Bay & So.—1st, 5s, g., 1924 J&J	75	81		Allegheny Valley.....50				Fort Worth & Denver C.....100			
So. Carolina—1st M., 6s, 1920 A&O	26	29½		Atchison Col. & Pacific.....95	95½			Galv. Harrisb. & San Antonio.....26	30		
2d mort., 6s, 1931.....J&J	40	46		Atchison Topeka & Santa Fe.....93	95			Georgia Railroad & Bank'g Co. 100	190	192	
Income 6s, 1931.....M&N	110½			Atlanta & Charlotte Air Line.....100	113½	12		Grand Rapids & Indiana.....10	15		
So. Cen. (N.Y.)—Consol. mort., 5s.....	112	113		Atlantic & Pacific.....100	130	131		Green Bay Winona & St. Paul.....100	13½	14	
So. Pac. Cal.—1st, 6s, g., 1905-12 A&O	108½			Augusta & Savannah, leased.....100	166	170		Houston & Texas Central.....100	43	43½	
So. Pac. Ariz.—1st, 6s, 1909-10 J&J	112			Baltimore & Ohio.....100	135			Huntingdon & Broad Top.....50	16	17	
So. Pac. N. M.—1st, 6s, 1911 J&J	108½			do 1st pref., 6.....100				do do Pref.....100	33		
Southwestern (Ga.)—Conv., 7s, 1886	113			do 2d, pref.....100				Illinois Central.....100	134	134	
Staten Isl. Rapid Trans.—1st mort.	113			Washington Branch.....100				do Leased line, 4 p. c. 100	96	96	
Stauben. & Ind., 1st 6s, 1914.....J&J	102½			Parkersburg Branch.....100				Indiana Bloomington & West'n 100	15½	16½	
Stock & Cop.—1st, 5s, 1905.....J&J	103			Bell's Gap.....50				Indian. Decatur & Sp., com.....100</			

GENERAL QUOTATIONS OF STOCKS AND BONDS—CONTINUED.

For Explanations See Notes at Head of First Page of Quotations.

RAILROAD STOCKS.		Bid.	Ask.	MISCELLANEOUS.		Bid.	Ask.	MISCELLANEOUS.		Bid.	Ask.	MISCELLANEOUS.		Bid.	Ask.
RR. STOCKS.				Tol. Ann Arbor & N.M.		100	140	EXPRESS STOCKS.				Brookline, Mass., 100		109	110
CONTINUED.				Tol. Cin. & St. Louis		36	38	Adams.....100		137	140	Cambridge, Mass., 100		164	167
La. & Mo. Riv., com. 100.		17 1/2	18 1/2	Tol. & Ohio Central.		36	38	American.....100		107	109	Chelsea, Mass., 100		104	110
do Pref.		47	50	do Pref.		58 1/2	60	United States.....100		61	62	Dorchester, Mass., 100		108 1/2	110
Louisv. & Nashv. 100.		63 1/2	65	Tol. St. L. & K. City		.....	.....	United States.....100		128	128	Jamaica Pl'n, Mass., 100		139	140
Louisv. N.A. & Chic. 100.		58	64	do Pref.		.....	.....	Vicksb. & Meridian		.....	.....	Lawrence, Mass., 100		195	200
Macon & Augusta.....		140	145	U. N.J. RR. & C. Co. 100.		215	.....	do Pref.		.....	.....	Lowell.....100		109	111
Maine Central.....100		140	145	Union Pacific.....100		61 1/2	61 1/2	Am. T. Dist. Tel. 100		.....	.....	Lynn, Mass., G. L. 100		106 1/2	107
Man. & Law'ce.....100		15	15	Utica Central.....100		119	120	American Tel. & Cable		73	75	Mald. & Melrose.....100		140	141
Man. Beach Co. 100.		15	15	Utica & Black Riv. 100		119	120	American Rapid bonds		.....	.....	Newton & Wat'n.....100		100	102
Manh. ttan, com. 100.		158	158	Vt. & Mass. P'sed. 6. 100		139	140	Atlantic & Pacific S'tk		47	55	Salem, Mass., 100		100	102
Marq. H. & Ont. 100.		34	36	Vicksb. & Meridian		4 1/2	4 1/2	bank's & Merch'ts. 100		.....	.....	Brooklyn, L. I. 25.		54	57
do Pref.		103	105	do Pref.		.....	.....	st mortgage.....100		.....	.....	Citizens', Brooklyn 25.		75	80
Memph. & Charl. 25.		13 1/2	14 1/2	Virginia Midland.....		43	43	Receiv'rs' certs.....100		.....	.....	Metropolitan, B'klyn		100	102
Mexican Central 100.		10 1/2	11 1/2	Wabash Pur. com. cert.		19	19	General mortgage.....100		.....	.....	Nassau, Brooklyn 25.		50	52
do Pref.		27	31	do Pref. 100		35 1/2	36 1/2	Baltimore & Ohio.....100		.....	.....	People's, Brooklyn 10.		120	123
Michigan & Ohio.....		94	94 1/2	Warr'n (N.J.), P's'd. 7. 50		59	59	Cent. & So. Am. Cable		75	100	Williamsburg, B'klyn 50.		18	18
do Pref.		94	94 1/2	West Jersey.....50		13	14	Commercial Tel. Co.		.....	.....	Charleston, S.C. Gas. 25.		110	110
Michigan Cent. 100.		25	25	West Jersey & Atlantic		116	116	Preferred.....100		25	33	Chicago G. & Coke 100		183	185
Midland of New Jersey		66	69	W. Va. Columbia & Aug.		123	123	Franklin.....100		92 1/2	97 1/2	Hartford, Ct., G. L. 25.		31	31
Mil. Lake S. & W. 100.		98	99	Wilm. & Weldon, 7. 100.		22 1/2	2 1/2	Gold & Stock.....100		96	102	Jersey C. & Hobok'n 20.		160	160
do Pref.		98	99	Wisconsin Central.....		35	36	Bonds.....100		115	130	People's, Jersey C. 70.		70	70
Mine Hill & S. H. 50.		18 1/2	19	do Pref.		135 x	137	Manhattan Telegraph.		.....	.....	Louisville G. L. 113.		113	114
Minneapolis & St. L. 100.		43	44	Worcester & Nashua. 100		.....	.....	Mexican.....100		.....	.....	Central of N. Y. 50.		60	60
do Pref.		43	44	CANAL BONDS.		.....	.....	Mutual Union.....100		84 1/2	85	Consolidated, N. Y. 100.		78 1/2	78 1/2
Missouri Kan. & Tex. 100.		106 1/2	107	Cesap. & Delaware.....		90	100	N. Y. Mutual Un. Tel.		100	100	Equitable, N. Y. 100.		115	122
Missouri Pacific.....100		106 1/2	107	1st mort., 68, '86 J&J		12	12	Mutual Union 68.		3 1/2	3 1/2	Mutual of N. Y. 100.		103	105
Mobile & Ohio.....100		16	16 1/2	Ces. & O. - 68, '70 Q. - J		108	110	Postal Telegraph.....100		3	3	N. Orleans G. L. 100		92 1/2	96
Morris & E. X. gu. 7. 50.		138 1/2	141	Ces. & O. - 68, '70 Q. - J		108	110	N. Y. West. 78, 1901 J&J		.....	.....	Portland, Me., G. L. 50.		65	70
Nashv. Chat. & St. L. 25.		84	84 1/2	Ces. & O. - 68, '70 Q. - J		108	110	Postal T. & C. when iss.		30	40	St. Louis Gas Tr. 10.		80	82 1/2
Nashua & Lowell 100.		158 1/2	160	Ces. & O. - 68, '70 Q. - J		108	110	So. Tel. 1st mort. b'ds		20	20	Laclede, St. Louis 100.		100	103
N'quehoming Valley 50.		54	54	Ces. & O. - 68, '70 Q. - J		108	110	South'n & Atlantic 25.		61	75	San Francisco G. L. 20.		37 1/2	38 1/2
New Jersey & N. Y. 100.		18	18	Ces. & O. - 68, '70 Q. - J		108	110	Western Union.....100		122	122	GOLD & SILVER		.....	.....
do Pref.		18	18	Ces. & O. - 68, '70 Q. - J		108	110	78, 90, M. & N.		.....	.....	MINING STOCKS.		.....	.....
N. Lond. & North'n 100.		114 1/2	114 3/8	Ces. & O. - 68, '70 Q. - J		108	110	TELEPHONE		.....	.....	(N. Y. & SAN. FRAN.)		1 1/2	1 7/2
N.Y. Cent. & H. Riv. 100.		15 1/2	16	Ces. & O. - 68, '70 Q. - J		108	110	STOCKS.		.....	.....	Alice.....100		3 50	3 50
N.Y. Chic. & St. L. 100.		25	26	Ces. & O. - 68, '70 Q. - J		108	110	Amer. Speaking.....100		73	73	Alta Montana.....100		10	10
do Pref.		25	26	Ces. & O. - 68, '70 Q. - J		108	110	Columbia & Pan. 100.		27 1/2	28	Annie.....100		16	20
N. Y. City & Northern...		215	215	Ces. & O. - 68, '70 Q. - J		108	110	East Tennessee.....		.....	.....	Barcelona.....100		5 50	5 50
N. Y. & Harlem 50.		104 1/2	106	Ces. & O. - 68, '70 Q. - J		108	110	Erie.....100		1 1/2	1 1/2	Basstok.....100		1 65	1 80
N.Y. Lack. & West. 100.		38 1/2	39 1/2	Ces. & O. - 68, '70 Q. - J		108	110	Globe.....100		90	100	Bechtel.....100		1 25	1 25
N.Y. L. Erie & West. 100.		72 1/2	73	Ces. & O. - 68, '70 Q. - J		108	110	Hudson River.....100		130	130	Belle Isle.....100		2 50	2 75
do Pref.		72 1/2	73	Ces. & O. - 68, '70 Q. - J		108	110	Mexican.....100		43 1/2	44	Bodie.....100		110	130
N.Y. & N. England 100.		120 1/2	121	Ces. & O. - 68, '70 Q. - J		108	110	New England.....100		150	150	Bulwer.....100		1 05	1 20
do Pref.		120 1/2	121	Ces. & O. - 68, '70 Q. - J		108	110	N. Y. York & N. Jersey		.....	.....	Caledonia B. H. 100.		21	21
N.Y. N. H. & Hartf. 100.		220	220	Ces. & O. - 68, '70 Q. - J		108	110	N. Y. State Overland.		756	900	Consol. California 100.		58	65
N.Y. Ont. & West. 100.		11 1/2	11 1/2	Ces. & O. - 68, '70 Q. - J		108	110	Peoples.....100		.....	.....	Chrysolite.....50		7 00	7 00
N. Y. Penn. & Ohio.....		11 1/2	11 1/2	Ces. & O. - 68, '70 Q. - J		108	110	Southern N. England.		.....	.....	Chollar.....100		100	35
do Pref.		11 1/2	11 1/2	Ces. & O. - 68, '70 Q. - J		108	110	Tropical.....10		.....	.....	Consol. Pacific.....100		4 75	5 00
N.Y. Susq. & Western...		32 1/2	32 1/2	Ces. & O. - 68, '70 Q. - J		108	110	W. I. Telegr. & Tele. 10		.....	.....	Crown Point.....100		4 75	5 00
do Pref.		32 1/2	32 1/2	Ces. & O. - 68, '70 Q. - J		108	110	ELECTRIC		.....	.....	Dunkin.....100		4 50	4 50
N.Y. West Shore & B.		22	23	Ces. & O. - 68, '70 Q. - J		108	110	LIGHT STOCKS.		.....	.....	Eureka Consol. 100.		25	1 00
Norf. & West., com. 100.		4 1/2	4 1/2	Ces. & O. - 68, '70 Q. - J		108	110	Brush.....100		90	100	Father De Smet 100.		103	105
do Pref.		4 1/2	4 1/2	Ces. & O. - 68, '70 Q. - J		108	110	Brush Illuminat'g 100.		150	150	Gold Stripe.....100		5 00	5 00
No. Pennsylvania 50.		74 1/2	74 1/2	Ces. & O. - 68, '70 Q. - J		108	110	Edison.....100		85	100	Goodshaw.....100		10	25
Northern Central 50.		78	80	Ces. & O. - 68, '70 Q. - J		108	110	Edison Illuminating...		40	47 1/2	Gould & Curry S. 100.		5 00	5 00
North'n N. Hamp. 100.		1 5 1/2	126 1/2	Ces. & O. - 68, '70 Q. - J		108	110	Swan Incandescent...		.....	.....	Green Mountain.....10		5 50	5 50
North'n Pac. com. 100.		27 1/2	27 1/2	Ces. & O. - 68, '70 Q. - J		108	110	United States.....		92 1/2	100	Hale & Norcross.....100		1 65	1 80
do Pref.		60 1/2	61 1/2	Ces. & O. - 68, '70 Q. - J		108	110	United States Ill. Co.		.....	.....	Horn Silver.....100		1 25	1 25
Norw. & Worcester 100.		174 1/2	176	Ces. & O. - 68, '70 Q. - J		108	110	STOCKS, N.Y.		.....	.....	Independence.....100		20	240
Ogd. & L. Champ. 100.		18	19	Ces. & O. - 68, '70 Q. - J		108	110	Am. Loan & Trust. 100		127 1/2	130	Iron Silver.....10		12	20
Ohio & Miss. 100.		28 1/2	29	Ces. & O. - 68, '70 Q. - J		108	110	Brooklyn Trust.....25		310	325	Jaxerose.....10		7	7
do Pref.		157	90	Ces. & O. - 68, '70 Q. - J		108	110	Central.....100		425	425	Leadville Consol. 10.		25	25
Ohio Southern 100.		179	179 1/2	Ces. & O. - 68, '70 Q. - J		108	110	Farmers' Loan & Tr. 25		425	425	Little Chief.....50		25	25
Old Colony.....100		10	12	Ces. & O. - 68, '70 Q. - J		108	110	Kulckerbocker.....100		115	115	Little Pits.....100		5 50	5 50
Oreg. & Cal. ass. pd. 100.		122	24	Ces. & O. - 68, '70 Q. - J		108	110	Long Island.....100		159	159	Mexican G. & Silv. 100		5 50	5 50
do Pref. ass. pd. 100.		32 1/2	33	Ces. & O. - 68, '70 Q. - J		108	110	Mercantile.....100		185	200	Navajo.....100		5 50	5 50
Oregon Short L. ne.....		32 1/2	33	Ces. & O. - 68, '70 Q. - J		108	110	Metropolitan.....100		132 1/2	132 1/2	Ophir.....10		10 50	10 50
Oregon Trans-Cont.....		32 1/2	33 1/2	Ces. & O. - 68, '70 Q. - J		108	110	N. Y. Guar. & Ind. 100		105	105	Poroski.....100		8	8
Oswego & Syr. guar.....		356	356	Ces. & O. - 68, '70 Q. - J		108	110	N. Y. Life & Trust. 100		420	420	Rappahannock.....1		1	2
Pennsylvania RR. 50.		16	21 1/2	Ces. & O. - 68, '70 Q. - J		108	110	Union.....100		505	505	Red Elephant.....10		40	40
Pensacola & Atlantic.....		36 1/2	36 1/2	Ces. & O. - 68, '70 Q. - J		108	110	United States.....100		515	515	Robinson Consol. 50.		5 00	5 00
Peoria Dec. & Ev. 100.		73	73 1/2	Ces. & O. - 68, '70 Q. - J		108	110	N. Y. & BR'KLYN		.....	.....	Sierra Nevada.....100		5 00	5 00
Petersburg.....100		26 1/2	26 1/2	Ces. & O. - 68, '70 Q. - J		108	110	HORSE RRS.		.....	.....	Silver Cliff.....50		27	27
Phila. & Erie.....50		35 1/2	36	Ces. & O. - 68, '70 Q. - J		108	110	Bleeker St. & Fult. Fy		28	30	Spring Valley.....1		1 00	1 20
Phila. & Reading.....50		35 1/2	36	Ces. & O. - 68, '70 Q. - J		108	110	1st mort., 78, 1900.		112	116	Standard.....100		1 00	1 20
do Pref. 50.		35 1/2	36	Ces. & O. - 68, '70 Q. - J		108	110	Broadway & 7th Av.		200	200	Union Consol.....100		4 00	4 00
Phila. Wilm. & Balt. 50.		26 1/2	26 1/2	Ces. & O. - 68, '70 Q. - J		108	110	1st mort., 78, 1904.		101	101	BOSTON MINING		.....	.....
Pitts. Cin. & St. L. 50.		22	22	Ces. & O. - 68, '70 Q. - J		108	110	2d mort., 58, 1914.		105	105	STOCKS.		.....	.....
Pitts. & Con. P'sed. 50.		22	22	Ces. & O. - 68, '70 Q. - J		108	110	B'way Surf. gu. 58, '24		100	100	Altooz.....25		2	2
do Pref.		22	22	Ces. & O. - 68, '70 Q. - J		108	110	Guar., 58, 1900.		100	100	Atlantic.....25		11	12
Pitts. Ft. W. & C. guar. 7.		20	20	Ces. & O. - 68, '70 Q. - J		108	110	Brooklyn City.....180		190	190	Brusw'k Antimony 5.		4	6
Pittsburg & Western.....		131 1/2	133	Ces. & O. - 68, '70 Q. - J		108	110	Brooklyn Crosstown.		105	110	Calumet & Hecla.....25		214	215
Port. Saco & Ports. Isd 6		5	5	Ces. & O. - 68, '70 Q. - J		108	110	1st mort., 78, 18-8.		105	118	Catalpa Silver.....10		3 1/2	37
Port. Royal & Augusta.....		112	114	Ces. & O. - 68, '70 Q. - J		108	110	Bushwick Av. (Bklyn.)		105	118	Central.....25		19	21
Ports. G. F. & Con. 100.		130 x	133	Ces. & O. - 68, '70 Q. - J		108	110	Central Crosstown.....		155	165	Copper Falls.....50		1	1
Prov. & Worcester 100.		170	170	Ces. & O. - 68, '70 Q. - J		108	110	1st mort., 68, 1922.		11					

Investment

AND

Railroad Intelligence.

The INVESTORS' SUPPLEMENT contains a complete exhibit of the Funded Debt of States and Cities and of the Stocks 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 furnished 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 at \$1 per copy.

GENERAL INVESTMENT NEWS.

Allegheny Valley.—An order was made in the United States Circuit Court at Pittsburg by Judge Acheson, authorizing the receivers of the Allegheny Valley Railroad Company to pay certain coupons. One of the amounts ordered paid is the principal of \$100,000, and interest, \$57,000, on bonds due on the \$2,300,000 mortgage. The court authorized the payment of \$144,000 interest due January 1 on the \$4,000,000 mortgage.

—In the payment of the interest due Jan. 1, 1887, on the 7 3-10 per cent general mortgage bonds of the Allegheny Valley R. R. Co., the use of the certificate of residence furnished by bondholders during the last two interest periods, will be continued, the questions which render the certificate desirable and necessary not having yet been reached in the courts. In the case of residents of Pennsylvania, this certificate is for the sole purpose that the tax may be properly refunded in case its collection in this manner shall be decided by the courts to have been improper.

Atchison Topeka & Santa Fe—Gulf Colorado & Santa Fe.—The Boston *Traveler* says that the suit of C. H. Verner against the Atchison Topeka & Santa Fe Railroad Company, to prevent the delivery of the Atchison stock for the Gulf Colorado & Santa Fe stock, in accordance with the terms of the agreement entered into last spring, came up again this week. A continuance of the injunction until after Judge Brewer had rendered his decision was asked for. This, if granted, would have carried the injunction over January 1, when the delivery of stock is due, but Judge Wallace would not grant the extension and dissolved the injunction. The Atchison stock (\$3,400,000 of it) will therefore be delivered on Saturday next, subject to the assessment of \$3 per share recently called for by President Seeley of the Gulf Colorado & Santa Fe road. This stock will participate in the February dividend, which, in accordance with the usual practice of the Atchison management, will be made a charge against the earnings of this, the preceding year. From the income of 1886 the company will, therefore, pay four dividends on \$4,600,000 or thereabouts of stock exchanged for Gulf Colorado & Santa Fe stock, and one dividend on \$3,400,000, the balance to be exchanged, or about \$327,000 in all, in addition to the dividend on the old stock.

Atlantic & Pacific.—The circular of October 20 proposes to exchange the first mortgage 6 per cent bonds for a new 4 per cent bond absolutely guaranteed, and stated that the success of the plan was contingent upon the assent, on or before Dec. 27, 1886, of the holders of a majority in interest. A very large majority has already assented and the remaining bondholders will probably come in very soon.

Canada Southern.—At a meeting of the directors of the Canada Southern Railroad Co., held Dec. 30, at the Grand Central Depot, a dividend of 1¼ per cent was declared, payable on February 15.

A statement was received from the Michigan Central Railroad Company (December being partly estimated), which shows the following results from the business of the year:

	1886.	1885.
Surplus over charges.....	\$1,322,000	\$260,000
Division as per traffic agreement, viz.: To Michigan Cen. R. R. Co.....	912,000	17,400
Canada Southern Railway Co.....	\$110,000	\$5,600
Equals per share.....	2.73	0.057
Less dividend 1¼ per cent declared this day.....	187,500	
Balance.....	\$222,500	

Central of New Jersey.—The lease of the Central Railroad lines of New Jersey to the Philadelphia & Reading terminated December 31.

Mr. John S. Kennedy and Joseph S. Harris, receivers of the Central Railroad of New Jersey, have issued a circular saying that they will take possession and assume the operation of the company's railroads and other property on January 1, 1887. All the present officers, agents and employees of the Reading receivers on the former New Jersey Central, New Jersey Southern and Lehigh & Susquehanna Divisions of the Philadelphia & Reading Railroad will be continued in their respective positions from January 1, 1887, at their present rate of compensation unless otherwise notified. The two systems will continue on the best of terms under the new arrangement, upon the basis of the old agreement, under which they formerly exchanged business and managed joint traffic.

The directors also decided to pay the January interest on the New Jersey Southern bonds and to default on the January interest on the American Docks.

Chicago & Atlantic.—A press dispatch from Chicago, December 29, says that the Chicago & Atlantic has consented to become a member of the Central Traffic Association and Chicago east-bound pool after expiration of its contract with the Wabash, February 1, 1887. The question of percentage to be given the Chicago & Atlantic is to be fixed by arbitration, arbitrators having been chosen to decide what the percentage shall be. This dispatch also says that the Cincinnati Indianapolis St. Louis & Chicago (Big Four), which has heretofore received 5 per cent of Chicago east-bound traffic from the Chicago pool for its Seneca traffic to Newport News, has consented to accept hereafter 4½ per cent upon condition that this percentage is not reduced when the Chicago & Atlantic comes into the pool.

Chicago & Northwestern—Fremont Missouri Valley & Elkhorn.—Amendments to the articles of incorporation of the Fremont Missouri Valley & Elkhorn Railway, which belongs to the Northwestern system, were filed in Omaha recently, providing for a material increase of the lines of that route in a manner that will touch the best counties in the State in every direction from the main line of the road. The amendment provides that the main line shall run from Omaha, and also authorizes the construction of seven branches, as follows:

1. From the main line at Norfolk in a northeasterly direction through Pierce, Antelope and Knox counties to the Missouri River at a point near the mouth of the Niobrara River.
2. From Dakota Junction through Dawes county to the northern boundary of the State.
3. From Scribner in a northwesterly direction, through Dodge, Colfax, Latte, Boone and Antelope counties, to the northern boundary of the State.
4. From Fremont, through Dodge and Saunders counties, to Lincoln.
5. From a point on the Fourth branch in Saunders county west through Butler, Seward, York, Hamilton, Clay and Adams counties to Hastings, and from Hastings to the western boundary of Adams county.
6. From the Fifth branch, at a point in Butler county, through Butler, Saline and Fillmore counties, to the southern boundary of Fillmore county.
7. From a point on the main line in Douglas county to the Union stock yards in South Omaha.

The capital stock of the company is increased to \$30,000,000.

Cincinnati New Orleans & Texas Pacific.—Mr. Bond has retired from the presidency and Mr. Charles Schiff, the Vice-President, has been elected President. This company leases the Cincinnati Southern road owned by the City of Cincinnati, and has made a claim on the trustees of that road for \$500,000 damages suffered by the lessee company, by the failure of the trustees to provide suitable terminal facilities in Cincinnati as agreed upon in the lease. The claim seems to have good foundation, and the company ought to be fairly dealt with.

Cleveland Columbus Cincinnati & Indianapolis.—Judge Stevenson Burk has been elected President of the Cleveland Columbus Cincinnati & Indianapolis Railway. He is also President of the Columbus Hocking Valley & Toledo, the Toledo & Ohio Central and the Indianapolis & St. Louis. Judge Burke is a prominent lawyer and of late years has become one of the leading railroad men of the country.

—This company reports a business which shows net earnings \$980,000 greater than those of 1885 and a surplus after payment of "first charges" and for betterments of \$104,993, against a deficit of \$863,826 for the year of 1885. Subjoined are the comparisons for the two years, the figures embracing the operations of the whole system:

	Years ended Dec. 31— 1886	1885.
Gross earnings.....	\$7,228,385	\$6,311,445
Operating expenses.....	4,667,993	4,929,274
Net earnings.....	\$2,461,592	\$1,482,171
First charges.....	\$2,046,652	\$2,039,616
Equipments and betterments.....	309,947	306,331
Total deductions.....	\$2,356,599	\$3,455,997
Deficit.....		\$863,826
Surplus.....	\$104,993	

Denver & Rio Grande.—This reorganized railway company pays its first coupon on the new bonds on Jan. 1, 1887, and has a handsome surplus in its treasury. The gross earnings for 1886 (estimating the last week of December) have been \$6,764,995, and the net earnings (partly estimating November and December) have been \$2,506,930, while the total yearly charge for interest is now about \$1,350,000. The old Denver & Rio Grande Railway Company has been quickly and successfully rehabilitated.

Dubuque & Sioux City.—A committee of the directors of the Dubuque & Sioux City Railroad on December 13 appointed Drexel, Morgan & Co. trustees to receive stock that might be deposited with them for the purpose of enabling the directors to sell the property or to sell the stock at a price not less than par, or to execute a new lease on a basis that should not yield less than 4 per cent on the stock, and to vote for such directors as they may select. In case these purposes could not be carried out, a meeting of the depositors was to be called, and any modifications which might be assented to by three-fourths of the amount deposited should be binding upon all. Before the books closed on Dec. 31 more than a majority of the stock had been deposited with this committee. The committee is composed of the following gentlemen: M. K. Jesup, Jas. A. Roosevelt, J. Pierpont Morgan and Lorenzo Blackstone, and they were appointed to protect stockholders' interests in view of the termination of the lease to the Illinois Central on October 1, 1887. A legal opinion has been published that the deposits of stock can be

revoked, while counsel for one of the committee states that they are irrevocable. It is alleged that parties in the interest of Illinois Central desire to control a majority of the stock.

Grand Rapids & Indiana.—The following is a statement of the gross and net earnings of this road as specially obtained by the CHRONICLE.

	November.		Jan. 1 to Nov. 30.	
	1886.	1885.	1886.	1885.
Gross earnings.....	209,417	\$191,456	\$1,891,124	\$1,795,551
Operating expenses.....	121,454	109,832	1,216,066	1,238,103
Net earnings.....	\$37,963	\$31,574	\$675,058	\$557,448

Houston & Texas Central.—It has been reported this week that Mr. C. P. Huntington has made a change in the proposition to the bondholders of the Houston & Texas Central Railroad, by which the overdue coupons on the 1st mortgage main line bonds and the coupons due on January 1 are to be paid in cash, the mortgage to remain as it stands and to be paid off at maturity. Under the plan the second mortgage bonds are to have the interest reduced to 5 per cent, and the general mortgage bonds 4 per cent, and debenture bonds are to be issued for the overdue coupons. These bonds and the interest on all the bonds are to be guaranteed by the Southern Pacific Railway. [This report is not fully confirmed at the office, where it is said that any announcement is yet premature.]

—The Farmers' Loan & Trust Company, by Turner, Lee & McClure, its attorneys, has begun an action to restrain the sale of 880 of the general mortgage bonds of the Houston & Texas Central Railway Company. These bonds are held by, or are under the control of, Morgan's Louisiana & Texas Railroad & Steamship Company, which claims that they have been pledged with them to secure indebtedness of the railway company. The Farmers' Loan & Trust Company is the trustee of the general mortgage, under which over 4,000 bonds have been issued, and it claims that these 880 bonds in question could never have been properly issued, inasmuch as the mortgage does not authorize their being issued in order to be used as collateral, but only authorizes their sale in order to pay off and discharge the indebtedness of the railroad or for the improvement and equipment of the railroad. Judge Barrett granted a restraining order, returnable on Monday next.—*N. Y. Tribune.*

Lake Erie & Western.—Notice is published by Mr. Nelson Robinson, No. 2 Wall Street, that the purchaser, General Samuel Thomas, has agreed to sell the property to a new company to be formed, called the Lake Erie & Western Railroad Company, whose line will extend from Sandusky, Ohio, to Peoria, Ill., 430 miles, and which will issue the following securities: \$4,300,000 first mortgage gold 5 per cent 50 year bonds, being at the rate of \$10,000 per mile, \$8,600,000 preferred stock, being at the rate of \$20,000 per mile, \$8,600,000 common stock, being at the rate of \$20,000 per mile. All old securities have been extinguished by the sale, and will receive their respective portions of the purchase money from the officers of the court. The present car trusts will also be paid off, leaving the property free from lien except as above. All further particulars may be had on reference to Mr. Robinson.

Lake Shore & Michigan Southern.—At a meeting of the directors of the Lake Shore & Michigan Southern Railway Company, held Dec. 30 at the Grand Central Depot, a dividend of two per cent was declared, payable on Feb. 15. The following statement by the Treasurer was presented, December, 1886, being partly estimated:

	1886.	1885.
Gross earnings.....	\$15,826,616	\$14,133,506
Operating expenses and taxes.....	9,709,135	9,287,537
Per cent.....	61.34	65.71
Net earnings.....	\$6,117,481	\$4,845,969
Interest, rentals, and dividends on guaranteed stock.....	3,719,135	3,867,456
Surplus earnings.....	\$2,398,346	\$978,513
Equals per share.....	\$4.81	\$1.93
Increase in gross earnings.....	1,693,110=12 per cent.	
Increase in expenses.....	421,598=1 1/2 do	

Increase in net earnings..... \$1,271,512=26 do

Expenses cover all improvements, including a new station at Toledo costing about \$120,000. Nothing has been charged to construction or equipment since 1883.

Little Rock Mississippi River & Texas.—A dispatch from Little Rock, Ark., Dec. 29, says that the Federal Court set aside the late sale of the Little Rock Mississippi River & Texas Railroad to Jay Gould, because of a misunderstanding by the purchaser of the State laws relative to redemption. The property will be re-advertised for sale.

Memphis & Charleston.—The gross and net earnings for November, and for five months of the fiscal year, have been as follows:

	November.		July 1 to Nov. 30.	
	1886.	1885.	1886.	1885.
Gross earnings.....	\$175,408	\$150,961	\$671,835	\$569,591
Operating expenses....	100,048	84,571	394,669	378,730
Net earnings.....	\$75,360	\$66,390	\$277,166	\$190,861

Mexican Central.—The gross and net earnings for November and for the eleven months from January 1 were as below given:

	November.		Jan. 1 to Nov. 30.	
	1886.	1885.	1886.	1885.
Gross earnings.....	\$379,902	\$312,481	\$3,416,725	\$3,212,863
Operating expenses.....	200,373	157,748	2,244,024	1,859,889
Net earnings....	\$179,529	\$154,733	\$1,172,701	\$1,352,974

Michigan Central.—At a meeting of the directors of the Michigan Central RR. Co., held Dec. 30, at the Grand Central Depot, a dividend of 2 per cent was declared, payable on February 15. The following statement by the Treasurer was presented, December, 1886, being partly estimated:

	1886.	1885.
Gross earnings.....	\$12,250,000	\$10,707,000
Operating expenses and taxes.....	8,350,000	8,015,000
Per cent.....	68.16	74.08
Net earnings.....	\$3,900,000	\$2,692,000
Interest and rentals.....	2,578,000	2,666,000
Surplus earnings.....	\$1,322,000	\$26,000
Proportion to Canada Southern Co.....	410,000	8,600
Do. to Michigan Central Co.....	\$912,000	\$17,400
Equals per share for Mich. Central.....	4.87	0.093
Expended for land, 1886.....	75,000	
Leaves.....	\$837,000	
Dividend two per cent declared this day..	374,764	
Balance.....	\$462,236	
Increase in gross earnings.....	\$1,543,000=14.4 per cent.	
Increase in expenses.....	335,000=4.2 per cent.	
Increase in net earnings.....	\$1,208,000=44.8 per cent.	

All expenditures this year have been charged to operating account, except the amount for land above noted.

New York Central & Hudson River.—The following is the statement of this company for the quarter ending December 31st, December in 1886 being partly estimated:

	1886.	1885.
Gross earnings.....	\$8,976,000	\$6,876,601
Operating expenses..... (60.17%)	5,401,000	(60.13%) 4,135,208
Net earnings.....	\$3,575,000	\$2,741,392
First charges.....	1,957,200	1,467,000
Profit..... (1.81%)	\$1,617,800	(1.43%) 1,274,392
Dividend Jan. 15..... (1%)	894,283	(1%) 894,283
Surplus.....	\$723,517	Deficit..... \$380,109

New York Lake Erie & Western.—The gross earnings by months in 1885-6 and 1886-7 were as below: The gross earnings include 68 per cent of the earnings of the New York Pennsylvania & Ohio, leased line, the other 32 per cent of the earnings of that line being paid as rental. The net earnings are correct as showing the actual results to the New York Lake Erie & Western.

	Gross earnings.		Net Earnings.	
	1886.	1885.	1886.	1885.
October.....	\$2,234,859	\$1,980,648	\$777,813	\$744,410
November.....	2,048,512	1,912,526	634,615	609,974

Total two months..... \$4,283,371 \$3,993,174 \$1,412,428 \$1,284,384

New York & New England.—The gross and net earnings by months for the fiscal years 1885-86 and 1886-87 are as below:

	Gross Earnings.		Net Earnings.	
	1886.	1885.	1886.	1885.
October.....	\$381,180	\$339,963	\$153,509	\$150,705
November.....	347,703	308,210	139,730	122,689

Total two months..... \$728,883 \$648,173 \$293,239 \$273,394

New York Susquehanna & Western.—The following is a statement of the gross and net earnings of this road as specially obtained by the CHRONICLE.

	November.		11 Months to Nov. 30.	
	1886.	1885.	1886.	1885.
Gross earnings.....	\$107,735	\$97,344	\$1,016,895	\$1,005,950
Oper. expenses.....	55,493	47,654	582,075	537,146
Net earnings....	\$52,242	\$49,690	\$434,820	\$468,804

New York Stock Exchange.—The Governors of the Stock Exchange admitted to dealings at the board the following securities:

UNION PACIFIC RAILWAY.—An additional \$900,000 of collateral trust 5 per cent bonds, making the total now on list \$4,567,000.

CHICAGO MILWAUKEE & ST. PAUL RAILWAY.—An additional \$585,000 of Hastings & Dakota first extension mortgage 5 per cent bonds; also first mortgage 5 per cent bonds of Chicago & Missouri River division, maturing July 1, 1926, to the amount of \$2,049,000.

ST. PAUL & NORTHERN PACIFIC RAILWAY.—General mortgage 6 per cent gold bonds, due February 1, 1923, to the amount of \$6,000,000.

RICHMOND & WEST POINT TERMINAL RAILWAY & WAREHOUSE COMPANY.—Application was made for the listing of an additional \$9,000,000 common stock and \$5,000,000 preferred stock. The committee admits \$1,328,200 common stock and \$885,500 preferred stock.

ATLANTIC & PACIFIC RAILROAD.—Guaranteed trust 4 per cent gold bonds, due January 1, 1937, to the amount of \$17,610,000, issued for exchange for 6 per cent bonds upon its Western and Central division, now outstanding, and Central division income bonds to the amount of \$2,100,000.

Norfolk & Western.—The statement of earnings and expenses for November and for the eleven months is as follows:

	November.		11 mos. Jan. 1 to Nov. 30.	
	1886.	1885.	1886.	1885.
Gross earnings.....	\$337,708	\$270,636	\$2,924,719	\$2,521,692
Expenses incl. taxes....	207,062	153,917	1,786,631	1,509,708
Net earnings.....	\$130,645	\$116,719	\$1,138,088	\$1,011,984

Philadelphia & Reading.—Notice is published that creditors and shareholders are requested to deposit general mortgage bonds with Messrs. Drexel & Co., Philadelphia, and other securities with Messrs. Brown Brothers & Co., under the terms of agreement of March 22, 1886, as modified by the plan of reorganization of December 14, 1886, copies of which can be

had upon application at the respective banking houses of the depositories, and at the Guarantee Trust & Safe Deposit Company. The cash subscription will be called for in instalments of 25 per cent each, and thirty days' notice by advertisement will be given prior to each call. Creditors and shareholders are given until March 1, 1887, to accept the provisions of this plan. (See notice in full in advertising columns.)

—The Reading receivers will default on January 1 on the general mortgage bonds, debenture sixes and convertible sevens; also on three classes of scrip. The amount of the obligations defaulted upon is about \$37,000,000. The receivers will pay the January interest on \$2,500,000 first mortgage bonds, on the receivers' certificates and also all rentals earned.

St. Joseph & Grand Island.—Notice is given that a special meeting of the stockholders will be held at Elwood, Kan., Wednesday, January 26, for the purpose of taking action in regard to a proposed contract between the St. Joseph & Grand Island and the Kansas City & Omaha R. R. Co. for aiding said last named company in the construction of its railroad; and also on a proposed agreement between the St. Joseph & Grand Island Railroad Co. and the Union Pacific Railway Co. and the Kansas City & Omaha Railroad Co., providing for the interchange of traffic between said roads, and for the management and operation of the railroad of the Kansas City & Omaha Co., and the guarantee by the St. Joseph & Grand Island R. R. Co. of the interest on bonds about to be issued by the Kansas City & Omaha Co.

Shenandoah Valley.—In regard to the item in last week's CHRONICLE, it turns out that the report of the Master has not yet been filed in this case and the whole matter has been postponed until the first day of March next, when it will be decided at a Special Term of the Court to be held for that purpose. In the meantime further testimony will be taken and any report of the probable findings of the Master is unquestionably premature while the case is yet unfinished.

—Following is a statement of the gross and net earnings of the company as specially obtained by the CHRONICLE:

	Nov'r.	1886.	1885.	Jan. 1 to Nov. 30.	1886.	1885.
Gross earnings.....	\$71,033	\$57,765	\$386,339	\$636,779		
Oper. expen. and taxes..	63,712	57,807	608,468	607,435		
Net earnings.....	\$7,341	def. \$42	\$77,870	\$29,344		

Southern Central, New York.—At a meeting of the stockholders of the Southern Central Railroad, held in Auburn, a vote was taken upon the question of executing a lease of the road to the L-high Valley Railroad for 975 years from the 1st of next January. All the stock owned in the towns situated on the line was represented, and the vote taken was unanimously in favor of leasing. At a meeting of the directors held immediately after the stockholders' meeting the lease was ordered executed forthwith by the proper officers of the company.

South Pennsylvania.—The members of the syndicate met in New York, and there was a full representation of the majority and minority factions. Mr. Garrett's letter was barely referred to. The *Tribune* reports:

"After prolonged discussion a committee was appointed to ascertain the views of all syndicate members on the question of completing the road or accepting the scheme of Mr. Gowen for the transfer of the majority rights to the minority party headed by him and the Hostetter-Bagley people. Mr. Gowen offers a 4 per cent bond for 75 per cent of the amount paid in by the subscribers, the bonds to be deposited with some trust company, and the buyers of the majority interest to reserve the option to redeem the bonds within a certain time at a figure slightly below par. The minority interest thinks that the road can be finished with advantage to the original investors. The Vanderbilt or majority interest is opposed to sinking more good money in the enterprise, but is willing to let the minority party buy out its rights at figures better than those offered by the Pennsylvania Railroad. This majority interest is not desirous of antagonizing the Pennsylvania Railroad, which is willing, providing the courts permit it to do so, to issue 3 per cent bonds for the funds invested already. Mr. Gowen will sail for Europe in a few days, it is understood, with the intention of seeking aid there to carry out his desire to complete the South Pennsylvania line."

Union Pacific.—The Union Pacific Company, in its application to the Stock Exchange regarding the collateral trust bonds, says: "Referring to former applications of this company in answer to which \$6,000,000 of said bonds were listed, and referring also to subsequent action taken January 21, 1886, reducing the amount listed to \$3,688,000, this company now asks to have certain of the bonds so stricken off restored thereto or relisted, so that all bonds numbered from 1 to 6,000, except such as have been canceled by the sinking fund, may be included. On December 20, 1886, the amount on list was further reduced to \$3,667,000."

—Messrs. Blake, Boissevain & Co. of London bought of the Union Pacific Railway Company about three weeks ago nearly \$2,000,000, of these collateral trust five per cent bonds which is the entire balance of the authorized issue of \$6,000,000. The firm has offered the bonds in London and Amsterdam. The *Boston Traveler* says: "The company has strengthened the collateral behind these bonds by the substitution of \$2,519,000 Omaha & Republican Valley 40 year 5 per cent consols for \$1,800,000 Denver South Park & Pacific bonds. The former bonds are of a new issue, at the rate of \$10,000 per mile on a number of Union Pacific branch lines in Kansas and Nebraska, and are intended as a substitute for old issues upon these branches. This consolidation makes a division of the Omaha & Republican Valley lines, which connects the Union Pacific division with the Kansas Pacific division. The connecting link has just been finished, and the company is sending all Omaha business destined for Kansas City over this line."

The Commercial Times.

COMMERCIAL EPITOME.

FRIDAY NIGHT, Dec. 31, 1886.

Strikes on a Brooklyn street railroad, on the Reading Railroad and among Ohio coal miners, have been adjusted this week, the operatives generally obtaining concessions. Other labor troubles are pending or threatened, but it does not seem to be apprehended that they will be so serious for the year to come as they were during that which closes to-day. A better understanding of the relations of capital and labor has been reached; in the case of the latter there is less disposition to make unreasonable demands, while the former is more ready for just concessions. The weather has been severely wintry and general business is no better than it usually is at the holiday season.

Lard has made some further advance in prices, and speculation has at times been very active. The smaller number of swine slaughtered at the West, the increased exports and the danger of a European war, have encouraged speculation for the rise. To-day an early advance was mostly lost under free selling. Lard on the spot advanced in sympathy with speculative values, and latterly business has improved; but to-day the close was quiet at 650c. for prime City, 685c. for prime Western and 715c. for refined to the Continent.

DAILY CLOSING PRICES OF LARD FUTURES.

	Saturd'y.	Mond'y.	Tuesd'y.	Wednesd'y.	Thursd'y.	Friday.
Jan. delivery ..	6:61	6:67	6:69	6:80	6:86	
February " ..	6:70	6:77	6:78	6:89	6:91	
March " ..	6:79	6:85	6:88	6:97	7:00	
April " ..	6:89	6:93	6:96	7:07	7:08	
May " ..	6:38	7:03	7:04	7:15	7:17	

Pork is decidedly higher, keeping the volume of business within comparatively narrow limits, and the close is quiet at \$12 55@13 75 for new mess, \$10 75@11 for extra prime and \$14 75@15 50 for clear. Cutmeats have been more active and are dearer; pickled bellies 6¼@6½c., hams 8¾@9¼c. and shoulders 5@5¼c.; smoked hams 10@10½c. and shoulders 6@6¼c. Beef is dull at \$7 50@\$8 for extra mess and \$8 50@\$9 for packet per bbl. and \$15@\$17 for India mess per tierce; beef hams are steady at \$19@\$19 50 per bbl. Tallow sells fairly at 4½c. Stearine is firm at 7½@7¼c. and oleomargarine is quoted at 6@6½c. Butter is in moderate demand at 21@33c. for creamery. Cheese is firm at 11½@13c. for State factory full cream and 6@11½c. for skims. The following is a comparative summary of aggregate exports from November 1 to December 25:

	1886.	1885.	
Pork.....lbs.	7,140,000	7,660,800	Dec. 520,800
Bacon, &c.....	79,674,542	82,105,162	Dec. 3,430,920
Lard.....	72,239,882	48,442,038	Dec. 23,797,845

There has been an extremely feverish market for Rio Coffee, especially in its speculative features. Prices show some advance, but to-day the speculation was quiet, closing with sellers at 12-90@13c. for the active months. The quotation for fair cargoes Rio was to-day advanced to 14¼c., but buyers withdrew. Raw sugars are dull and heavy at 4½c. for fair refining Cuba and 5¼c. for centrifugal 96 deg. test. Molasses closes dull at 20c. for 50 deg. test. Teas are quiet.

Kentucky tobacco has been more active at firm prices; sales for the week are 800 hhds. of which 650 for export. Seed leaf has been in fair demand, the sales for the week aggregating 970 cases as follows: 125 cases 1881 crop, Pennsylvania, 13@14c.; 150 cases '82-'83 crop, Pennsylvania, 11@13c.; 250 cases 1885 crop, Pennsylvania, 9@15c.; 120 cases 1885 crop, Ohio, 4½@6½c.; 100 cases 1884 crop, State Havana, 11c., and 200 cases sundries, 6@25c.; also 250 bales Havana, 60c.@1 05, and 150 bales Sumatra, \$1 20@\$1 50.

Prices of crude petroleum certificates have taken a higher range, but the close is quiet at 69½@69¾c. Reports from the wells are somewhat contradictory. Spirits turpentine has been improving latterly, and to-day advanced to 37c., but resins are quiet. On the Metal Exchange the speculation in block tin was strongly toward lower figures; yesterday the price dropped to 21-75c. on the spot and for early delivery, but to-day there was a firmer market and Feb. sold at 22@22-05c. Ocean freights were active in the matter of grain shipments, until to-day, when there was little done; late engagements are at 4¼d. to Liverpool, 5¼d. to Newcastle and 4 1½@4s. 3d. to Cork for orders.

COTTON.

FRIDAY, P. M., DEC. 31, 1886.

THE MOVEMENT OF THE CROP, as indicated by our telegrams from the South to-night, is given below. For the week ending this evening (Dec. 31), the total receipts have reached 236,618 bales, against 283,045 bales last week 260,659 bales the previous week and 227,886 bales three weeks since; making the total receipts since the 1st of September, 1886, 3,755,798 bales, against 3,607,242 bales for the same period of 1885, showing an increase since September 1, 1886, of 148,556 bales.

Receipts at—	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.	Total.
Galveston.....	7,367	4,801	3,053	3,656	4,352	4,664	27,893
Indianola, &c.							
New Orleans.....	12,481	23,035	22,701	17,132	12,851	16,072	104,322
Mobile.....	877	5,527	1,570	1,199	903	1,437	11,513
Florida.....						745	745
Savannah.....	3,200	5,369	6,029	5,449	4,687	4,081	28,815
Brunsw'k, &c.						950	950
Charleston.....	2,027	3,451	2,000	1,214	1,175	2,151	12,018
Pt Royal, &c.						518	518
Wilmington.....	550	1,229	486	712	520	341	3,838
Moreh'd C. &c.						147	147
Norfolk.....	4,607	2,117	3,309	2,612	2,253	2,807	17,705
West Point, &c.	1,820	909	1,618	1,813	1,897	7,317	14,791
New York.....	323	641	581	761	727	3,059	6,092
Boston.....	8-8	107	1,662	1,533	373	757	5,320
Baltimore.....						1,426	1,426
Philadelph'a, &c.		190	74	130	35	13	442

Totals this week 33,640 47,376 43,083 36,261 29,773 46,485 236,618

For comparison, we give the following table showing the week's total receipts, the total since Sept. 1, 1886, and the stock to-night, and the same items for the corresponding period of 1885.

Receipts to Dec. 31.	1886		1885		1886	1885
	This Week.	Since Sept. 1, 1886.	This Week.	Since Sept. 1, 1885.		
Galveston.....	27,893	530,281	17,201	541,626	127,957	92,067
Indianola, &c.				781		
New Orleans.....	104,322	1,119,369	76,713	1,145,379	434,720	391,915
Mobile.....	11,513	158,097	16,768	159,980	41,008	56,184
Florida.....	745	15,122	3,116	35,743		2
Savannah.....	28,815	655,771	22,774	592,780	130,774	127,487
Brunsw'k, &c.	950	22,681	680	12,328		
Charleston.....	12,018	34,189	11,402	380,207	49,459	104,357
Pt. Royal, &c.	518	13,453	396	8,778	559	30
Wilmington.....	3,838	115,564	1,527	77,143	21,395	11,427
Moreh'd C. &c.	147	3,285	165	4,189		
Norfolk.....	17,705	399,519	15,498	368,616	52,683	53,282
West Point, &c.	14,874	227,410	12,964	130,779	9,004	7,339
New York.....	6,092	47,239	3,954	32,523	215,483	233,493
Boston.....	5,320	33,314	4,991	38,516	11,000	6,310
Baltimore.....	1,426	21,305	1,028	18,434	14,837	35,290
Philadelph'a, &c.	442	19,116	670	14,498	10,155	12,355
Total.....	236,618	3,755,798	189,852	3,607,242	1,118,384	1,131,538

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

Receipts at—	1886.	1885.	1884.	1883.	1882.	1881.
Galveston, &c.	27,893	17,201	10,972	14,916	39,514	14,295
New Orleans.....	104,322	76,713	61,876	52,227	78,417	47,711
Mobile.....	11,513	16,768	12,110	6,255	10,474	7,127
Savannah.....	28,815	22,774	18,117	11,615	20,822	22,979
Charleston, &c.	12,536	11,798	9,873	6,682	15,961	8,917
Wilmington, &c.	3,885	1,692	1,410	3,283	3,543	2,988
Norfolk.....	17,705	15,498	19,073	14,910	28,08	12,390
West Point, &c.	14,874	12,969	8,759	9,667	5,362	3,746
All others.....	14,975	14,439	11,895	21,057	22,849	32,626
Tot. this w'k.	236,618	189,852	154,075	140,612	224,697	152,429
Since Sept. 1.	375,799	3,607,242	3,691,516	3,556,962	3,686,459	3,355,542

Galveston includes Indianola; Charleston includes Port Royal, &c.; Wilmington includes Moreh'd City, &c.; West Point includes City Point, &c.

The exports for the week ending this evening reach a total of 166,291 bales, of which 96,520 were to Great Britain, 36,116 to France and 33,755 to the rest of the Continent. Below are the exports for the week and since September 1, 1886.

Exports from—	Week Ending Dec. 31.				From Sept. 1, 1886, to Dec. 31, 1886.			
	Great Britain.	France.	Continent.	Total.	Great Britain.	France.	Continent.	Total.
Galveston.....	6,317	1,810	4,916	12,833	188,043	21,690	43,651	253,387
New Orleans.....	27,094	24,147	14,303	65,714	318,003	177,841	154,884	650,728
Mobile.....	4,122			4,122	10,514			10,514
Florida.....								
Savannah.....	4,933	8,100	50	8,083	184,573	10,575	126,71	321,867
Charleston.....	4,88	5,413	8,113	17,914	80,271	94,194	81,114	197,619
Wilmington.....	1,243			1,243	60,867	2,810	6,418	70,155
Norfolk.....	23,571			23,571	194,543			194,543
West Point, &c.					43,283	2,150	4,206	49,641
New York.....	11,090	1,844	4,960	18,784	210,827	25,883	115,813	382,440
Boston.....	7,518		20	7,538	68,290		1,095	69,385
Baltimore.....	4,61		1,173	5,534	5,795	8,030	12,102	20,927
Philadelph'a, &c.	998			998	22,104		1,224	23,328
Total.....	96,520	36,116	33,755	166,391	1,466,957	282,808	547,299	2,307,064
Since Sept. 1.	63,492	10,008	19,191	92,691	1,001,082	229,240	708,800	1,939,122

In addition to above exports, our telegrams to-night also give as 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, 24 Beaver Street.

Dec. 31, AT—	On Shipboard, not cleared—for					Leaving Stock.
	Great Britain.	France.	Other Foreign.	Coastwise.	Total.	
New Orleans.....	43,527	71,226	14,666	3,097	132,516	302,204
Mobile.....	7,500	None.	None.	5,000	12,500	28,558
Charleston.....	1,500	30	11,500	1,000	14,400	35,059
Savannah.....	9,200	3,300	28,000	300	40,800	89,974
G'dveston.....	22,385	1,239	7,386	9,701	40,711	87,246
Norfolk.....	33,567	None.	899	1,981	36,447	16,236
New York.....	3,200	750	5,700	None.	9,700	205,783
Other ports.....	8,000	None.	1,000	None.	9,000	57,750
Total 1886.....	128,879	76,815	69,301	21,079	296,074	822,810
Total 1885.....	121,667	36,760	60,694	26,443	245,569	885,969
Total 1884.....	163,617	42,899	34,516	12,603	253,695	762,072

The speculation in cotton for future delivery at this market has been quiet for the week under review, as is usually the case at the holiday season. The Liverpool Exchange remained closed on Monday, and business here was very dull, prices showing very little change, and yet rather firm. On Tuesday morning there was a sharp decline, in sympathy with European advices, but on Wednesday a full recovery took place, the Liverpool report coming unexpectedly strong, and the stocks in leading American markets footing up smaller than last year, notwithstanding the freer movement of the crop. Yesterday there was a further advance, in response to a better Liverpool report, which alarmed the bears and caused an active buying to cover contracts. The best prices of the day were not sustained, however. To-day there was a weak opening, under the dull foreign advices, but an advance followed, when the smaller interior movement became apparent, and the close was dearer. Cotton on the spot remained dull and nominally unchanged until yesterday, when quotations were advanced 1-16c., and the close to-day was quiet at 9 1/2c. for middling uplands.

The total sales for forward delivery for the week are 332,900 bales. For immediate delivery the total sales foot up this week 1,313 bales, including — for export, 1,093 for consumption, 220 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.

Dec. 25 to Dec. 31.	UPLANDS.			NEW ORLEANS.			TEXAS.		
	Sat.	Mon.	Tues.	Sat.	Mon.	Tues.	Sat.	Mon.	Tues.
Ordin'y. G'd	61 1/16	61 1/16	61 1/16	67 1/8	67 1/8	67 1/8	67 1/8	67 1/8	67 1/8
Strict Ord.	72 1/8	72 1/8	72 1/8	75 1/8	75 1/8	75 1/8	75 1/8	75 1/8	75 1/8
Good Ord.	81 1/8	81 1/8	81 1/8	84 1/8	84 1/8	84 1/8	84 1/8	84 1/8	84 1/8
Str. G'd Ord.	81 1/8	81 1/8	81 1/8	84 1/8	84 1/8	84 1/8	84 1/8	84 1/8	84 1/8
Low Midd'g	81 1/8	81 1/8	81 1/8	84 1/8	84 1/8	84 1/8	84 1/8	84 1/8	84 1/8
Str. L'w Mid	81 1/8	81 1/8	81 1/8	84 1/8	84 1/8	84 1/8	84 1/8	84 1/8	84 1/8
Middling	91 1/8	91 1/8	91 1/8	94 1/8	94 1/8	94 1/8	94 1/8	94 1/8	94 1/8
Good Mid	91 1/8	91 1/8	91 1/8	94 1/8	94 1/8	94 1/8	94 1/8	94 1/8	94 1/8
Str. G'd Mid	91 1/8	91 1/8	91 1/8	94 1/8	94 1/8	94 1/8	94 1/8	94 1/8	94 1/8
Midd'g Fair	10 1/8	10 1/8	10 1/8	10 1/8	10 1/8	10 1/8	10 1/8	10 1/8	10 1/8
Fair	10 1/8	10 1/8	10 1/8	10 1/8	10 1/8	10 1/8	10 1/8	10 1/8	10 1/8
STAINED.									
Good Ordinary.....	61 1/16	61 1/16	61 1/16	67 1/8	67 1/8	67 1/8	67 1/8	67 1/8	67 1/8
Strict Good Ordinary.....	72 1/8	72 1/8	72 1/8	75 1/8	75 1/8	75 1/8	75 1/8	75 1/8	75 1/8
Low Middling.....	81 1/8	81 1/8	81 1/8	84 1/8	84 1/8	84 1/8	84 1/8	84 1/8	84 1/8
Middling.....	91 1/8	91 1/8	91 1/8	94 1/8	94 1/8	94 1/8	94 1/8	94 1/8	94 1/8

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.

Date.	SPOT MARKET CLOSED.	SALES OF SPOT AND TRANSIT.				FUTURES.	
		Ex- port.	Con- sump.	Spec- ul'n.	Trans- it.	Sales.	Deliv- eries.
Sat.	.....	.....	.....	.....	.....	.....	.....
Mon.	Quiet and firm	1	8	.....	.....	173	33,200
Tues.	Easy	175	.....	.....	.....	175	72,000
Wed.	Dull	153	.....	.....	.....	153	53,400
Thurs.	Firm & 1/16 adv.	143	.....	.....	.....	143	117,100
Fri.	Firm	439	220	.....	.....	659	56,900
Total.	.....	1,093	220	.....	.....	1,313	332,900

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

THE SALES AND PRICES OF FUTURES are shown by the following comprehensive table.

Market Prices and Futures.		Market Range and Total Sales.		DAILY PRICES AND SALES OF FUTURES FOR EACH MONTH.											
				December.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.
Saturday, Dec. 25— Sales, total. Closing.
Monday, Dec. 27— Sales, total. Closing.
Tuesday, Dec. 28— Sales, total. Closing.
Wednesday, Dec. 29— Sales, total. Closing.
Thursday, Dec. 30— Sales, total. Closing.
Friday, Dec. 31— Sales, total. Closing.
Total sales this week.	
Average price week.	
Sales since Sep. 1, '86.	

to Thursday evening. But to make the totals the complete figures for to-night (Dec. 31), we add the item of exports from the United States, including in it the exports of Friday only.

	1886.	1885.	1884.	1883.
Stock at Liverpool.....bales.	672,000	541,000	604,000	679,000
Stock at London.....	14,000	17,000	47,000	56,000
Total Great Britain stock.	686,000	558,000	651,000	735,000
Stock at Hamburg.....	1,600	3,600	6,000	2,000
Stock at Bremen.....	15,400	34,000	36,500	59,500
Stock at Amsterdam.....	16,000	32,000	38,000	46,000
Stock at Rotterdam.....	400	800	700	800
Stock at Antwerp.....	1,100	2,700	3,000	3,500
Stock at Havre.....	174,000	135,000	137,000	125,000
Stock at Marseilles.....	1,000	4,000	4,000	7,000
Stock at Barcelona.....	39,000	46,000	38,000	45,000
Stock at Genoa.....	4,000	8,000	6,000	10,000
Stock at Trieste.....	9,000	4,000	5,000	8,000
Total Continental stocks.....	261,500	270,100	324,200	306,800
Total European stocks.....	947,500	828,100	975,200	1,041,800
India cotton afloat for Europe.....	50,000	50,000	67,000	129,000
Amer'n cotton afloat for Europe.....	628,000	479,000	653,000	568,000
Egypt, Brazil, &c., afloat for Europe.....	53,000	35,000	45,000	43,000
Stock in United States ports.....	1,118,884	1,151,538	1,015,787	1,269,070
Stock in U. S. interior towns.....	390,593	491,449	326,286	370,801
United States exports to-day.....	36,884	40,639	12,000	25,000
Total visible supply.....	3,224,361	3,058,726	3,094,253	3,444,671

Of the above, the totals of American and other descriptions are as follows:

Liverpool stock.....bales	487,000	409,000	417,000	443,000
Continental stocks.....	165,000	11,000	215,000	220,000
American afloat for Europe.....	628,000	479,000	653,000	566,000
United States stock.....	1,118,884	1,131,538	1,015,787	1,269,070
United States interior stocks.....	390,593	491,449	326,286	370,801
United States exports to-day.....	36,884	40,639	12,000	25,000

Total American.....	2,826,361	2,715,626	2,629,053	2,893,871
East Indian, Brazil, &c.—				
Liverpool stock.....	185,000	132,000	187,000	236,000
London stock.....	14,000	17,000	47,000	56,000
Continental stocks.....	96,500	79,100	119,200	86,800
India afloat for Europe.....	50,000	50,000	67,000	129,000
Egypt, Brazil, &c., afloat.....	53,000	35,000	45,000	43,000

Total East India, &c.....		394,500	313,100	465,200	550,800
Total American.....		3,224,861	3,058,726	3,094,253	3,444,671
Price Mid. Up., Liverpool.....	54d.	45 ¹ / ₂ d.	ed.	51 ¹ / ₂ d.	
Price Mid. Up., New York.....	94c.	93 ¹ / ₂ c.	11 ¹ / ₂ c.	10 ¹ / ₂ c.	

The imports into Continental ports this week have been 78,000 bales.

The above figures indicate an increase in the cotton in sight to-night of 166,135 bales as compared with the same date of 1885, an increase of 130,608 bales as compared with the corresponding date of 1884 and a decrease of 219,810 bales as compared with 1883.

At THE INTERIOR TOWNS the movement—that is the receipts to 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 1885—is set out in detail in the following statement.

TOWN.		Receipts.		Shipments.		Stock.		Receipts.		Shipments.		Stock.	
		This week.	Since Sept. 1, '86.	This week.	Since Sept. 1, '86.	This week.	Since Sept. 1, '86.	This week.	Since Sept. 1, '86.	This week.	Since Sept. 1, '86.	This week.	Since Sept. 1, '86.
Aurora, Ga.....	3,847	125,899	2,909	21,911	4,406	133,010	3,287	133,010	4,406	41,054	2,175	133,010	2,175
Chickasaw, Ga.....	1,638	62,242	859	17,775	2,127	67,870	1,024	67,870	2,127	2,175	1,024	67,870	2,175
Wacon, Ga.....	2,000	85,316	634	8,375	1,800	90,670	1,795	90,670	1,800	7,580	1,795	90,670	1,795
Montgomery, Ala.....	2,463	37,571	1,377	8,375	5,500	106,411	1,540	106,411	5,500	2,175	1,540	106,411	2,175
Selma, Ala.....	24,463	489,782	24,350	15,295	18,273	68,854	3,800	68,854	18,273	15,295	3,800	68,854	15,295
Memphis, Tenn.....	1,457	40,072	1,471	8,815	1,271	27,893	1,431	27,893	1,271	4,230	1,431	27,893	4,230
Nashville, Tenn.....	137	40,072	649	8,815	1,271	27,893	1,431	27,893	1,271	4,230	1,431	27,893	4,230
Dallas, Texas.....	85	8,815	85	8,815	1,271	27,893	1,431	27,893	1,271	4,230	1,431	27,893	4,230
Palmer, Texas.....	85	8,815	85	8,815	1,271	27,893	1,431	27,893	1,271	4,230	1,431	27,893	4,230
Shreveport, La.....	6,076	62,590	6,177	15,838	4,000	73,414	3,187	73,414	4,000	20,000	3,187	73,414	20,000
Vicksburg, Miss.....	590	50,539	1,349	6,199	1,300	57,115	1,733	57,115	1,300	18,572	1,733	57,115	18,572
Columbus, Miss.....	1,588	41,422	1,320	2,186	1,383	45,566	650	45,566	2,186	6,000	650	45,566	6,000
Griffin, Ga.....	1,174	111,669	589	20,882	7,821	13,877	3,853	13,877	20,882	36,324	3,853	13,877	36,324
Atlanta, Ga.....	2,415	44,272	1,990	4,709	2,800	52,442	5,414	52,442	4,709	12,980	5,414	52,442	12,980
Rome, Ga.....	418	11,007	450	5,685	103	25,244	4,818	25,244	5,685	1,700	4,818	25,244	1,700
Charlotte, N. C.....	23,391	240,157	15,615	75,205	20,660	357,124	14,701	357,124	75,205	108,726	14,701	357,124	108,726
St. Louis, Mo.....	17,124	164,465	16,813	175,205	12,071	174,633	11,653	174,633	12,071	9,98	11,653	174,633	9,98
Channah, Ohio.....	91,910	1,776,946	83,366	390,593	94,659	1,836,879	72,097	1,836,879	390,593	494,449	72,097	1,836,879	494,449
Newberry, S. C.....	240	9,569	240	753	11,838	11,838	753	11,838	753	2,668	753	11,838	2,668
Raleigh, N. C.....	346	26,529	573	721	126	20,910	8-3	20,910	573	2,668	8-3	20,910	2,668
Petersburg, Va.....	263	8,553	226	2,038	500	12,114	518	12,114	226	5,440	518	12,114	5,440
Louisville, Ky.....	877	6,719	397	1,325	614	10,468	897	10,468	397	10,700	897	10,468	10,700
Little Rock, Ark.....	1,984	58,209	2,781	13,152	1,000	42,506	1,100	42,506	2,781	4,000	1,100	42,506	4,000
Brenham, Tex.....	28,758	566,956	30,705	4,851	200	18,769	17,000	18,769	4,851	25,000	17,000	18,769	25,000
Houston, Tex.....	28,758	566,956	30,705	4,851	200	18,769	17,000	18,769	4,851	25,000	17,000	18,769	25,000
Total, old towns.....	32,878	722,784	29,414	52,972	20,759	652,333	21,033	652,333	52,972	53,557	21,033	652,333	53,557
Total, new towns.....	124,808	2,199,730	114,777	443,565	115,418	2,509,212	93,180	2,509,212	443,565	53,557	93,180	2,509,212	53,557

The above totals show that the old interior stocks have increased during the week 6,574 bales and are to night 103,856 bales less than at the same period last year. The receipts at the same towns have been 2,719 bales less than the same week last year, and since September 1 the receipts at all the towns are 9,472 bales less than for the same time in 1885-86.

* Includes sales in September, 1886, for September, 42,000; for September-October, for October, 287,200; for September-November, for November, 441,700.

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, 9:40c; Monday 9:40c; Tuesday, 9:40c; Wednesday, 9:40c; Thursday, 9:40c; Friday, 9:55c.

The following exchanges have been made during the week:

- 11 pd. to exch. 100 Mar. for Apr.
- 44 pd. to exch. 3,900 Jan. for May.
- 20 pd. to exch. 500 Apr. for June.
- Even 400 December for January.
- 34 pd. to exch. 1,500 Jan. for Apr.
- 22 pd. to exch. 100 Jan. for Mar.
- 33 pd. to exch. 300 Jan. for Apr.
- 11 pd. to exch. 400 Jan. for Feb.
- 43 pd. to exch. 200 Jan. for May.
- 3 pd. to exch. 500 Mar. for Apr.
- 21 pd. to exch. 200 Mar. for June.
- 24 pd. to exch. 700 Jan. for Mar.
- 12 pd. to exch. 500 Jan. for Feb.
- 10 pd. to exch. 500 Apr. for May.
- 32 pd. to exch. 100 Mar. for June.

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

QUOTATIONS FOR MIDDLING COTTON AT OTHER MARKETS.—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 Dec. 31.	CLOSING QUOTATIONS FOR MIDDLING COTTON ON—					
	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Galveston	815 ¹⁶	815 ¹⁶	815 ¹⁶	815 ¹⁶	815 ¹⁶	815 ¹⁶
New Orleans	9	9	9	9	9	9
Mobile	815 ¹⁶	815 ¹⁶	815 ¹⁶	815 ¹⁶	815 ¹⁶	815 ¹⁶
Savannah	815 ¹⁶	815 ¹⁶	815 ¹⁶	815 ¹⁶	815 ¹⁶	815 ¹⁶
Charleston	9	9	9	9	9	9
Wilmington	91 ¹⁶	91 ¹⁶	91 ¹⁶	91 ¹⁶	91 ¹⁶	91 ¹⁶
Norfolk	91 ¹⁶	91 ¹⁶	91 ¹⁶	91 ¹⁶	91 ¹⁶	91 ¹⁶
Boston	91 ¹⁶	91 ¹⁶	91 ¹⁶	91 ¹⁶	91 ¹⁶	91 ¹⁶
Baltimore	91 ¹⁶	91 ¹⁶	91 ¹⁶	91 ¹⁶	91 ¹⁶	91 ¹⁶
Philadelphia	91 ¹⁶	91 ¹⁶	91 ¹⁶	91 ¹⁶	91 ¹⁶	91 ¹⁶
Augusta	813 ¹⁶	813 ¹⁶	813 ¹⁶	813 ¹⁶	813 ¹⁶	813 ¹⁶
Memphis	815 ¹⁶	815 ¹⁶	815 ¹⁶	815 ¹⁶	815 ¹⁶	815 ¹⁶
St. Louis	91 ¹⁶	91 ¹⁶	91 ¹⁶	91 ¹⁶	91 ¹⁶	91 ¹⁶
Cincinnati	91 ¹⁶	91 ¹⁶	91 ¹⁶	91 ¹⁶	91 ¹⁶	91 ¹⁶
Louisville	9	9	9	9	9	9

RECEIPTS FROM THE PLANTATIONS.—The following table indicates the actual movement each week from the plantations. The figures do not include overland receipts nor 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.

Week Ending—	Receipts at the Ports.			St'k at Interior Towns.			Rec'pts from Plantns		
	1884.	1885.	1886.	1884.	1885.	1886.	1884.	1885.	1886.
Nov. 26.....	284,692	259,925	280,262	267,133	340,405	366,078	322,286	291,069	309,102
Dec. 3.....	276,300	242,797	275,716	316,019	382,627	390,832	325,186	285,019	300,470
" 10.....	259,437	248,134	227,886	335,451	434,343	402,085	368,889	299,850	239,139
" 17.....	238,340	238,011	260,659	363,866	481,239	410,953	286,755	284,907	269,527
" 24.....	207,893	240,166	283,045	363,520	521,319	438,534	207,547	280,246	3-5,626
" 31.....	154,075	159,552	236,618	349,488	543,557	443,565	140,043	212,690	246,649

The above statement shows—1. That the total receipts from the plantations since September 1, 1886, were 4,151,303 bales; in 1885 were 4,134,949 bales; in 1884 were 4,023,789 bales.

2. That, although the receipts at the outports the past week were 236,618 bales, the actual movement from plantations was 246,649 bales, the balance going to increase the stocks at the interior towns. Last year the receipts from the plantations for the same week were 212,090 bales and for 1884 they were 140,043 bales.

AMOUNT OF COTTON IN SIGHT DEC. 31.—In the table below we give the receipts from plantations in another form, and add to them the net overland movement to Dec. 1, and also the takings by Southern spinners to the same date, so as to give substantially the amount of cotton now in sight.

	1886.	1885.	1884.	1883.
Receipts at the ports to Dec. 31	3,755,798	3,607,242	3,691,516	3,556,962
Interior stocks on Dec. 31 in excess of September 1.....	395,505	527,707	332,273	358,818
Tot. receipts from plantations	4,151,303	4,134,949	4,023,789	3,915,780
Net overland to Dec. 1.....	321,566	341,137	227,855	261,252
Southern consumption to Dec. 1	105,000	89,000	78,000	87,000
Total in sight Dec. 31.....	4,577,669	4,565,086	4,329,644	4,264,032
Northern spinners' takings to Dec. 31.....	817,629	914,110	683,161	908,913

It will be seen by the above that the increase in amount in sight to-night, as compared with last year, is 12,583 bales, the increase as compared with 1884 is 248,025 bales and the increase over 1883 is 313,637 bales.

WEATHER REPORTS BY TELEGRAPH.—The weather has been fairly favorable at the South during the week. Rain has fallen in most sections, but in general the rainfall has been light. Marketing continues to make good progress, but has been interfered with to some extent by the holidays.

Galveston, Texas.—We have had showers on four days of the week, the rainfall reaching fifty-four hundredths of an inch. The thermometer has averaged 58, the highest being 66 and the lowest 48. During month of December the rainfall reached two inches and one hundredth.

Palestine, Texas.—It has been showery on four days of the week, the rainfall reaching twenty-eight hundredths of an inch. About all the crop has now been secured. The thermometer has averaged 45, ranging from 28 to 65. December rainfall forty-five hundredths of an inch.

New Orleans, Louisiana.—We have had rain on three days of the week, the rainfall reaching nineteen hundredths of an inch. The thermometer has averaged 56.

Shreveport, Louisiana.—Rainfall for the week seventy-five hundredths of an inch. The thermometer has ranged from 35 to 66, averaging 45.

Columbus, Mississippi.—We have had rain on one day of the week, the rainfall reaching thirty hundredths of an inch. The thermometer has averaged 46, the highest being 58 and lowest 24.

Leland, Mississippi.—Rainfall for the week fifty hundredths of an inch. The thermometer has averaged 43, ranging from 30 to 66.

Greenville, Mississippi.—Telegram not received.

Clarksdale, Mississippi.—Telegram not received.

Meridian, Mississippi.—The early part of the week was clear and pleasant, but during the latter portion we have had rain. From seventy-five to ninety per cent of the crop has been marketed. The thermometer has ranged from 43 to 64.

Vicksburg, Mississippi.—It has been showery on two days of the week, the rainfall reaching forty hundredths of an inch. About ninety per cent of the crop has been marketed. Contracts with labor for the coming year are now being made at about last year's rates. The emigration from the hills to the delta is heavy. The thermometer has averaged 56, the highest being 74 and the lowest 40.

Gloster, Mississippi.—Rain has fallen during the week to the extent of fifty-three hundredths of an inch. The thermometer has averaged 55, ranging from 32 to 69.

Helena, Arkansas.—It has rained constantly on three days of the week, the rainfall reaching seventy-two hundredths of an inch. Picking has been interrupted by the holidays and rain. The thermometer has averaged 35.8, the highest being 52 and the lowest 28. Rain fell on eleven days in December to the extent of two inches and forty-two hundredths.

Memphis, Tennessee.—We have had rain on five days of the week, on two of which also sleet and snow. The rainfall reached one inch and thirty-four hundredths. No picking has been done and marketing has been interfered with. The thermometer has averaged 33, ranging from 24 to 61.

Nashville, Tennessee.—We have had rain on four days of the week, the rainfall reaching forty-seven hundredths of an inch. The thermometer has ranged from 26 to 47, averaging 36. During the month of December the rainfall reached one inch and thirty-one hundredths.

Mobile, Alabama.—It has been showery on two days of the week, the rainfall reaching twenty-seven hundredths of an inch. Showery to day. Average thermometer 53, highest 67, lowest 37.

Montgomery, Alabama.—We have had rain on two days and the balance of the week has been pleasant. The rainfall reached forty-two hundredths of an inch. The thermometer has averaged 50, the highest being 67 and the lowest 33.

Selma, Alabama.—It has rained lightly on one day of the week, the rainfall reaching twelve hundredths of an inch. The thermometer has averaged 49.5, ranging from 33 to 63.

Auburn, Alabama.—Telegram not received.

Birmingham, Alabama.—There has been rain on two days the remainder of the week being clear and pleasant.

Madison, Florida.—Telegram not received.

Macon, Georgia.—It has rained lightly on one day and the remainder of the week has been pleasant.

Columbus, Georgia.—We have had no rain all the week. The thermometer has ranged from 31 to 58, averaging 46.

Savannah, Georgia.—It has rained on two days of the week, the rainfall reaching forty-four hundredths of an inch. Average thermometer 52, highest 68 and lowest 39.

Augusta, Georgia.—The early part of the week was clear and pleasant, but during the latter portion there has been rain on three days. Cotton continues to come in freely. The thermometer has averaged 48, the highest being 65 and the lowest 16.

Albany, Georgia.—The early part of the week was clear and pleasant but there has been rain on two days during the latter portion. The rainfall reached eighty-seven hundredths of an inch. The crop is about all marketed. The thermometer has ranged from 39 to 66, averaging 52.

Charleston, South Carolina.—There has been rain on two days of the week, to the extent of thirteen hundredths of an inch. Average thermometer 53, highest 66, lowest 43.

Stateburg, South Carolina.—It has rained on two days of the week, and threatens more. The rainfall reached sixty-four hundredths of an inch. The thermometer has averaged 49.9, the highest being 64 and the lowest 39.

Wilson, North Carolina.—We have had rain on two days of the week, the rainfall reaching one inch and forty-one hundredths. The thermometer has averaged 43, ranging from 26 to 67.

The following statement we have also received by telegraph, showing the height of the rivers at the points named at 3 o'clock Dec. 30, 1886, and Dec. 30, 1885.

	Dec. 30, '86.		Dec. 30, '85.	
	Feet.	Inch.	Feet.	Inch.
New Orleans.....	2	7	5	5
Memphis.....	15	4	13	0
Nashville.....	12	0	7	4
Shreveport.....	4	0	4	4
Vicksburg.....	12	2	20	0

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 Dec. 30.

BOMBAY RECEIPTS AND SHIPMENTS FOR FOUR YEARS.

Year	Shipments this week			Shipments Since Jan. 1.			Receipts.	
	Great Brit'n.	Continent.	Total.	Great Britain	Continent.	Total.	This Week.	Year.
1886	2,000	7,000	9,000	341,000	719,000	1,060,000	32,000	1,617,000
1885	7,000	10,000	17,000	233,000	500,000	733,000	18,000	1,141,000
1884	2,000	6,000	8,000	525,000	706,000	1,231,000	17,000	1,673,000
1883	7,000	16,000	23,000	500,000	835,000	1,335,000	30,000	1,786,000

According to the foregoing, Bombay appears to show an increase compared with last year in the week's receipts of 14,000 bales, and a decrease in shipments of 8,000 bales, and the shipments since Jan. 1 show an increase of 327,000 bales. The movement at Calcutta, Madras and other India ports for the last reported week and since the 1st of January, for two years, has been as follows. "Other ports" cover Ceylon, Tuticorin, Kurrachee and Coconada.

	Shipments for the week.			Shipments since January 1.		
	Great Britain.	Continent.	Total.	Great Britain.	Continent.	Total.
Calcutta—						
1886.....	1,000	.....	1,000	66,000	37,000	103,000
1885.....	.....	.....	.....	60,000	17,000	77,000
Madras—						
1886.....	.....	1,000	1,000	46,000	7,000	53,000
1885.....	.....	.....	.....	14,000	5,000	19,000
All others—						
1886.....	4,000	2,000	6,000	73,000	59,000	132,000
1885.....	.....	.....	.....	65,000	72,000	137,000
Total all—						
1886.....	5,000	3,000	8,000	185,000	103,000	288,000
1885.....	.....	.....	.....	139,000	94,000	233,000

The above totals for the week show that the movement from the ports other than Bombay is 8,000 bales more than same week last year. For the whole of India, therefore, the total shipments since January 1, 1886, and for the corresponding periods of the two previous years, are as follows:

EXPORTS TO EUROPE FROM ALL INDIA.

Shipments to all Europe from—	1886.		1885.		1884.	
	This week.	Since Jan. 1.	This week.	Since Jan. 1.	This week.	Since Jan. 1.
Bombay.....	9,000	1,060,000	17,000	733,000	8,000	1,231,000
All other ports.	8,000	238,000	.....	233,000	.....	311,000
Total.....	17,000	1,348,000	17,000	966,000	8,000	1,542,000

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 are the receipts and shipments for the past week and for the corresponding week of the previous two years.

Alexandria, Egypt, Dec. 29.	1886.		1885.		1884.	
	This week.	Since Jan. 1.	This week.	Since Jan. 1.	This week.	Since Jan. 1.
Receipts (cantars*)—						
This week.....	180,000		120,000		170,000	
Since Sept. 1.....	2,027,000		2,003,000		2,183,000	
Exports (bales)—						
To Liverpool.....	9,000	154,000	4,000	129,000	13,000	180,000
To Continent.....	13,000	64,000	4,000	66,000	7,000	70,000
Total Europe.....	22,000	218,000	8,000	195,000	20,000	250,000

* A cantar is 98 lbs.

This statement shows that the receipts for the week ending Dec. 29 were 180,000 cantars and the shipments to all Europe 22,000 bales.

JUTE BUTTS, BAGGING, & CO.—There is but little doing in bagging, as buyers are not placing any orders, preferring to wait until after the turn of the year. Only trifling parcels are being taken, but no change is noted in prices, sellers quoting 6½c. for 1½ lb., 7c. for 1¾ lb., 7¾c. for 2 lb. and 8½c. for standard grades. Butts are also quiet, only a few small lots finding takers. The market is easy with prices quoted at 1¾@1 13-16c. for paper grades and 2@2½c. for bagging quality.

MANCHESTER MARKET.—Our report received by cable from Manchester to-night states that the market for both yarns and shirtings is easy. We give the prices for to-day below, and leave those for previous weeks of this and last year for comparison:

	1886.			1885.		
	32s Oop. Twist.	8½ lbs. Shirtings.	Cott'n Mid. Uplds.	32s Oop. Twist.	8½ lbs. Shirtings.	Cott'n Mid. Uplds.
Oct. 29	7½	27½	5	7½	28½	5
Nov. 5	7½	27½	5	7½	28½	5
" 12	7½	27½	5	7½	28½	5
" 19	7½	27½	5	7½	28½	5
" 26	7½	27½	5	7½	28½	5
Dec. 3	7½	27½	5	7½	28½	5
" 10	7½	27½	5	7½	28½	5
" 17	7½	27½	5	7½	28½	5
" 24	7½	27½	5	7½	28½	5
" 31	7½	27½	5	7½	28½	5

SHIPPING NEWS.—The exports of cotton from the United States the past week, as per latest mail returns, have reached 226,984 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.

		Total bales.
New York—To Liverpool, per steamers Aurania, 1,770.....	City of Berlin, 2,011.....	England, 2,551.....
Italy, 1,537.....	Wyoming, 900.....	.....
To Hull, per steamer Buffalo, 2,015.....	.....	.....
To Havre, per steamers Dracona, 50.....	La Champagne, 1,796.....	.....
To Bremen, per steamer Aller, 950.....	.....	.....
To Hamburg, per steamers California, 835.....	Moravia, 1,772.....	.....
.....	Wieland, 700.....	.....
To Rotterdam, per steamer P. Caland, 185.....	.....	.....
To Antwerp, per steamer Rhyndland, 226.....	.....	.....
To Genoa, per steamer Furnessia, 312.....	.....	.....

			Total bales.
NEW ORLEANS—To Liverpool, per steamers Caribbean, 2,398.....	City of Lincoln, 6,905.....	Cuban, 2,000.....	Emiliano, 4,150.....
.....	Haytien, 4,283.....	Navigator, 6,320.....	Scawell, 5,653.....
.....	Topaze, 4,250.....	.....	.....
To Havre, per steamers Camellia, 3,637.....	Marseille, 4,829.....	.....	35,959
.....	Rydal Water, 4,900.....	.....	13,366
To Bremen, per steamers Briscoe, 6,434.....	Driffield, 2,800.....	.....	22,734
.....	Glenochil, 6,400.....	Lord Lanedonore, 7,100.....	4,600
To Reval, per steamer Royal Prince, 4,600.....	.....	.....	1,200
To Passages, per bark Osanna, 1,200.....	.....	.....	5,109
SAVANNAH—To Liverpool, per steamer Kate, 5,109.....	.....	.....	1,500
To Havre, per bark Triton, 1,500.....	.....	.....	16,676
To Bremen, per steamers Barcelona, 5,000.....	Enfield, 5,549.....	.....	15,713
.....	Timor, 6,127.....	.....	8,346
CHARLESTON—To Liverpool, per steamers Border Chieftain, 3,463.....	Canonbury, 4,107.....	Gloamin, 3,937.....	.....
.....	.....	.....	5,516
To Havre, per steamer Naworth Castle, 4,216.....	per bark Monte San Angelo, 1,300.....	.....	8,346
To Bremen, per steamers Addington, 3,902.....	Hilda, 4,444.....	.....	22,274
GALVESTON—To Liverpool, per steamers Dunholme, 4,333.....	Princess, 4,950.....	Walter Thomas, 5,720.....	2,360
.....	.....	Washington City, 6,216.....	5,184
To Havre, per bark Victoria, 2,360.....	.....	.....	1,170
To Bremen, per steamer Marchioness, 5,184.....	.....	.....	9,180
To Vera Cruz, per steamer Harlan, 1,170.....	.....	.....	16,168
WILMINGTON—To Liverpool, per steamers West Cumberland, 3,900.....	Winstons, 3,725.....	per bark Spes, 1,555.....	11,101
NORFOLK—To Liverpool, per steamers Benbrack, 5,335.....	.....	.....	2,163
.....	Cascapedia, 2,597.....	Victory, 8,238.....	500
NEWPORT NEWS—To Liverpool, per steamers 11,101.....	.....	.....	815
BALTIMORE—To Liverpool, per steamer Nessmore, 2,163.....	.....	.....	5,334
To London, per steamer Chiltagong, 500.....	.....	.....	30
To Bremen, per steamer America, 815.....	.....	.....	1,200
BOSTON—To Liverpool, per steamers Kansas, 3,253.....	Samaria, 603.....	Virginian, 1,475.....	.....
.....
To Yarmouth, per steamer Dominion, 30.....	.....	.....	.....
PHILADELPHIA—To Liverpool, per steamer Lord Clive, 1,200.....	.....	.....	.....
Total.....	.....	.....	226,984

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

	Liverpool and London.	Bremen and Hamburg.	Rotterdam and Antwerp.	Reval.	Genoa.	Vera Cruz and Yarmouth.	Total.
New York.	9,945	1,846	4,257	411	312	.....	18,786
N. Orleans.	35,959	13,366	22,734	.....	4,600	1,200	77,859
Savannah.	5,109	1,500	16,676	.....	.....	.....	23,285
Charleston.	15,713	5,516	8,346	.....	.....	.....	29,575
Galveston.	22,274	2,360	5,184	.....	.....	1,170	30,988
Wilmington.	9,180	.....	.....	.....	.....	.....	9,180
Norfolk.	16,168	.....	.....	.....	.....	.....	16,168
Newport N.	11,101	.....	.....	.....	.....	.....	11,101
Baltimore.	2,663	.....	815	.....	.....	.....	3,478
Boston.	5,334	.....	.....	.....	.....	30	5,364
Philadelphia.	1,200	.....	.....	.....	.....	.....	1,200
Total.....	134,646	24,588	58,012	411	4,600	1,512	226,984

Included in the above total from New York are 2,015 bales to Hull.

Below we add the clearances this week of vessels carrying cotton from United States ports, bringing data down to the latest dates:

GALVESTON—For Liverpool—Dec. 28—Bark Moorhill, 1,454.	For Havre—Dec. 27—Bark Nore, 1,610.
For Bremen—Dec. 25—Barks Abel, 1,398; Emma, 918.....	Dec. 28—Bark Marco Polo, 2,600.
NEW ORLEANS—For Liverpool—Dec. 24—Steamers Counsellor, 3,398; Knight Errant, 7,525.....	Dec. 29—Steamer Gallego, 5,772.
For Havre—Dec. 24—Steamer City of Manchester, 5,706.....	Dec. 23—Bark Zebina Goudey, 3,612.
For Bremen—Dec. 29—Steamer Kingsdale, 3,676.	For Antwerp—Dec. 24—Steamer Boskenna Bay, 3,450.....
Dec. 28—Bark Louisiana, 1,940.	MOBILE—For Liverpool—Dec. 27—Steamer Deak, 4,122.
SAVANNAH—For Liverpool—Dec. 24—Steamer Cervin, 4,933.	CHARLESTON—For Liverpool—Dec. 27—Steamer Crete, 4,388.
For Havre—Dec. 24—Bark Finn, 1,250.....	Dec. 27—Bark Kalstad, 1,550.....
Dec. 29—Bark Conte Oscar L, 2,613.	For Antwerp—Dec. 23—Steamer Libelle, 3,125.
For Barcelona—Dec. 24—Bark Anibal, 1,003.	WILMINGTON—For Liverpool—Dec. 27—Bark Ernst, 1,213.
NORFOLK—For Liverpool—Dec. 24—Steamer Monarch, —; Ship Kambira, —.....	Dec. 30—Steamers Caru Brea, 5,100; Robert Dickinson, 4,972.
WEST POINT—For Liverpool—Dec. 24—Steamer Etna.	BOSTON—For Liverpool—Dec. 23—Steamers Catalonia, 377; Palestine, 2,291.....
Dec. 24—Steamer Bulgarian, 2,178.	For Yarmouth—Dec. 23—Steamer Dominion, 20.
BALTIMORE—For Liverpool—Dec. 23—Steamer St. Fillans, 1,133.....	Dec. 27—Steamer Thanemore, 1,212.....
Dec. 28—Steamer Nova Scotian, 500.	For Rotterdam—Dec. 23—Steamer Naples, 50.
PHILADELPHIA—For Liverpool—Dec. 29—Steamer British Prince, —.	

Below we give all news received to date of disasters to vessels carrying cotton from United States ports, &c.:

BENEVOLENT, steamer (Br.)—At a final survey held on steamer Benevolent, at Savannah, the repairs made were found to be so thorough and complete that it was recommended that she reload her original cargo and proceed to Liverpool.	CONINGSBY, steamer (Br.), from Savannah for Barcelona, with a cargo of cotton, arrived at Grassy Bay, Bermuda, Dec. 12, with main shaft disabled. It is expected that a portion of her cargo will have to be discharged in order to effect repairs.
CORMORANT, steamer (Br.), from New Orleans for Bremen, which went ashore at the Isle of Wight, is breaking up, and there seems to be no hope of saving her. 1,043 bales of cotton have been salvaged.	JOHN G. FLETCHER, steamboat, engaged in the Red River trade, on Dec. 22 struck a hidden obstruction when near Shady Grove, seven miles above Shreveport, La., and sunk. She is a total loss. Boat valued at \$6,000, and insured for \$3,000. Her cargo consisted of 300 bales cotton and 800 sacks seed. The cotton, which is damaged by water, will be saved.
MAHARAJAH, steamer (Br.), Ainslee, from Savannah for Bremen, put into St. Michaels, Dec. 15, with shaft broken, and must repair.	DOTTEREL, steamer (Br.)—Three hundred bales of cotton from steamer Dotterel, at Genoa from Savannah, while lying on the wharf, were badly damaged by fire.
GLENRATH, steamer (Br.), at Liverpool from Norfolk, took fire Dec. 30 in the hold and several bales of cotton were burned.	

Cotton freights the past week have been as follows:

	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Liverpool, steam d.		3 ¹⁶	3 ¹⁶	3 ¹⁶	3 ¹⁶	3 ¹⁶
Do sail...d.						
Havre, steam...c.		7 ¹⁶	7 ¹⁶	7 ¹⁶	7 ¹⁶	7 ¹⁶
Do sail...c.						
Bremen, steam...c.		7 ¹⁶ @ 1 ²	7 ¹⁶ @ 1 ²	7 ¹⁶ @ 1 ²	7 ¹⁶ @ 1 ²	7 ¹⁶ @ 1 ²
Do sail...c.						
Hamburg, steam...c.		7 ¹⁶	7 ¹⁶	7 ¹⁶	7 ¹⁶	7 ¹⁶
Do sail...c.						
Amst'd'm, steam...c.		50*	50*	50*	50*	50*
Do sail...c.						
Reval, steam...d.		9 ³² @ 5 ¹⁶	9 ³² @ 5 ¹⁶	9 ³² @ 5 ¹⁶	9 ³² @ 5 ¹⁶	9 ³² @ 5 ¹⁶
Do sail...d.						
Barcelona, steam...d.		1 ⁴	1 ⁴	1 ⁴	1 ⁴	1 ⁴
Genoa, steam...d.		1 ⁴	1 ⁴	1 ⁴	1 ⁴	1 ⁴
Trieste, steam...d.		9 ³²	9 ³²	9 ³²	9 ³²	9 ³²
Antwerp, steam...d.		5 ³² @ 3 ¹⁶	5 ³² @ 3 ¹⁶	5 ³² @ 3 ¹⁶	5 ³² @ 3 ¹⁶	5 ³² @ 3 ¹⁶

* 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.

	Dec. 10	Dec. 17	Dec. 24.	Dec. 31.
Sales of the week.....bales	71,000	63,000	59,000	37,000
Of which exporters took.....	6,000	5,000	5,000	3,000
Of which speculators took.....	4,300	5,000	3,000	2,000
Sales American.....	48,000	45,000	45,000	27,000
Actual export.....	10,000	9,000	10,000	8,000
Forwarded.....	27,000	22,000	21,000	18,000
Total stock—Estimated.....	521,000	571,000	544,000	672,000
Of which American—Estim'd.....	345,000	390,000	403,000	447,000
Total import of the week.....	113,000	132,000	95,000	143,000
Of which American.....	83,000	108,000	78,000	127,000
Amount afloat.....	272,000	286,000	524,000	326,000
Of which American.....	251,000	251,000	251,000	285,000

The tone of the Liverpool market for spots and futures each day of the week ending Dec. 31, and the daily closing prices of spot cotton, have been as follows:

Spot.	Saturday	Monday	Tuesday	Wednesday	Thursday	Friday
Market, { 12:30 P.M.			In buyers' favor.	In buyers' favor.	Steady.	Moderate demand.
Up'ds			5 ¹⁴	5 ¹⁴	5 ¹⁴	5 ¹⁴
Mid. Orlns.			5 ³⁸	5 ³⁸	5 ³⁸	5 ³⁸
Mid. Sales.			8,000	7,000	10,000	8,000
Spec. & exp.			1,000	500	1,000	1,000
Futures.						
Market, { 12:30 P.M.			Quiet.	Steady.	Firm.	Steady.
Market, { 4 P.M.			Dull.	Quiet.	Firm.	Quiet.

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

The prices are given in pence and 64ths, thus: 4 63 means 4 63-64th, and 5 01 means 5 1-64th.

	Sat., Dec. 25.	Mon., Dec. 27.	Tues., Dec. 28.
			Open High Low Close
December..			4. 4. 1. 4.
Dec.-Jan....			5 12 5 12 5 11 5 11
Jan.-Feb....			5 10 5 10 5 10 5 10
Feb.-March..			5 10 5 11 5 10 5 10
Mar.-April..			5 12 5 12 5 11 5 11
April-May...			5 15 5 15 5 13 5 13
May-June...			5 17 5 17 5 16 5 16
June-July...			5 19 5 19 5 18 5 18
July-Aug....			5 21 5 21 5 20 5 20

	Wednes., Dec. 29.	Thurs., Dec. 30.	Fri., Dec. 31.
	Open High Low Close	Open High Low Close	Open High Low Close
December..	5 12 5 12 5 12 5 12	5 14 5 14 5 14 5 14	5 13 5 13 5 13 5 13
Dec.-Jan....	5 11 5 11 5 11 5 11	5 12 5 12 5 12 5 12	5 12 5 12 5 12 5 12
Jan.-Feb....	5 11 5 11 5 10 5 10	5 12 5 12 5 12 5 12	5 11 5 12 5 11 5 12
Feb.-March..	5 12 5 12 5 11 5 11	5 13 5 13 5 13 5 13	5 12 5 12 5 12 5 12
Mar.-Apr....	5 13 5 13 5 13 5 13	5 14 5 14 5 14 5 14	5 14 5 14 5 14 5 14
Apr.-May...	5 15 5 15 5 15 5 15	5 16 5 16 5 16 5 16	5 16 5 16 5 16 5 16
May-June...	5 17 5 17 5 17 5 17	5 18 5 18 5 18 5 18	5 18 5 18 5 18 5 18
June-July...	5 19 5 19 5 19 5 19	5 20 5 20 5 20 5 20	5 20 5 20 5 20 5 20
July-Aug....	5 21 5 21 5 21 5 21	5 22 5 22 5 22 5 22	5 22 5 22 5 22 5 22

BREADSTUFFS.

FRIDAY, P. M., December 31, 1886.

The market for flour and meal opened the week somewhat depressed, but afterwards became firmer. The improvement was, however, due mainly to sympathy with the grain market, for trade is at best slow in the holiday week, and in the present instance has been impeded by a fall of snow, which has added to the cost and difficulties of transportation.

The wheat market opened the week under a feeling of depression, but on Tuesday showed renewed activity and buoyancy on the more warlike character of the reports from the

Continent. A quieter market on Wednesday, with some decline, was followed by a sharp advance in the later dealings of Thursday, when prices touched the highest figures of the season; and it was reported that the purchases at the Atlantic ports for export aggregated nearly half a million bushels. To-day a dull opening was followed by a slightly firmer closing.

DAILY CLOSING PRICES OF NO. 2 RED WINTER WHEAT.

	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
January delivery.....	90 ¹ / ₂	91 ³ / ₄	91 ³ / ₄	91 ³ / ₄	92 ³ / ₄	93 ¹ / ₂
February delivery.....	92 ¹ / ₂	93 ³ / ₄	93 ³ / ₄	94 ¹ / ₂	95 ¹ / ₂	96 ¹ / ₂
March delivery.....	93 ³ / ₄	94 ¹ / ₂	94 ¹ / ₂	95 ¹ / ₂	96 ¹ / ₂	97 ¹ / ₂
April delivery.....	94 ¹ / ₂	95 ¹ / ₂	95 ¹ / ₂	96 ¹ / ₂	97 ¹ / ₂	98 ¹ / ₂
May delivery.....	95 ¹ / ₂	96 ¹ / ₂	96 ¹ / ₂	97 ¹ / ₂	98 ¹ / ₂	99 ¹ / ₂
June delivery.....	96 ¹ / ₂	97 ¹ / ₂	97 ¹ / ₂	98 ¹ / ₂	99 ¹ / ₂	100 ¹ / ₂
August delivery.....	97 ¹ / ₂	98 ¹ / ₂	98 ¹ / ₂	99 ¹ / ₂	100 ¹ / ₂	101 ¹ / ₂

Indian Corn shows some advance, although the export demand has been quite moderate, the local trade slow, and the speculation sluggish, depending for whatever spirit it may at times have shown on sympathy with wheat. To-day the market was very dull, and prices were easier.

DAILY CLOSING PRICES OF NO. 2 MIXED CORN.

	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
January delivery.....	47 ³ / ₄	48 ¹ / ₂	48 ¹ / ₂	48 ¹ / ₂	48 ¹ / ₂	49 ¹ / ₂
February delivery.....	48 ¹ / ₂	49 ¹ / ₂	49 ¹ / ₂	49 ¹ / ₂	49 ¹ / ₂	50 ¹ / ₂
May delivery.....	51 ³ / ₄	52 ¹ / ₂	52 ¹ / ₂	52 ¹ / ₂	52 ¹ / ₂	53 ¹ / ₂

Oats have been dull, but prices are well sustained, prime white grades showing some advance. To-day the market was very dull.

Rye meets with rather more inquiry, and prices are hardening. Buckwheat has advanced from scarcity. Barley shows rather more animation, and prices are steadier.

DAILY CLOSING PRICES OF NO. 2 OATS.

	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
January delivery.....	34 ³ / ₄	35	35	35	35	35 ¹ / ₂
February delivery.....	35 ³ / ₄	36 ¹ / ₂	36 ¹ / ₂	36 ¹ / ₂	36 ¹ / ₂	36 ¹ / ₂
March delivery.....	36 ¹ / ₂	37 ¹ / ₂	37 ¹ / ₂	37 ¹ / ₂	37 ¹ / ₂	37 ¹ / ₂
May delivery.....	37 ¹ / ₂	38 ¹ / ₂	38 ¹ / ₂	38 ¹ / ₂	38 ¹ / ₂	38 ¹ / ₂

The following are the closing quotations:

FLOUR	
Fine.....	\$2 00 @ \$2 90
Superfine.....	2 30 @ 3 20
Spring wheat extras.	2 35 @ 3 30
Min. clear and strat.	3 50 @ 4 70
Wintershipp'g extras.	3 00 @ 3 50
Winter XX & XXX.	3 60 @ 4 75
Patents.....	4 35 @ 5 25
Southern anners.	2 50 @ 3 50
Southern com. extras.	3 40 @ 3 60
Southern bakers' and family brs.	\$3 75 @ \$5 00
Rye flour, superfine.	3 10 @ 3 25
Fine.....	2 30 @ 2 65
Corn meal—	
Western, &c.	2 30 @ 2 85
Brandywine...	2 85 @ 2 90
B'kwn't flour, 100 lbs	1 85 @ 2 00

GRAIN.

Wheat—						
Spring, per bush.	82	@	97			
Spring No. 2, new	91	@	93			
Red winter, No. 2	92 ¹ / ₂	@	93 ¹ / ₄			
Red winter	91	@	93			
White.....	82	@	95			
Corn—West. mixed	45	@	49 ¹ / ₂			
West. mix. No. 2.	47 ³ / ₄	@	49			
West. white.....	46	@	51			
West. yellow.....	45	@	50			
White Southern.	50	@	54			
Yellow Southern.	47	@	50			
Oats—Mixed.....	33	@	37			
White.....	38	@	41			
No. 2 mixed.....	34 ¹ / ₂	@	36			
No. 2 white.....	39	@	40			
Barley—Canada.....	68	@	78			
Western.....	60	@	68			
Two-rowed State.....	61	@	63			
Six-rowed State.....	65	@	69			
Malts—						
State, 6-rowed.....	80	@	85			
State, 2-rowed.....	68	@	73			
Western.....	75	@	85			
Peas—Canada.....	67	@	68			
Buckwheat.....	52	@	53			
Rye—						
State & Pa., 3 bush.	56	@	59			

The movement of breadstuffs to market is indicated in the statements 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 comparative movement for the week ending Dec. 25, 1886, and since July 24 for each of the last three years:

Receipts at—	Flour.	Wheat.	Corn.	Oats.	Barley.	Rye.
	Bbls. 100 lbs	Bush. 80 lbs	Bush. 56 lbs	Bush. 32 lbs	Bush. 48 lbs	Bush. 56 lbs
Chicago.....	178,000	577,715	718,208	544,893	287,498	5,710
Milwaukee....	31,800	206,875	6,241	44,550	80,660	2,900
Toledo.....	6,983	180,327	71,506	20,638	7,136	5,278
Detroit.....	2,275	150,572	84,032	11,552	29,187	.....
Cleveland....	3,726	85,080	20,500	31,000	16,000	.....
St. Louis.....	18,844	92,256	34,100	109,000	78,684	8,800
Peoria.....	4,522	6,000	122,600	100,500	16,800	5,000
Galusha.....	.....	377,245	.....	.....	.....	.....
Tot. wk. '86.	238,859	1,546,370	1,371,826	862,138	504,965	27,988
Same wk. '85.	125,560	850,137	1,304,042	994,780	493,344	46,865
Same wk. '84.	133,552	1,861,37	1,632,433	495,498	345,618	37,471
Since July 24						
1886....	4,577,696	57,432,943	41,890,007	33,371,845	13,736,726	1,269,094
1885....	3,774,732	39,510,502	41,896,932	29,748,942	11,941,971	1,976,410
1884....	4,743,025	71,149,374	38,351,422	29,670,880	9,559,869	3,290,305

The receipts of flour and grain at the seaboard ports for the week ended Dec. 25, 1886, follow:

At—	Flour.	Wheat.	Corn.	Oats.	Barley.	Rye.
	bbls.	bush.	bush.	bush.	bush.	bush.
New York.....	12,711	510,150	170,600	200,400	131,250	7,250
Boston.....	46,210	33,433	157,564	123,013	7,325	1,200
Portland.....	7,012	15,350	.....	10,200	3,350	.....
Montreal.....	23,446	192,775	192,971	5,323	53,100	1,200
Philadelphia..	73,145	204,087	310,661	41,000	.....	3,320
Baltimore.....	4,000	40,072	7,331	3,900	.....	30
Richmond.....	7,925	22,200	14,400	15,147	.....	.....
New Orleans..	.....	.....	.....	.....	.....	.....
Total week....	285,139	1,104,072	855,217	453,937	193,325	13,072
Or. week '85.	159,672	128,901	2,183,536	393,731	86,138	6,917

The total receipts at the same ports for the period from Dec. 21, 1885, to Dec. 25, 1886, compare as follows for four years:

	1886	1885	1884	1883
Flour.....bbls.	13,695,688	13,576,822	14,027,521	14,276,038
Wheat.....bush.	72,567,529	45,771,356	70,205,809	60,882,917
Corn.....bush.	77,665,927	86,849,010	49,311,111	84,452,617
Oats.....bush.	37,492,116	41,848,634	32,497,100	31,555,170
Barley.....bush.	6,698,441	6,480,446	6,553,012	6,216,322
Rye.....bush.	626,731	1,146,911	5,531,938	5,723,310
Total grain....	195,350,764	182,086,857	164,099,000	189,396,867

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

Exports for week to—	Flour.		Wheat.		Corn.	
	1886. Week. Dec. 25.	1885. Week. Dec. 26.	1886. Week. Dec. 25.	1885. Week. Dec. 26.	1886. Week. Dec. 25.	1885. Week. Dec. 26.
Un.King.	Bbls.	Bbls.	Bush.	Bush.	Bush.	Bush.
Continent	82,069	50,525	611,189	53,159	471,742	1,137,129
S. & C. Am.	31,739	3,218	370,138	94,500	388,542	391,465
W. Indies	9,970	12,658	.....	.....	5,757	106,609
Brit. Colonies	14,418	15,007	.....	.....	4,639	3,331
Oth. coun'ts	11,194	5,202	.....	.....	200	100
Total.	149,869	87,261	981,327	147,659	873,122	1,632,634

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

Exports to—	Flour.		Wheat.		Corn.	
	Sept. 1, '86. to Dec. 25, 1886.	Sept. 1, '85. to Dec. 26, 1885.	Sept. 1, '86. to Dec. 25, 1886.	Sept. 1, '85. to Dec. 26, 1885.	Sept. 1, '86. to Dec. 25, 1886.	Sept. 1, '85. to Dec. 26, 1885.
Un.Kingdom	Bbls.	Bbls.	Bush.	Bush.	Bush.	Bush.
Continent	1,905,529	1,432,000	12,122,341	4,178,237	6,874,609	11,028,757
S. & C. Am.	805,963	45,735	9,314,922	2,137,689	3,106,513	3,332,451
West Indies	375,961	29,910	15,563	2,703	308,619	753,156
Brit. Colonies	249,803	316,100	3,671	4,107	161,469	116,408
Oth. coun'ts	237,849	246,542	.....	13	5,966	30,638
Total.....	2,963,206	2,341,704	21,591,908	6,339,072	10,551,523	15,905,494

The visible supply of grain, comprising the stocks in granary at the principal points of accumulation at lake and seaboard ports, and in transit by rail and water. Dec. 25, 1886:

In store at—	Wheat, bush.	Corn, bush.	Oats, bush.	Rye, bush.	Barley, bush.
New York	11,666,199	3,882,043	1,321,390	50,650	299,177
Do afloat	1,184,000	74,000	.....	.....	232,300
Albany	11,070	40,500	104,400	7,000	124,400
Buffalo	3,446,200	375,258	5,311	40,253	219,768
Chicago	12,771,973	4,219,816	985,711	150,476	322,852
Do afloat	.....	270,049	.....	.....	.....
Milwaukee	2,971,247	.....	.....	7,931	313,800
Do afloat	.....	.....	.....	.....	.....
Duluth	8,943,373	.....	.....	.....	.....
Do afloat	11,000	.....	.....	.....	.....
Toledo	4,188,339	225,632	35,062	52,723	.....
Do afloat	22,500	.....	.....	.....	.....
Detroit	2,287,909	154,322	25,030	.....	21,313
Oswego	108,000	95,000	.....	17,300	903,918
St. Louis	4,110,008	1,246,958	577,927	23,971	104,971
Cincinnati	83,000	10,000	134,000	28,000	35,000
Boston	365,568	247,594	393,090	1,143	7,912
Toronto	113,655	.....	9,944	4,249	193,260
Montreal	204,541	61,606	52,731	21,382	51,917
Philadelphia	1,094,213	562,553	58,100	.....	.....
Peoria	10,479	148,079	932,572	12,089	452
Indianapolis	130,630	163,970	3,860	950	.....
Kansas City	328,445	282,272	17,617	6,897	.....
Baltimore	908,168	525,223	.....	1,386	.....
Do afloat	.....	.....	.....	.....	.....
Minneapolis	6,579,441	.....	.....	.....	.....
St. Paul	695,000	.....	.....	.....	.....
On Mississippi	.....	.....	.....	.....	.....
On lakes	94,000	.....	.....	.....	.....
On canal & river	54,200	.....	.....	.....	.....
Tot. Dec. 25, '86.	62,264,343	12,584,605	4,996,445	426,905	2,910,261
Tot. Dec. 18, '86.	61,439,874	12,064,010	5,098,639	420,431	2,956,969
Tot. Dec. 26, '85.	58,431,813	8,320,695	2,880,968	810,073	2,377,132
Tot. Dec. 7, '84.	43,382,190	4,124,812	2,319,974	624,343	1,935,587
Tot. Dec. 29, '83.	35,507,400	9,695,044	6,229,342	2,673,349	3,292,196

* Minneapolis and St. Paul not included.

THE DRY GOODS TRADE.

NEW YORK, Friday, P. M., Dec. 31, 1886.

The jobbing trade in dry goods was quite active in the fore part of the past week, most of the leading houses having made relatively low prices in domestics, prints, gingham, American dress goods, &c., in order to close out their open stocks and thus facilitate their semi-annual "stock-taking." At first hands the demand was strictly moderate, as usual at this time of year, but there was a good steady movement in various spring and summer fabrics on account of former transactions, large shipments of shirting prints, lawns, white goods, seersuckers, dress fabrics, cotton hosiery, &c., having been made in this connection by agents for the principal mills. Prices remain steady all along the line, and leading makes of fancy calicoes have been opened by the mill-agents at a slight advance upon last season's quotations, discounts having been reduced about 2½ per cent. The year just closed has been rather more profitable to manufacturers than its immediate predecessors in spite of labor troubles and other drawbacks, and distributors

of dry goods are, upon the whole, well pleased with the results of the year's business.

DOMESTIC COTTON GOODS.—The exports of cotton goods from this port for the week ending Dec. 23 were 4,402 packages, of which 950 were shipped to China, 876 to Argentine Republic, 844 to Great Britain, 339 to Brazil, 337 to Hamburg, 300 to Aden, 238 to Uruguay, 212 to Bremen, 174 to U. S. of Colombia, &c. The demand for staple cotton goods at first hands was comparatively light, but prices ruled steady on all descriptions, and some makes of low-grade brown sheetings (adapted for conversion purposes) have been slightly advanced by agents. Print cloths were in moderate demand, and the market closed firm on the basis of 3½¢. for 64x64s and 3¢. for 56x60s, at which figures manufacturers declined to make contracts beyond January. Stocks last Saturday and for the three previous years were as follows:

Stock of Print Cloths—	Dec. 25, 1886.	Dec. 26, 1885.	Dec. 27, 1884.	Dec. 29, 1883.
Held by Providence manuf'rs.	67,000	191,000	430,000	117,000
Fall River manufacturers	125,000	89,000	349,000	393,000
Providence speculators	37,000	240,000	320,000	256,000
Outside speculators (est.)	30,000	50,000	275,000	75,000

Total stock, (pieces)..... 260,000 470,000 1,374,000 846,000

For fancy cotton goods and patterned fabrics the demand by package buyers was quite moderate, but large deliveries of shirting prints, gingham, seersuckers, white goods, wash dress fabrics, &c., were made on account of former orders.

DOMESTIC WOOLEN GOODS.—The market for clothing woollens was devoid of animation and its main features are unchanged. Transactions in spring casimeres, suitings and worsteds were comparatively light, and heavy woollens were in limited demand, though fair orders for low-grade overcoatings were placed with some of the mill agents for later delivery. Cloakings ruled quiet in first hands, and Jersey cloths and socknits were in light request by the manufacturing trade. Flannels and blankets were taken in small parcels for the renewal of assortments and prices remain firm. Kentucky jeans and satinetts were sluggish but steady in price. All-wool and worsted dress fabrics were quiet in demand, but leading makes are sold ahead and prices continue firm. Carpets were in fair request, with most relative activity in tapestry Brussels makes, which are selling at relatively low prices.

FOREIGN DRY GOODS were for the most part quiet in first hands, and the jobbing trade was of strictly moderate proportions. Prices are generally steady in this market as regards the most staple fabrics, but some descriptions are relatively lower here than at the sources of supply in Europe. The auction season has closed, and public sales of foreign goods are not likely to be resumed before the early part of February.

Importations of Dry Goods.

The importations of dry goods at this port for the week ending Dec. 30, 1886, and since Jan. 1, and the same facts for the corresponding periods are as follows:

ENTERED FOR CONSUMPTION FOR THE WEEK AND SINCE JANUARY 1, 1886 AND 1885.			
Total	Week Ending Dec. 31, 1886		Since Jan. 1, 1886.
	Pkgs.	Value	
Manufactures of—			
Wool	1,900	459,366	53,587
Cotton	2,018	618,389	60,413
Silk	2,068	61,104	4,149
Flax	2,589	131,367	82,238
Miscellaneous	1,318	67,464	7,539,278
Total	8,101	2,102,150	511,857
ATTACHED FROM WAREHOUSE AND PERMITTED TO ENTER.			
Total	Week Ending Dec. 30, 1886		Since Jan. 1, 1886.
	Pkgs.	Value	
Manufactures of—			
Wool	312	108,731	21,750
Cotton	213	106,387	15,909
Silk	122	91,584	9,611
Flax	25,884	20,731	3,776,346
Miscellaneous	1,515	31,083	121,218
Total	2,324	368,617	188,608
Entered for consumption	8,101	2,102,150	311,857
Total on market	10,485	2,468,747	500,465
ENTERED FOR WAREHOUSE DURING SALES.			
Total	Week Ending Dec. 31, 1886		Since Jan. 1, 1886.
	Pkgs.	Value	
Manufactures of—			
Wool	421	167,509	20,859
Cotton	617	187,978	14,401
Silk	139	69,125	4,374,477
Flax	319	61,725	8,194
Miscellaneous	204	32,786	19,111
Total	1,730	516,151	41,452
Entered for consumption	8,101	2,102,150	311,857
Total at the port	9,831	2,618,291	473,349
ENTERED FOR WAREHOUSE DURING SALES.			
Total	Week Ending Dec. 30, 1886		Since Jan. 1, 1886.
	Pkgs.	Value	
Manufactures of—			
Wool	292	97,705	22,891
Cotton	346	65,732	15,838
Silk	153	25,822	1,604
Flax	1,966	37,376	94,621
Miscellaneous	2,849	999,712	158,694
Total	7,010	1,814,230	213,028
Entered for consumption	8,101	2,102,150	311,857
Total at the port	9,859	2,117,972	524,885
ENTERED FOR WAREHOUSE DURING SALES.			
Total	Week Ending Dec. 30, 1886		Since Jan. 1, 1886.
	Pkgs.	Value	
Manufactures of—			
Wool	538	204,280	56,431
Cotton	458	137,271	1,325
Silk	225	125,701	4,384,014
Flax	165	30,416	4,389,674
Miscellaneous	701	42,603	1,032,259
Total	2,087	535,095	171,019
Entered for consumption	7,010	1,814,230	213,028
Total at the port	9,098	2,349,325	384,047
ENTERED FOR WAREHOUSE DURING SALES.			
Total	Week Ending Dec. 30, 1886		Since Jan. 1, 1886.
	Pkgs.	Value	
Manufactures of—			
Wool	747	276,870	69,464
Cotton	1,807	472,770	73,939
Silk	1,403	61,021	65,136
Flax	2,141	24,418	80,332,652
Miscellaneous	1,372	129,691	12,784,796
Total	7,010	1,314,230	136,066
Entered for consumption	8,101	2,102,150	311,857
Total at the port	9,859	2,117,972	524,885

Banks, Bankers and Brokers Out of New York.

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A LEGAL DEPOSITORY FOR MONEY

Accepts the transfer agency and registry of stocks, and acts as Trustee of mortgages of corporations. Allows interest on deposits, which may be made at any time, and withdrawn on five days' notice, with interest for the whole time they remain with the company.

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Accepts the transfer agency and registry of stocks and acts as Trustee of mortgages of corporations.

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FREDERICK C. COLTON, Asst. Sec'y.

THE

Provident Life & Trust Co

OF PHILADELPHIA.

Incorporated Third Mo., 22d, 1885.

(CHARTER PERPETUAL.)

CAPITAL, - - - - - \$1,000,000

ASSETS \$15,621,530 63.

INSURES LIVES, GRANTS ANNUITIES, RECEIVES MONEY ON DEPOSIT, returnable on demand, or on which interest is allowed, and is empowered by law to act as EXECUTOR, ADMINISTRATOR, TRUSTEE, GUARDIAN, ASSIGNEE, COMMITTEE, RECEIVER, AGENT, etc., for the faithful performance of which its capital and surplus fund furnish ample security.

All trust funds and investments are kept separate and apart from the assets of the company.

The income of parties residing abroad carefully collected and daily remitted.

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T. WISTAR BROWN, Vice-President.
ASA S. WING, Vice-President and Actuary.

Financial Companies.

FIDELITY & CASUALTY CO.

Nos. 214 & 216 BROADWAY, NEW YORK

Cash Capital, \$250,000, invested in U. S. Gov't Bonds. \$200,000 deposited with the N. Y. Ins. Dep't, for the protection of Policy-holders.

Assets, January 1st, 1886, \$500,500 42.

Officials of Banks, Railroads and Express Companies, Managers, Secretaries, and Clerks of Public Companies, Institutions and Commercial firms, can obtain

BONDS OF SURETYSHIP

from this Company at moderate charges. The bonds of this Company are accepted by the courts of the various States.

CASUALTY DEPARTMENT.

Policies issued against accidents causing death or totally disabling injuries.

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WM. M. RICHARDS, Pres't. JOHN M. CRANE, Sec'y
ROBT J. HILLAS, Asst. Secretary.

DIRECTORS:

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Bonds of Suretyship.

NO OTHER BUSINESS.

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OF NORTH AMERICA.

Cash Capital, - - - - - \$300,000
Assets and Resources, - - - - - 830,000
Deposit with Insurance Department, - - - - - 240,000

President:

SIR ALEX. T. GALT.

Vice-President:

HON. JAS. FERRIER.

Managing Director: EDWARD RAWLINGS.

NEW YORK OFFICE:

NO. 111 BROADWAY.

D. J. TOMPKINS, Secretary.

NEW YORK DIRECTORS: Joseph W. Drexel, A. L. Hopkins, H. Victor Newcomb, John Paton, Daniel Torrance, Edw. F. Winslow, Erasmus Wiman, F. P. Oicott and J. E. Pulsford.

Insurance.

EQUITABLE

LIFE ASSURANCE SOCIETY,

120 BROADWAY, NEW YORK.

HENRY B. HYOE, President.

ASSETS, JANUARY 1st, 1886, - - - - - \$66,553,387 50
LIABILITIES, 4 per cent Valuation, - - - - - 52,691,148 87

SURPLUS, - - - - - \$13,862,239 13
(Surplus on N. Y. Standard 4 1/2 per cent interest, \$17,495,329,40.)

Surplus over Liabilities, on every standard of valuation larger than that of any other Life Assurance Company.

W ASSURANCE IN 1885, - - - - - \$96,011,378 00
OUTSTANDING ASSURANCE, - - - - - 367,338,246 00
Total paid Policy-Holders in 1885, - - - - - 7,138,689 60
Paid Policy-Holders since Organization, - - - - - 88,211,175 88
INCOME IN 1885, - - - - - 16,590,053 31

Insurance.

OFFICE OF THE

ATLANTIC

Mutual Insurance Co.,

NEW YORK, January 23, 1886.

The Trustees, in conformity to the Charter of the Company, submit the following Statement of its affairs on the 31st December, 1885:

Premiums on Marine Risks from
1st January, 1885, to 31st
December, 1885, - - - - - \$3,856,618 66

Premiums on Policies not marked
off 1st January, 1885, - - - - - 1,339,525 10

Total Marine Premiums, - - - - - \$5,196,143 76

Premiums marked off from 1st

January, 1885, to 31st December,
1885, - - - - - \$3,770,094 30

Losses paid during the same

period, - - - - - \$1,915,020 67

Returns of Premiums and Ex-

penses, - - - - - \$776,712 42

The Company has the following Assets, viz.:

United States and State of New
York Stock, City, Bank and
other Stocks, - - - - - \$9,034,685 00

Loans secured by Stocks and
otherwise, - - - - - 1,438,60

Real Estate and Claims due the
Company, estimated at, - - - - - 530,000 00

Premium Notes and Bills Re-
ceivable, - - - - - 1,508,143 58

ash in Bank, - - - - - 228,897 88

Amount, - - - - - \$12,740,326 46

SIX PER CENT INTEREST on the outstanding certificates of profits will be paid to the holders thereof, or their legal representatives, on and after Tuesday, the 2d of February next.

THE OUTSTANDING CERTIFICATES of the issue of 1881 will be redeemed and paid to the holders thereof, or their legal representatives, on and after Tuesday, the 2d of February next, from which date all interest thereon will cease. The certificates to be produced at the time of payment and canceled.

A DIVIDEND OF FORTY PER CENT is declared on the net earned premiums of the Company, for the year ending 31st December, 1885, for which certificates will be issued on and after Tuesday, the 4th of May next.

By order of the Board,

J. H. CHAPMAN, Secretary.

TRUSTEES:

J. D. Jones, Adolph Lemoyne,
Charles Dennis, Robert B. Minturn,
W. H. H. Moore, Charles H. Marshall,
James Low, Frederick H. Cossitt,
A. A. Raven, William Bryce,
Wm. Sturgis, John Elliott,
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Josiah O. Low, Charles D. Leverich,
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CHARLES DENNIS, Vice-President.

W. H. H. MOORE, 2d Vice-President.

A. A. RAVEN, 3d Vice-President

Insurance.**The United States Life Insurance Co.**

IN THE CITY OF NEW YORK.
(ORGANIZED IN 1850.)

261, 262 & 263 Broadway, New York.

G. H. BURFORD, President,
C. P. FRALEIGH, Sec'y. A. WHEELWRIGHT, Ass't Sec.
WM. T. STANDEN, Actuary.

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All Death Claims paid WITHOUT DISCOUNT as soon as satisfactory proofs have been received.

This Company issues all forms of Insurance, including Tontine and Limited (Non-Forfeiting) Tontine.

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156 & 158 BROADWAY, NEW YORK.

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From Philadelphia Inquirer, Jan. 30, 1884.

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Statement of Company 1st Day of Jan., 1886.
CASH CAPITAL \$1,000,000 00
Reserve for unearned premiums 2,845,048 84
Reserve for unpaid losses 844,473 63
Net surplus 714,167 42
\$4,910,488 36

STEPHEN CROWELL, President.
WM. R. CROWELL, Vice-President.
PHILANDER SHAW, Secretary.
GEO. H. FISKE, Assistant Secretary.
FRANCIS P. BURKE, Sec'y Local Dep't.

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U. S. Branch Statement Jan. 1, 1886.
Invested and Cash Fire Assets \$3,421,870 76
LIABILITIES:
Reserve for Unearned Premiums \$1,199,247 42
Reserve for Unpaid Losses 150,887 77
Other Liabilities 56,150 39
Net Surplus 2,015,585 18
\$3,421,870 76
Losses paid in U. S. in 19 years .. \$16,220,138 03
U. S. BRANCH OFFICE, 54 WILLIAM ST., N. Y.
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Managers.
JAS. F. DUDLEY, Deputy Manager.

ÆTNA
Insurance Company
OF HARTFORD.

Capital \$4,000,000 00
Liabilities for unpaid losses
and re-insurance fund 2,057,776 24
Net Surplus 3,202,320 41
Assets Jan. 1, 1886 \$9,260,096 65
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