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The Chronicle.

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CLEARING HOUSE RETURNS.

There was a further addition to the volume of bank exchanges at New York during the week under review of a little over thirty millions of dollars, mainly the result of increased speculative operations on the Stock Exchange; twelve other cities also exhibit gains over a week ago, rather unimportant in amount, however, except at Philadelphia, At the remaining points covered by our statement losses are shown, but they are in general quite small; in fact, in many cases merely nominal, the only decline worthy of mention being at San Francisco, about three and a half millions. The net result in the whole country is an excess compared with the week ending September 17, of \$33,032,429.

During the week of 1886 with which the present figures compare, there was a very decided gain in the total of clearings at New York, in consequence of the marked increase in dealings at the Stock Exchange; in fact, share sales almost doubled. By reason of this there is a decrease at New York contrasted with last year of 4.7 per cent. Many cities in the West and South continue to exhibit large additions to their figures of a year ago, Memphis being in the van this week, with 90 per cent, followed by Wichita 84.2, St. Joseph 78.4, Omaha 48, Peoria 46.8, Columbus .38.8 and Kansas City 34.2 per cent. Altogether, the aggregate outside of New York is in excess of 1886 by 14.6 per cent, and this is more than sufficient to overcome the falling off at New York.

Pursuing our usual method of deducting two-and-a-half times the market values of the share sales at the New York Stock Exchange (which were \$105,808,000 and \$176,608,000 respectively in the two years) from the total clearings at New York, we arrive at the exchanges ascribable to other business, which are \$394,528,314 in 1887, against \$250,203,057 in 1886, or an increase of 57.7 per cent.

	Week .	Ending Sept.	Week End'g	Week End's Sept. 17		
	1887.	1886.	P. Cent	1887.	P. Cent.	
New York	8 650,048,814	691,728,057	-4.7	8 628,434,786	+65	
(Stocksshares.) (Cottonbales.)	(412,800)	(407,600)	(-37·3) (+1·3	(1,493,744) (476,100)	(-12 47 (+71-3)	
(Petroleumbbis.)	(32,939,127) (31,746,000)	(86,830,000)	(-16.8)	(60,454,000)	(-88)	
Pr vidence	92,417,512 4,353,800 1,513,853	4,280,400	+21.7 +1.7 -0.8	80,740,289 4,472,100 1,531,529	+10·3 +4·0 +8·3	
New Ilaven	1,069,349 1,007,370	1,084,295	-1'4 +12'8	1,076,243 941.044	+30	
SpringfieldLowell	9/25/373 1,066,983 514,940	841,934	+10·7 +26·7 +15·8	924,759 1,0×0,246 616,428	+25.6 +7.6	
Total New England	92,869,220	77,774,675	+19.4	91,892,638		
Philadelphia Pittsburg Balulmore	60,432,280 10,364,748 12,483,092	59,749,408 8,040,566 11,658,593	+24.6	53,748,145 9,476,321 12,390,067	+8:5	
Total Middle	83,280,100	79,447,562	+48	76,0:4,533	-18	
Chicago	59,705,576 10,285,900 4,300,080	50,266,669 10,195,600 8,514,841	+21.3 +0.8 +16.8	58,727,075 10,447,859 4,063,411	+13·3 +4·8 +8·1	
Milwaukee	3,749,062 1,639,8-5	3,011,20± 1,854,784	+21.0	1,770,517	+247.8	
Cleveland Columbus	3,145,136 2,246,276 1,325,469	2,874,168 1,618,758 903,479	+9.5 +88.8 +46.8	3,367,907 2,473,959 1,190,125	+26.7 +0.8 +51.8	
Omaha	2,894,245 4,153,096 2,144,549	1,956,495 4,186,834 1,679,877	+0.4 +0.4 +28.0	8,015,446 4,44,457 2,410,279	+40'8	
St. Paul Grand Raplds Wichita.	3,883,138 49,445 694,103	3,1%1,329 895,322 876,853	+25.8 +25.8 +25.1	8,658,546 677,985 736,566	+17.5 +10.6 +24.1 +125.0	
Duluth* Topeka*	1,826,032 292,759	010,000	7016	287.582 281,685	71230	
Total Western	99,671,333	85,495,212	+16.6	101,059,924	+14-9	
St. Louis	1,470,876 5,637,305	14,539,509 524,270 5,519,940	+15·2 +76·4 +6·0	17,597,134 1,151,894 5,885,930	+75 +24 +48	
Kansas City	4,674,463 6,702,002 1,558,527	3,902,253 4,993,579 820,379	+19·8 +34·2 +90·0	4,970,41 ± 7,403,541 1,569,567	+16.6	
Galveston	1,633,528 768,687	1,775,05-	-8·0 +14·1	1,379,967	-271 +83·6	
Total Southern	38,983,004	32,666,490	+19-3	40,518,611	+12-2	
San Francisco	959,157,349	979,755,670	+1.0	956,124,920	+28'4	
Outside New York	330,109,035	288,032,013	+14.6	827,490,134	+4.9	

* Not included in totals.

Our usual telegraphic returns of exchanges for the five days have been received, and they record a decrease over the five days of the previous week. In comparison with the similar period of last year, the aggregate for the seven cities exhibits a loss of 18.8 per cent. The estimate for the full week ended Oct. 1, based on these telegraphic figures, points to a decline from the week of 1886 of about 15.5 per cent. Messrs. R. G. Dun & Co. report the number of failures for the third quarter of 1887 as 2,246 (1,938 in the United States and 308 in Canada), against 2,190 for the same time last year.

Returns by Telegraph.	Week	Ending Oct.	Week End's Sept. 24.		
	1887.	1886.	P. Cent	1887.	P. Cent.
New York	459,876,927	605,119,918	-24.0	512,542,895	-5-
Sales of Stock (shares)	(1,126,151)				
Boston	50,140,892		4	68,689,644	
Philadelphia	44,623,690				
Baltimore	8.842.992		•	10,217,145	+81
Chicago	46,099,000	41,850,000	+10-1	50,400,000	+17-5
St. Louis	11,949,944	13,244,485	-9.8	14,194,870	+184
New Orleans	5,141.290	4,441,687	+15.7	4.768,908	+5.6
Total, 6 days	636,674,735	783,672,345	-18.8	743,311,313	-30
Estimated 1 day	180,000,120	191,426,097		152,966,133	+13-4
Total full week	796,674,855	975, 98,338	-18:3	895,817,446	-0-6
Balance Country*	97,915,458	84.127,481	+16.4	97,126,104	+21-8
Total week, all	894,590 818	1,059,245,799	+15.5	992,648.060	+1.8

^{*} For the full week, based on last week's returns.

THE FINANCIAL SITUATION.

There has been a decidedly less anxious feeling with regard to the money market this week. Rates have not declined materially, but the disbursements of the Government have helped replenish the bank reserves, while the visit of Secretary Fairchild has been accepted as an earnest of his determination not to allow business to be interrupted by Treasury contraction. To be sure, the movement of currency to the South and West is still free, but the outflow has not been quite as large as last week, while more was received, making the net loss on the interior movement considerably smaller than then. A fact of importance bearing upon the same matter is that in Boston the money market is much easier and a considerable portion of the receipts this week came from that centre. Money on call as represented by bankers' balances has loaned at 7 and at 4 per cent, averaging about 5 per cent. There has been urgency for time loans, and we hear of transactions at 53 per cent for three months on first-class bond collateral. Commercial paper has also sold more freely than of late, and some of the city banks are in the market, but they are selecting the best names and demand the highest rates of discount. The choicest quality is also finding purchasers from out-of-town institutions at a fraction lower than the rates offered in the city. Quotations for average grades are 6 to 61 per cent for 60 to 90-day endorsed bills receivable, 61 to 7 per cent for four months commission house names, and 7 to 8 per cent for good single names having four to six months to run.

The Bank of England minimum remains unchanged at 4 per cent, although the rate of discount for 60 day to 3 months bank bills continues at 37 to 4 per cent. The failure of the Bank governors to advance the rate is very likely due to the check to the exports of gold, to a small movement of gold to London from Paris, and to the fact that the rates of interest are higher in London now than at any other European centre; trade and speculation are also reported dull, which would be likely to be a further influence in favor of continuing and not advancing the official minimum. It is significant that notwithstanding the incident on the French frontier the Bourses at Berlin and Paris have not been more than temporarily affected, and the open market rate at Paris remains the same as last week, while at Berlin it is only & higher. The Bank of England gained £13,000 bullion during the week, due as we are advised by special cable to us of an import wholly from France of £34,000 and by a shipment to the interior of Great Britain of £21,000. The Bank of France reports a loss of £93,000 gold and the Bank of Germany of £534,000. At last advices the premium on gold at the Bank of France was 9 per mille.

Our foreign exchange market has been dull and with. out special feature this week, with rates low enough to admit of the importation of gold not only from London but also from the Continent. Notwithstanding this fact, it is asserted that bankers in London are indisposed to ship because of the uncertainty, as to its effect on money there; a loss of much more gold we ald undoubtedly put up the official rate and might disturb the continental markets as well. Another obstacle in the way of shipments is the high price demanded by the Bank of England for gold bars which are held at 77 shillings 101 pence per ounce. It was reported on Thursday that £100,000 had been engaged at London for New York, but we think it must be an error. It is also reported that £300,000 had been shipped at Bremen; this we are inclined to believe is

correct. We hear reports as high as \$4,000,000 now afloat for New York, and all from the continent. The arrivals of gold since our last have been \$22,650 on Monday, \$98,925 on Thursday, and \$350,000 yesterday.

Mr. Fairchild's visit to New York this week and his free conversation with many of our leading bankers and business men was an interesting event and will lead to good results. Practical views with regard to matters affecting financial and commercial affairs must be chiefly obtained through contact with those most closely connected with the activities of life, and in seeking the conference the Secretary gives emphatic evidence of his desire to make his action accord so far as possible with business needs. At the same time there is no reason whatever for supposing that he came because any change was imminent in the Treasury action; very likely it was because no change was imminent that he improved the occasion to gather facts and suggestions. The 14 million bond offer and the interest payments have afforded all the relief necessary for the moment. Our most conservative men do not expect or wish to have the Treasury surplus poured out so as to foster speculation. They desire that its increase should be stopped, and legitimate enterprise be freed from the fear of constant contraction of loanable funds by Government accumulations. This is a reasonable wish, and this we have no doubt will be the aim of the Secretary.

No little discussion has arisen as a result of the visit, with regard to the power of the Government to purchase bonds above sinking fund requirements, and also as to the amount of the sinking fund needs this year. As to the sinking fund, we are greatly surprised at the wide differences of opinion expressed. By looking at any report of the Secretary of Treasury the whole matter is made plain. In the first place if one wishes to know the past practice he will find there, that for the year ending with June 30, 1885, the amount so used was \$45,604,035; for the succeeding year of 1886 it was \$44,551,043; for 1887 it was (last quarter estimated by the Secretary) \$48,153,711; and for the year ending June 30, 1888, it was at that time estimated at \$47,721,552. Treasurer Jordan suggested a new method of computing the interest, which he thought to be more in accordance with the requirements of the statute, and if followed, would reduce the amount for the current year to \$38,211,409; but it is not presumable that the Government will change the practice hitherto pursued. In fact, the very terms of the Secretary's offers to purchase bonds show what his construction of the law is. He first called the final 191 millions of the old 3 per cents for the purposes of the sinking fund; next, he purchased on succeeding Wednesdays \$11,565,300 for the same purpose; finally, he offered to buy \$14,000,000 more bonds, "to be applied to the sinking fund"; so, altogether, we have in these public calls about 45 millions appropriated to that fund thus far, proving clearly enough that the Secretary intends to keep to the same old method this year that he did last year. Hence we may conclude (as only about 10 millions of the 14 million offer has been accepted) that there still remains to be purchased to complete the sinking fund requirements about 7 million dollars.

As to the legal authority of the Government to purchase bonds with surplus other than for the sinking fund, we do not think there is or has been, as claimed, any difference of opinion in Government circles. The statute is plain and general in its terms, and we have little doubt but that Mr. Fairchild considers it would protect him if the emergency arose requiring action under it. At the same time it must be remembered that when the law of 1881 was passed there were plenty of bonds to be bought at or very

near par, so that a condition of the public debt like that | August, 1886. now existing was not in contemplation when the measure was framed. This fact, we fancy, may have made the and the eight months. Secretary a little less ready to use the law now, though there is every reason to suppose that he would not hesitate in the least to act under it if the occasion requires. No large amount of bonds will have to be purchased to keep the surplus from accumulating. Ten millions a month would probably be an outside figure, and as he has 7 millions still left for the sinking fund, about 20 millions would, we may presume, carry him to the first of January, and by that time Congress will have had the opportunity to devise a measure of relief. At all events, the action of the Secretary last week in offering to purchase 14 million of bonds, and his visit here this week, show clearly enough his purpose to prevent to the extent of his power any harm or disturb. ance to business from further accumulations in the Treasury.

The General Term decision of the Sapreme Court made public at Saratoga this week in the case of the Attorney-General against the Receiver of the Broadway Railroad has been received with great satisfaction. It will be remembered that the matter came before the Court on an appeal from Judge Peckham's order of last Decembers which held that although the act of the Lagislature annulling the charter of the road was constitutional, that the effect of the act was only to kill the company, not to destroy its estate; and as the original statute gave authority to mortgage, the Judge held in substance that the property including the right to operate the road, the right to make contracts, the franchise obtained by purchase from the city and the consents of the property holders, each and all of them ex sted not simply during the life of the company, but for such time as would be adequate to uphold both contracts and mortgages. The General Term now appears to affirm that order in all respects. Hence as a result the property franchise and rights are subject to the lien of the mortgages, liable to be sold under foreclosure, the purchaser at such sale, if a corporation, succeeding to the same. This decision is, we say, extremely satisfactory, because any determination which put in jeopardy vested interests attaching while the company was undeniably in existence and had authority to place a lien upon its estate, would be subversive of all equity and justice.

The general trade situation remains much the same as a week ago, except that the action of the Treasury Depart ment under its last circular has in great part removed the apprehensions which prevailed as to the future of money, In the coal trade considerable activity is noted, and prices of anthracite have this week been further advanced at some points. There has been no resumption of work in the Lehigh region and no change has taken place in the strike situation there; the idea, however, that this is the sole cause for the improved state of the trade is not warranted by the facts. Undoubtedly the stoppage of production in that section has augmented the demand upon other sections, and may have occasioned the latest advance in prices; but there was a very active inquiry and heavy consumption even before the mauguration of the strike. Very conclusive evidence on that point is furnished by the statement of anthracite production for the month of August, as prepared by Mr. John H. Jones, the accountant of the companies. We find that while the output during the month was over half a million tons greater than in the corresponding month of 1886, stocks at tidewater points actually decreased some 75,000 tons, or nearly 20,000 tons more than they decreased on the lower production of incresse in the net is only \$2,491. The reason for the

In the following we show both consumption and production for the last three years-in August

Anthracita Coal.		Aug.			Jan. 1 to Aug. 31.			
Antaracita Coat.	1887.	1886.	1885.	1887.	1896.	1865.		
Stock beginning of period Production	Thus. 704,101 8,198,725			Tons. 874,2-2 21,863,795				
Total supply . St'k end of period	8,902,826 629,415		8,735,410 988,782	22,296,077 629,415				
Consumption.	8,273,411	2,788,422	2,769,828	21,606,662	19,744,211	18,412,13		

consumption for August this year is 3,273,411 to 13 against only 2,738,422 tons in 1836, and 2,769,828 tons in 1885. For the eight months of the year the same result is reached, almost the whole of the increase in production over 1886 and 1885 having gone into consumption; the total of the latter for 1887 is 21,606,662 tons, against 19,744,211 tons last year, and 18,412,137 tons the year before, the increase over 1836 being 1,862,451 tons. and over 1885 no less than 3,194,525 tons. Additional proof of the good condition of the anthracite trade is found in the figures of earnings published this week by the Philadelphia & Reading. For August the net this year is \$1,360,738, against only \$578,488 in 1886, and for the nine months of the company's fiscal year the total is \$3,552,-752, against \$4,018,070, being in both cases an increase of over 100 per cent. Of course there are special reasons for the exceptional gains in the case of the Reading, in the fact that we are comparing with poor results a year ago and that under Mr. Corbin's management and the carrying out of the plan of reorganization a different system of financiering has been possible, but even with these aids quite a different showing would be made were the coal trade in the demoralized condition of former periods.

We have had other good reports of earnings besides that of the Reading just mentioned. For instance, the gross of the Chicago & Northwestern for August, published this week, shows a gain of \$281,318 over the same month last year. Coming on top of a gain of \$406,241 in 1886, thus making a total gain of \$687,559 in two years, the exhibit is quite remarkable. It has occasioned the more surprise, since, as before shown by us, the grain movement in the northwest was very small during the month, and the conditions generally in that section were not favorable. The road, however, must have had the alvantage of an increased traffic of iron ore from the Lake Superior mining regions. The St. Paul & Omaha has also issued its August figures this week. They show an increase of \$93,252 this year, after an increase of \$22,858 last year. Besides these, such roads as the Norfolk & Western and the Fort Worth & Denver make exceptionally good returns of net. For August the Fort Worth has net of \$33,883 in 1887, against \$15,726 in 1886, and for the eight months net of \$174,-741, against \$90,159. The Norfolk & Western has increased its net from \$122,919 to \$169,615 for August, and from \$782,129 to \$1,023,992 for the eight months.

On the other hand, quite a number of prominent compinies have issued returns which in one sense at least are unfavorable. Thus the Northern Pacific, on increased gross, reports diminished net-its net last year had been unusually large-and the Erie, the Northern Central, and the Pennsylvania, while having heavy gains in gross, show comparatively small gains in net. The Pennsylvania is the most conspicuous instance of this kind. The increase in gross for the month (August) on the Eastern lines reaches the large aum of \$436,622, out as this was accompanied by an augmentation of \$434,131 in expenses, the

small improvement in the net being known, however, there is no occasion for uneasiness. The roads are simply putting increased amounts into improvements and betterments. As regards the Pennsylvania, this is pre-eminently the case. No one supposes that the increase of \$434,000 in expenses represents an increased cost of operating. Moreover, as an indication of the state of railroad traffic and business, it is only the gross earnings that furnish any guide. On that point, probably never before in its history did the Pennsylvania earn over five million dollars gross on its Eastern lines in a single month, as it did in the month of August 1887. Besides, when we come to the Western lines, even the net result is very satisfactory, the surplus above liabilities standing at \$282,455, against only \$78,651 in 1886 and a deficiency of \$130,061 in 1885. In the following we give the Pennsylvania figures both for the eight months and for August.

LINES EAST OF PITTSBURG.	1887.	1886.	1885.	1884.	1883.	1882.
August.	8	8	8	8	\$	8
Gross earnings	5,022,012	4.585,800	3,956,366	4.317.894	4,775,380	4,071,179
Operat'g expenses.	3,114,476	2,6 40,345	2,307,294	2,468,387	2,632,758	2,638,319
Net earnings	1,9 7,580	1,905,045	1.849,012	2,151,507	2,142,622	2,632,560
Western lines	+282,455	+78,651	-130,061	+669	+234,888	+266,872
Result	2,189,991	1,683,660	1,518,951	2,152,176	2,377,505	2,299,732
Jan. 1 to Aug. 31.						
Gross carnings	36,047,106	32, 92,231	28,961,001	31,940,228	83,258,009	\$1,471,176
Operat's expenses.	28,681,646	21,056,934	19,632,084	20,285,368	21,104,727	19,601,101
Net earnings	12,565,460	11,155,297	9,325,920	11,651,865	12,154,182	11,870,075
Western lines	+779,947	-173,764	-1154,259	-712,491	+572,520	+621,902
Result.,	13,145,107	10,981,538	8,174,001	10,942,974	12,726,711	12,491,977

For the eight months the net result on the combined system is thus 21 million dollars better than in 1886 and almost five millions better than in 1885.

We have been favored with an advance copy of the annual report of the Cincinnati Indianapolis St. Louis & Chicago, commonly known as the Big Four, and publish the President's remarks in full on another page. The road is located in a section of country—the Mildle Western section-where railroad building was greatly overdone a few years ago, and where therefore very careful management is necessary to ensure good results. Hence it is gratifying to note that Mr. Ingalls has raised the property to a plane where it now makes regular returns to its shareholders. The report shows that after meeting all charges and paying 43 per cent dividends on the stock, there remained a surplus on the operations for the year ended. June 30, 1887, of \$60,947. This result was obtained, too, on an average freight rate no higher than eighty-four hundredths of a cent per ton per mile. Bearing in mind that only seven years have elapsed since the reorganization of the company under foreclosure in 1880, the good exhibit now made reflects great credit on those who have had the property in charge. It should be said, moreover, that Mr. Ingalls reports the operation of refunding the debt as practically completed, only about 13 millions of old bonds remaining which have not yet given their adhesion. This is quite an achievement, as most of the old bonds bear 7 per cent interest, while the new mortgage bears but 4 per cent, thus effecting an important saving in annual interest The total of the new bonds is 10 million dollars, so that the interest charge will be reduced to \$400,000 per annum. The net earnings in the late year were \$1,052, 296. With the issue of the three millions new stock, for improvements, &c, the capital stands at 10 million dollars.

The stock market this week has been stronger. To a certain extent this has been the result of the absence of pressure on the part of operators for a decline, but in large degree the greater confidence which is felt coin, chiefly standard dollars.

in the monetary situation has caused the improvement, The coal stocks have been strong, owing to the excellent statement of the Reading, the active demand for anthracite and the advance in prices of coal at Pailadelphia. Pacific Mail has advanced on the reorganization of the company in the Gould interest, and reports of greater harmony with the transcontinental lines. It is a satisfactory feature that the better class of properties, like the Vanderbilts, have absorbed a larger share of a tention. Stocks seem now to be lodged in pretty strong hands, and there is a dispositi n to regard prices as being low.

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

Week ending September 80, 1887.	Received by N. Y. Banks.	Supped by N. Y. Binks.	Net Interior Movement.
Currency			1.058\$1,700,000
Gold			Lans., \$597,000
Total gold and legal tenders	\$1,476,000	1 \$3,773,00)	1.034. \$2,297,000

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 \$7,800,000 through the operations of the Sub-Treasury and \$700,000 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 to be issued to-day. It is always to be remembered, however, that the bank statement is a statement of averages for the week, whereas the figures below should reflect the actual change in the condition of the banks between Friday of last week and Friday of this week.

Week ending September 90, 1887.	Into Banks.	Out of Banks.	Net Change in Bank Holdings.
Banks'Interior Movement, as above	\$1,178,906	#3,17.1,000	JOBS., 12,297,000
Sub-Treas, opera, and gold imports.	17,0 0,900	8,5 '0,0 84	Gala 8,500,000
Total gold and legal tenders	\$13,476,000	\$12,273,000	Gain86,203,000

The Bank of England gained £13,000 bullion during the week. This represents £31,000 rec ived from abroad and £21,000 sent to the interior. The Bank of France lost 2,325,000 francs gold and 1,400,000 francs silver, and the Bank of Germany, since the last report, shows a decrease of 10,680,000 marks. The following indicates the amount of bullion hel i by the principal European banks this week and at the corresponding date last year.

7	Sep	tember 29,	1887.	September 30, 1886.			
Banks of	Banks of Gold.		Total.	Gold.	Gold. Silver.		
	£	£	£	£	£	£	
England	20,586,664		20,586,604	21,200,731		21,200,781	
France	47,181,150	47,783,848	94,937,998	51,783,153	15,519,574	100,241,725	
Germany*	20,677,959	18,807,050	39,015,000	18,743,870	14,735,130	83,470,000	
Austllung'y	0.499.000	14,479,000	20,918,000	0,467,0 kz	13,714,000	20,181,000	
Netherlands	4,240,000	8,170,000	12,410,000	6,573,000	8,125,000	14,608,000	
Nat.Belglum*	2,401,000	1,243,000	9,736,000	2,659,900	1,339,000	3,937,000	
National Italy	6,983,000	1,118,000	8,101,000	7,854,000	1,225,000	8,574,000	
Tot.this week	105 801 781	01 199 808	140 201 889	117714504	81 647 702	202.366.503	
Tet.prev.w'k.							

* The division thetween gold and silver; given in our table of coin and bullion in the Bank of Germany and the Bank of Selgium is made from the best estimate we are able to eithin; in neither case is it claimed to be accurate, as those banks make no distinction in their weekly reports, merely reporting the total gold and silver; but we believe the division we make is a close approximation.

Note,—We receive the above results weekly by cable, and while not all of the date given at the head of the column, they are the returns issued nearest to that date—that is, the latest reported figures.

The Assay Office paid \$262,699 through the Sab-Treasury during the week for domestic and \$714,187 for foreign bullion, and the Assistant Treasurer received the following from the Custom House.

			Consis	ling of-		
Dalc.	Duties.	Gold.	Gold. U. S. Notes.		Silver Cer- tificates.	
Sept. 23	\$397,739 31	\$3,000	\$41,000	\$319,000	\$31,000	
" 24.	286,474 84	3,000	35,000	213,000	35,000	
" 26.	606,540 21	6,000	81,000	471,000	45,000	
" 27.	779,223 21	4,000	71,000	662,000	41,000	
11 28.	435,231 93	7,000	32,000	360,000	36,000	
" 20.	319,806 29	4,500	33,000	221,000	60,000	
Total	\$2,825.015 79	\$27,500	\$299,000	\$2,248,000	\$244,000	

Included in the above payments were \$3,500 in silver

" THE SILVER POUND."

The above is the title of a very interesting volume by S. Dana Horton, recently issued in London, where Mr. Horton has been residing during the past year. It will be rementbered that he was a delegate of the United States to the International Conferences of 1878 and 1881. The book, we presume, was intended mainly to influence the action of the Royal Silver Commission, and, as its title indicates, is addressed to the British public. In pursuance of its object it shows to the people of England in quite an original way (1) the special interest they have in the solution of the silver problem, (2) the power Eagland holds to carry or defeat a measure for concurrent regulation of the money metals, (3) what the policy of England has been since the Restoration, and (4) it seeks to overcome the "inertia" which prevents that Government's co-operation by showing, among other things, that in their case there really need be no change of s andard.

The United States has apparently lost interest in what has been called the silver question. Our people—both those who continue anxious over the course of events here and those who trouble themselves little with the future so long as the present is prosperous—seem to have alike agreed to ignore the subject for the time being. Probably the small silver certificate bill and the modified conditions it introduced are in good part the cause of this change; for it not only arrested congestion in the Treasury, by making available current coinage, but also in part gave activity to old accumulations of standard dollars up to that time a dead asset. Thus the Government deferred its own embarrassment and relieved the irritation by shift. ing to public shoulders a fraction of its load.

We think, too, that men who observe closely will have noticed that there is at work a natural influence and movement which is all the time thwart. ing the tendency of silver coinage. Of the two metals the one of lesser value will drive out the one of greater value, was a principle quick in action in a former day. And now, if we may judge by the large amount of gold apparently gone and continually going out of sight in this country, we must admit that it is at work here in one way. But so far as can be known, gold is ret leav ing the country, our reported stock being an annually increasing quantity. It may be that the more general intelligence which prevails or perhaps the perfect freedom of the individual and sharper vigilance it encourages, or possibly the marvelcus resources of this new world and the attractive power they exert over the capital of the old world ;--whatever the cause, the fact seems to be apparent that there is in operation a counter-irritant; this is not the ordinary sensitiveness, but an extremely acute sensitiveness prevading commercial and financial circles, which automatically checks excessive speculation before it has reached the insolvent limit, so as to prevent the country from losing its gold accumulations. It is a natural tightening of the grip about the more valuable metal (as if fearing its loss) as soon as it seems in special danger-Any one who has followed commercial events since the resumption of specie payments cannot fail to see this fact frequently illustrated. We have no ten-year cycles of industrial activity now; not to exceed two years, and then an enforced liquidation and rest.

For these reasons mainly our people have for the time lost interest in discussions with reference to the white metal. But it seems just now as if this reactionary movement enabling us to hold fast the gold we produce, and the tempting nature of investments in this new and rap-

idly-developing country, which is even depleting the old world stocks of gold-it looks as if this eet in the tide of the yellow metal would be likely to force these questions to the front again, in Europe at least. The cable brings us this week an extract from the annual address delivered on Wednesday by Sir Bernard Samuelson, President of the London Chamber of Commerce, in which he states " that the currency and tariff arrangements of the United "States were in such a peculiar condition that England, " France and Germany were living in apprehension of a "monetary panic." Why is this apprehension felt? Because Europe has for years been receiving but very little new supply from any source,* while drawing on its old stock of gold until the mooted question whether gold is scarce or not-that is, whether having discarded silver in international matters there is enough gold to go around-stands in danger of being practically solved. The semblance of abundance was kept up for a long time by replenishing the bank reserves through a drain on stocks, but that source does not appear to be so productive

Thus it may turn out that Mr. Horton's book is timely in a wider sense than at first appeared. In any view the sitting of the Royal Commission made the moment of its We of course had no intention of issue very opportune. reviewing the book here, for we have not the space; but it is so new in its treatment of a worn out subject and contains so much information respecting English monetary history, that we gladly call attention to it as heing a work of real value. We may mention one point upon which the author throws light; we refer to Lis clever analysis of the word "standard." It has grown into a habit to speak of a "single standard," a "double standard," and "standard of value," until no little confusion has crept into the discussion of these subjects, owing to the indefinite meaning conveyed by the expressions used. The truth is, as a writer in the March number of the Statistical Journal of London says, there is no fixed money standard-a given amount of gold has not a constant purchasing power. An agricultural lease payable in 100 bushels of wheat has meant at one time within recent years a hundred and fifty dollars, at another time a hundred dollars, and at another seventy-five dollars. This wide fluctuation has been in the main due to an effort of certain nations to act as if no silver-using nations existed in the world, assuming that they could at will dissolve the partnership which commerce has made and enforces. As the world is to-day with its two metals in use gold can be nothing more than a "national instrument of valuation." Over and above it is what may be represented by an ideal index number, the equivalent of the world's vendible things, which is the true measure of the value of money to which it should be the aim of national standards to conform, for they cannot be independent of it. Mr. Horton calls this sum total of "National instruments of valuation" the "Greater Standard" or money of the world, which be it remembered is not gold alone, but gold and silver.

^{*} It is a notable fact that other leading gold producers as well as the United States are beginning to retain their production at home. We have no Russia figures later than 1885, but at that date Russia sending out only a very small portion of its production, and we see no evidence of any increase sloce, judging from the figures so far as we have them of gold imports from Russia to European countries. As to Australia using the net imports to Great Britain as a test, they have only been \$205,402 for the first eight months of 1887. One year, however, proves but little; taking the four years ending with December, 1886, the average net imports for each year was \$2,002,105; for the four years ending with 1892 the annual net average was \$2,503, 379; for the four years ending with 1875 the annual average was \$2,573,295; and for the four years ending with 1874 the average was \$2,203,858.

RAILROAD ILLINOIS'S SHORT-SIGHTED POLICY.

We have frequently had occasion to point out the injustice and folly of State attempts to regulate railroad rates and make freight classifications. We have based our objections not alone on the fact that under the extreme competition which prevails in this country such a policy is uncalled for and unnecessary, since every railroad report shows that rates have been and are being steadily and largely reduced, but we have found equally strong grounds for opposing the practice in the fact that almost without exception the agents through whom the State of necessity is forced to act have no qualification for the work assigned them; neither by training or experience are they fitted to undertake the delicate and difficult task required of men charged with such a duty, tesides which they are nearly always hampered by polit ical considerations which further impair their usefulness. We do not know of a case, however, where the unwisdom of interference of this kind is so palpable and obvious, and so easy of demonstration, as that of the State of Illinois.

Illinois, be it remembered, is in point of railroad mileage the largest State in the Union. According to Mr. Poor there were within its borders on the 1st of January, 1887, no less than 9,275 miles of main road, with enough additional road constructed since then to raise the total mileage now to 9,500 miles. This State has a Board of three Railroad Commissioners who every now and then in performance of their supposed duties and in the interest presumably of the public welfare take it upon themselves to revise the entire freight classifications of the railroads and announce a new schedule of "maximum rates." We have been obliged to criticize their action in the past, and can find even less justification in their present course. This is the more to be regretted that the Commissioners seem to be an intelligent body of men and have declared themselves in their reports to the effect that it is to the interest of the State that the railroads shall yield a fair return on the money invested, albeit the result of their efforts must be to make the probability of such a return more and more remote.

Besides being distinguished for its large mileage, Illinois is distinguished in other ways not quite so creditable to herself. For instance, an unusually large proportion of her roads, as will appear below, is bankrupt and insolvent, unable even to earn operating expenses. Then she has the unenviable distinction of having recently been the scene of one of the worst accidents in the annals of railroad history-that at Chatsworth, where 79 lives were lost and hundreds wounded. It has been proven since that accident that the road on which it happened was in wretched condition throughout, and that other roads in the State are physically quite as bad. We would not like to charge that the accident in question was the direct result of the State's policy, but it cannot be too clearly impressed upon the minds both of her Commissioners and the public in general that their policy must yield just such fruits. Each new schedule of "maximum rates" of course fixes rates lower than the preceding schedule and hence where a road was doing none too well before, it must do still worse. Thus the tendency of such action is to put a premium on what in vulgar language is known as "skinning a property"—that is, keeping road-bed, track and equipment in poor repair, and allowing the property to run down generally. This not only increases only too much reason for believing that a good many of the have been operated by the Illinois Central only since the

minor roads in Illinois have been run on that plan for a number of years. Now when an accident occurs and is traceable to that circumstance, are not the Commissioners and the people whose agents they are equally culpable at least with the managers of the property. It would be a difficult matter to fix the degree of responsibility, or apportion the blame as between the different parties, and yet one would have to possess an easy conscience indeed to share in the guilt in this way and not be troubled about it.

The application of these remarks will appear when we say that the Illinois Commissioners on July 20 promul gated a new schedule of rates and classification, lower of course than the one previously in force, and they have recently been hearing arguments whether rates within the State should not be reduced to the basis of rates on inter-State business. For the new schedule of July 20 no reason has been assigned, as far as we know, except that some roads had not charged full maximum rates under the previous schedule, and that therefore it was deemed advisable to lower the maximum for all roads. The reduction is especially marked in the case of coal, where rates are fixed from 20 to 40 per cent lower than before, but it applies to other commodities of importance such as grain, plows, crockery, pipe, wheels, wagons, wire, wool and zinc ore. The leading roads are all protesting very vigorously against the reduction, but an especially able and convincing argument against the same was made by Mr. E. T. Jeffery, the General Manager of the Illinois Central, and it is chiefly because we have received the full text of that argument that we refer to the subject today. Mr. Jeffery considered the matter first from the standpoint of the company which he represents, and then with reference to its effects upon the railroad system of the State as a whole, and in both cases he brought to bear facts and figures of controlling importance, arranged and presented in auch a way as to carry conviction with them.

As regards the Illinois Central, Mr. Jeffery points out that the State, by reason of the tax on gross earnings which the road under its charter is obliged to pay into the State Treasury, is a virtual partner in the concern, and as such interested in its success. The system, he says, comprises about 2,500 miles of road, of which 900 miles are south of Cairo, 400 miles west of Dubuque, and 1,200 miles in the State of Illinois. Of the latter 1,200 miles, 706 miles comprise the parent line on which the percentage tax on earnings is paid. In effect, then, a branch and auxiliary system of 1,800 miles has been built up around the 700 miles of main road. Of course each mile of branch road must add to the revenue of the main stem, and therefore such a policy is to be fostered and encouraged by every legitimate means. But is that the effect of the State's action? Let the results speak for themselves.

Of the 1,800 miles of auxiliary road, about 500 miles are in Illinois and therefore working under the rates and classifications of the State Commissioners. What has been the result on these lines? Mr. Jeffery cites figures to show that only one of the branch roads in Illinois meets expenses and interest on its cost, all the rest being operated at a heavy loss. The Springfield Division fell \$97,151 short in 1884, \$75,595 in 1885, \$53,402 in 1886, and \$50,623 in the first half of 1887—this, too, not because of a heavy interest charge, the fact being rather that the charge is light. On the Middle Division or Kankakee & Southwestern road, the exhibit is more favorable, there having been a surplus above interest, taxes and expenses of \$14,365 in 1884, \$62,270 in 1885, \$77,563 in 1886, and \$21,337 for the first half of 1887. The the liability to acc dents, but invites them, and there is Champaign & Havana and the Rantoul narrow gauge

lat of the year, but the one netted a deficiency for the half year of \$45,833 and the other a deficiency of \$19,064. In fact, the Rantoul road did not meet ordinary operating expenses. And these unfavorable exhibits are made in the face of the fact that the roads all had the benefit of close connections and harmonious arrangements with the Illinois Central. Anyone can judge for himself what the returns would be if the roads were under independent management. After declaring that this five hundred miles of branch road are fair and honest illustrations of the results reached by Illinois local lines working under the Commissioners' schedule and classification preceding that of July 20, Mr. Jeffery pointedly ask what is to be expected under the still lower rates of the latest schedule.

Of course the Illinois Central could not afford to shoulder the loss on these roads except for the increased business which the branches yield to the maine line. But the result even on the main line has greatly diminished. Though the interest charge is very light-less than an average of \$1,000 per mile per year-the amount left out of earnings for the stock on the 706 miles of Illinois Central proper, decreased from \$1,543,933 in 1834 to \$1,291,100 in 1885, and to \$670,862 in 1886, the amount for the first six months of 1857 being \$471,591. These are results, too, obtained with the aid of the 1,800 miles of branch and auxiliary road. In 1886 no less than \$1,657,000 of the \$5,449,153 gross revenue of the parent line came from traffic passing over it to and from the auxiliary lines. On this \$1,657,000 gross earnings the company paid 7 per cent, or \$116,000, into the State treasury, so that from a mere economical point of view the State is pursuing a very short-sighted policy in doing anything to discourage branch roads. For the first six months of 1887 the proportion of revenue contributed by the auxiliary lines is even greater, the total gross earnings on the 706 miles of road having been \$2,735,000, of which \$975,000—over one-third, it will be observed—was furnished by the branch roads. Reasoning from such data, Mr. Jeffery reaches the conclusion that the revenues, both gross and net, are increased from traffic without the State, and that if the Illinois Central were entirely dependent upon State traffic it would be a bankrupt institution, like most Illinois roads. It follows, therefore, that not only branch roads, but inter-State traffic should be encouraged; if rates on this class of traffic are lower than on local traffic, as of necessity they must be, that is no reason why the Commission should further scale down local tariffs, especially as the operation has been repeated many times before, with the effect of making branch and lateral roads still more unprofitable.

But Mr. Jeffery points out one further effect that must follow from the marking down of local rates. As heretofore, in the case of grain, serious reductions he says have been made upon the short hauls. The Illinois Centrel, it must be borne in mind, is a north and-south line, and one of the diffiulties that it has to contend with is that the east-and-west lines to the seaboard, through their policy of making extraordinarily low through rates, are attracting business to themselves and away from the Illinois Central at numerous junction points. With rates further reduced on the short hanls, this tendency of traffic to seek the nearest junction point and then pass east, will be greatly facilitated, and the effect must be to deprive Chicago of much grain naturally tributary to it. Of course in proportion as this is done the revenues of the Illinois Central will fall off and the tax alongside of the fact that as the result of such a policy action.

the commerce and prosperity of the State and of her chief metropolis will be harmed.

Thus far the Illinois Central has been treated by itself. But the argument is even more effective when the mileage of the whole State is considered. Mr. Jeffery directs attention to the fact that the Commissioners' report for the year ended June 30, 1886 (the latest issued), shows that the income for the year, from all the roads in IllInois, from their business both in the State and out of the State, was sufficient, after deducting expenses, taxes, rentals and interest, to pay only 1.9 per cent on all the capital invested. These roads earned \$173,159 less gross than in the previous year, \$11,277,894 less than in 1884, and \$15,196,741 less than in 1883, and this, too, on an increased mileage. Mr. Jeffery has arranged the roads of the State into four distinct classes, and the result is very interesting. He finds that there are 16 companies with a mileage of 1,390 miles within the State and 2,021 miles altogether, which pay neither interest nor dividends. A number of these did not even meet ordinary operating expenses. Seven companies having 599 miles within the State and 1,355 total mileage, paid interest or rentals, but fell, each and all of them, short of the amount required, the total deficiency on the seven roads reaching no less than \$791,111. Twelve other companies earned their interest in full, but paid no dividends. These had 2,527 miles within the State and 4,051 miles altogether. Only eleven roads paid dividends and two of these were leased, leaving but nine which made dividends out of their own earnings. These nine roads comprise such companies as the Chicago & Alton, the St. Paul, the Northwest, the Burlington & Quincy, the Rock Island, and the Illinois Central, which have the bulk of their mileage outside of Illinois. In fact, the nine have only 3,847 miles in the State, against 17,932 total mileage operated by them and several thousand miles more controlled in their interest.

Hence it is found that with one or two exceptions the systems having the greatest number of miles without the State and the least number within, were productive of the best results to their owners, while those wholly within the State were in most cases bankrupt. "How long," Mr. Jeffery asks, "can this condition of things continue, with a tendency downward in rates, with reductions from time to time in schedules and classifications, and the Illinois lines remain safe for the public to travel on?" Yet the Commissioners boldly make another reduction. It is admitted that owing to the exigencies of the situation and the demands of competition the roads did not in some instances exact full maximum rates under the old schedule, but of course they do not want the low rates made under auch circumstances permanently forced upon them, nor is it fair to reduce rates on the business not at all affected by those conditions. As to the significance of the reduction, Mr. Jeffery states that coal and grain formed 53 per cent of the entire tonnage in the fiscal year 1886, and rates on these two classes of commodities are reduced, in the one case from 20 to 40 per cent, as already stated, and in the other about 10 per cent.

Is there not in such facts and figures as these absolutely conclusive evidence that the position of the Illinois Commission is untenable. To us the argument seems irresistible, and we do not see how the Commission, if they are honest in their declarations that railroad property is entitled to a fair and reasonable return, and do not wish to be held responsible for accidents resulting from the bad conpaid to the State be diminished, but this is a minor matter dition of the roads in the State, can fail to reverse their

THE IRON INDUSTRY HERE AND IN GREAT BRITAIN.

The heavy shipments of iron and steel from Great Britain to the United States during the month of August as disclosed in the English trade returns just issued, have rather occasioned surprise. It was known of course that the importations had been heavy in the early months, but it was supposed that with the development here of a less favorable outlook and sagging prices, a marked falling off in the movement would occur. Doubtless the present large totals are explained by orders previously given. Bo this as it may, however, the figures have a very importan bearing upon the condition of the iron industry both in the United States and in Great Britain.

We find that the total exports from Great Britain dur ing August were 359,694 gross tons of 2,240 lbs. As this compares with only 299,238 tons in 1886 and 281.112 tons in 1885, and other recent months have made equally favorable comparisons, it is easy to understand why the tone of the English iron market has been quite firm. Bu, when we examine a little more closely into the matter, it is discovered that the improvement is of a very qualified kind, and due almost wholly to an enlarged demand from the United States. Thus of the 359,694 tons total shipments for the month, no less than 118,018 tons, or about one-third, went to the United States, being among the very heaviest amounts for any month in late years Moreover, this 118,018 tons for 1887 compares with only 60,768 tons the previous year, a gain of 57,250 tons. the gain on the total movement is but 60,456 tons, it is evident that outside of the trade with the United States the improvement is hardly more than nominal. The bulk of the increase in the shipments to the United States is comprised in four principal items, namely-railway material, steel, old iron, and pig iron. Of railway material the exports were 19,890 tons, against only 1,816 tons in 1886; of steel 20,055 tons, against 7,796 tons; of old iron 14,537 tons, against 2,577 tons, and of pig iron 36,764 tons, against 26,897 tons.

The increase in the movement to the United States is just as strikingly shown in the statistics for the first eight months of the year. For this period Great Britain exported to all countries a total of 2,715,310 tons, against 2,210,735 tons in 1886, and 2,063,865 tons in 1885. Of the 504,575 tons increase over 1886, the United States furnished 406,084 tons, leaving only 98,491 tons increase in the exports to all other countries combined. The total shipments to the United States were 921,665 tons, against 515,581 tons in 1886. Of railroad iron (all sorts) the exports for the eight months were 112,831 tons, against only 21,746 tons last year; of pig iron, 286,736 tons against 220,251 tons; of old iron for re-manufacture as much as 147,662 tons, against only 33,944 tons, and of steel 170,224 tons, against but 35,895 tons. It will be noticed that as in the case of the shipments for August, the United States absorbs one third the whole amount, or 921,665 out of 2,715,310 tons.

Such figures as these furnish interesting material for study and reflection, both to the foreign and the domestic manufacturer. They demonstrate conclusively that the slight revival of activity in the iron trade which has occurred in Great Britain during the last twelve or fourteen months is based almost entirely on the increased demand from the United States. This being the case, the English iron producer is confronted with the problem whether in the very likely contingency of a falling off in this demand, the loss can be made good by increased shipments to other parts of the world, or whether the iron feeling was better chases of bonds purchases of

trade must be expected to relapse into the state of dulness and inactivity which was its principal characteristic before the stimulus from America came. The domestic producer, on the other hand, must determine, in case railroad building in the United States next year slackens, as now seems inevitable, how far and at what price the diminution of imports will compensate for that loss. It is to be remembered that our home consumption is vastly greater than that of Great Britain. In fact, we have for a long time been consuming more iron than we have been producing, and it is of course merely a question of price which determines the extent of the import.

The fact of the matter is, we are increasing our production very largely. The output of pig iron the present year was temporarily held in check for a time by the strike in the Connellsville coke region, but now that the furnaces are at work again it is estimated by good authorities that we are producing more iron than ever before in our history. It is true that thus far consumption has been almost equally heavy, so that production has not yet outrun demand, and yet the inability to advance prices in the face of this heavy inquiry suggests that the output may at any moment exceed the actual requirements. In this view the extent of the foreign import is a matter of considerable importance. The figures above show that 921,665 tons of iron and steel were sent here from Great Britain during eight months. This is at the rate of nearly 1,400,000 gross tons a year. But there are other countries besides Great Britain which send us products of that kind. We can not give the figures for the same eight months, as the Bureau of Statistics has not yet issued its August report, but a pretty clear idea of the extent of the foreign movement can be obtained by taking the statement for the fiscal year ended June 30, 1887. In this period the total imports of iron and steel from all countries reached 1,524,604 tons-In 1885-6 the quantity was only 844,147 tons, and in 1884-5but 601,794 tons. These totals include tin-plates, which are always imported in large quantity, and whose aggregates have not varied much during the last three years. Taking that item out, the imports for 1887 are 1,269,148 tons, for 1886 588,677 tons, and for 1885 375,386 tons. Thus the late year's imports were over twice as large as the year before, and over three times the total for 1884-5, the increase in two years being 893,762 gross tons, or say a million net tons of 2,000 lbs. So far, then, as the falling off in railroad building in 1888 is made good by a falling off in imports, the production can be kept up.

FINANCIAL REVIEW OF SEPTEMBER.

The past month was noted only for its continued dulness and lack of spirit, so far as Stock Exchange business was concerned. There was much talk of the need of money for mercantile accommodation, and some branches of trade were reported at one time as being under considerable pressure, owing to the difficulty of getting paper discounted at the banks or of selling it in the open market. Towards the close, however, the feeling was better, owing partly to the Treasury purchases of bonds pursuant to the circular of Sept. 22, by which it was agreed to purchase \$14,000,000 of 4 and 4½ per cents, the latter at 108½ and the former at 124 exinterest; the amount purchased to Sept. 30 was \$4,666,400 of the 4½s and \$5,155,750 of the 4s.

There was no severe pressure in the loan market for stock borrowers, though rates were full and ruled most of the time at 5 @ 7 per cent. There was more discrimination as to collaterals, and for this reason loans were not as easily had as usual.

The stock market had a short period of buoyancy after the 2d of the month when the Baltimore & Ohio syndicate negotiation was announced. By this important agreement Messrs. Drexel, Morgan & Coand other prominent bankers formed a syndicate to raise \$10,000,000 and clear off the floating debt of the Baltimore & Onio Rulroad Company, taking preferred stock and new consolidated bonds in payment, and having a voice in directing the policy of the company. This transaction raised the whole market for a time and caused a temporary buoyancy, which was speedily lost, however, and the market relapsed into its previous stag nant condition. During the balance of the month there was little animation, and during much of the time depression, in which many stocks touched the lowest points of the year. Just at the close there was a better feeling, and prices had recovered materially from the lowest figures reached

Foreign exchange still ruled so low that gold continued to come in from Europe in large quantities. The negotiation of bonds abroad and the steady purchases of stocks and bonds in our market for foreign account, were the palpable cause for this specie movement.

The following sum nary shows the condition of the New York City Clearing-House banks, rates of foreign exchange and prices of leading securities and articles of merchandise, about the 1st of October, 1885, 1886 and 1887.

STATISTICAL SUMMARY ON OR ABOUT OCT. 1, 1885, 1886 AND 1887.

	1885.	1886.	1887.
New York City Banks-			
Losos and discounts	329,089,100	337,483,700	346,428,500
Spe : C	169, 54,400	76,612,-00	70,521,900
Cir lation	9,810,600	8,138,700	8,237,900
Not deposits	385,97,200	347.095.700	
Legal tenders	82.171.800		20,778,-00
	96,491,300	86,773,925	83,483, 175
Legal reserve	141,426,200	95.853.800	91,3,700
Reserve held			
Sarpius reserve	4.1,931,503	9,079,875	5,810,725
Stoney, Exchange, Silver-		COLE	4
Call loans	12112	6215	4 7 ·
Prime paper, staty days	31204	51070	4444.
Prime sterling bills, 60 days	4.791, d. 4.8412	44½d. 483	4 80 lg
Prime sterling bills, 60 days	4 84 13	4 00	4 00 9
United States Bonds-	134	13334	128
6s, currency, 1898	11238	11238	1054
4128, 1891, compon	12258	12538	125
4a of 1907, compon	122-8	120-0	220
Railroad Stocks- New York Central & Hud. Riv.	93	101 ¹ a	103
Erie (N. Y. L. E. & W.)	1759	3514	2458
Lake Shore & Mich. Southern.	744	9114	9518
Mlohigan Central	67	01	878
Chicago Rock Island & Pacific	11819	12619	11814
Illinois Central	132	135	11778
Chicago & Northwestern, com.		1173s	112%
Chicago Milw. & St. Paul, com.	7634	9558	794
Delaware Lack, & Western	10 s 18	13749	12978
Central of New Jersey	4034	62	74
Merchandise-		100	
Cotton, Middl'g Uplands. P b.	10118	919	919
Wool, American XX 38 D.	330:5	35 2 38	33.53.7
1ron, Amer. pig, No. 1 3 ton.	18 00 @ 18 50	18 000 18 50	21 0 1221 50
Steel rails at mids	30 00	37 60 022 00	136 00 037 00
Wheal, No. 2 red win. W bush	5614	85	13.34
Corn, West. mix.No. 2. 3 bus.	4814	47	52
Pork, mess w bb	9 50 0 10 00	11 25	15 57
Petroleum pipe line cerillic's	1014	6219	6~58
eTho returns whous in this to	bla lugt mont	h wee loadyer	botata viluar

*The price of wheat in this table hast month was leadvertently stated as \$1½, which was the quotation for albut and delivered; it should have been 80, the price in elevator.

CLOSING PRICES OF GOVERNMENT SECURITIES IN SEPTEMBER, 1837.

Sept.	1891.	4s, 1907. coup.	6s, Cur., 1898, reg.	6s, C · r 189.1, rey.	Sept.	4198, 1891, coup.		6s, Our. 1898, rey.	€s, O.tr., 1-99, rej.
2 3		8.			19 20 21	1053 ₈	12419	00000	*****
7		12338	day	000000	23 24 25 26		8.		******
10 11 12 13	105	125%	*****		29 29 30				
15			00000 00000 00000	000000	Open High Low.,. Clos	10338	12558 1241 ₂		*****

The following table will show the lowest, highest and closing prices of railway and miscellaneous stocks at the N. Y. Stock Exchange during the months of August and September.

RAILHOADS. July 30. Albuny & Susq	RANUE O	V BTOCK	CB IN A	DOUGE /	AND RES	FI-MILKI	1.	
RAILHOADS State				AMUNE	414	2 H	rptembe	211
Sand Roeth & Pittsh 60							est. Bej	nt. 20.
Sand Roeth & Pittsh 60	Alchison fop.& 9, Fo	112	102	10014	10%	10:	106%	1014
Central fown	Bost & N.Y. Air L. pf.	400	03	10 /	10-7	934	101	155
Central fown	Canadian Pacific	54%	533	67	644	494	51	60
Centrai of N. Jersey. Centrai Pacific	Cedar Falls & Minn.	0.000	50	58	67.79	8 1g	114	10
Chic, Mil. & St. Paul. Do pref. 117 117 121 1134 110 110 110 112 110 110 110 112 110 110 110 112 110 110 110 112 110 110 110 112 110 110 110 110 112 110 110 110 112 110 110 110 112 110 110 110 112 110 110 110 112 110 110 110 110 112 110 110 110 112 110 110 110 112 110 11	Central of N. Jersey.	73	601g	7714	71	6714	7n1g	74
Chic, Mil. & St. Pant. 179		*3514	341g	383	35 57 _H	82	373	3312
Chic, Mil. & St. Pant. 179	Do 1st pref.	*1019	10	12	714	9	12	4014
Chic, Mil. & St. Pant. 179	Chicago & Alton		148	152		140	150	140
Chic, Mil. & St. Pant. 179	Chie. Burl. & Quincy.	138 ¹ g	\$135	142	41	131	1387	135
Chic, Mil. & St. Paint. 79% 73% 83% 81% 579% 516 Do	Do pref.	*****		8514		85	83	*****
DO	Chic. Mil. & St. Panl.	7938	73%	8378	81%	978	814	\$794
Chic. St. P. Minn. & O. 44½ 42½ 4393 44¼ 3138 47¾ 44¼ 10 po pref. 108 107 111% 103 101½ 11. 103 101½ 11. 103 101½ 11. 103 101½ 11. 103 101½ 11. 103 101½ 11. 103 101½ 11. 103 101½ 11. 103 101½ 11. 103 101½ 11. 103 101½ 11. 103 101½ 11. 103 101½ 11. 103 103 101½ 11. 103 103 101½ 11. 103 103 101½ 11. 103 103 101½ 11. 103 173 103 103 103 103 103 103 103 103 103 10	Chlo. & Nurthwest.	1104	11018	1164	1134	110	T T 11 10	1 4 6 4
Chile. St.P., Minn. & C. 144	Du prel.	1274	123	14578	143 5	1163	1284	1184
Chic. St. P. Minn. & O. 44½ 42½ 4393 44¼ 3138 47¾ 44¼ 10 po pref. 108 107 111% 103 101½ 11. 103 101½ 11. 103 101½ 11. 103 101½ 11. 103 101½ 11. 103 101½ 11. 103 101½ 11. 103 101½ 11. 103 101½ 11. 103 101½ 11. 103 101½ 11. 103 101½ 11. 103 101½ 11. 103 103 101½ 11. 103 103 101½ 11. 103 103 101½ 11. 103 103 101½ 11. 103 173 103 103 103 103 103 103 103 103 103 10	Chic. St. L. & Pittsb.	*154	15 364	1619	*13	1234	15	15
Cin. Iram. & Dayra. Cin. Iram. & Dayra. Cin. Lud. St. L. & Ch. Cin. Wash. & Hait. Do pref. Clev. Col. Cin. & Irad. So 50 09 1/2 73 1/2 80 Clev. Col. Cin. & Irad. So 50 09 1/2 73 1/2 80 Clev. Col. Cin. & Irad. So 50 09 1/2 73 1/2 80 Fig. 7 614 43 7 7 441 So 55 54 Clev. Col. Cin. & Irad. So 50 55 50 49 56 54 Clev. Col. Cin. & Irad. So 50 55 50 49 56 54 So 50 55 50 49 56 54 Col. Hoek. Val. & Tol. Col. Hoek. Val. & Tol. Col. Hoek. Val. & Tol. So 50 50 49 56 54 So 50 55 152 151 Col. & Greenv. pref. Del. Lack. & West'rn. Del. Lack. & West'rn. Do pref. 57 57 1/2 62 1/2 123 124 123 124 124 124 124 124 124 124 124 124 124	Chlo. St.P. Minn. & O.	444	4210	4959	414	3 138	4734	4471
Cin, Wash, & Hait	Cin. Ham. & Dayt'n.		40	120	001-		03	175
Clev. Col. Cln. & Ind. 51 50 55 50 49 56 54	Cin. Wash. & Balt		3 4	4			44	*312
Cot, & Greeney, pret. Del. Lack, & West'rn. 1256 1264 1324 1238 1244 13478 12978 Dec. & R. G., ass pd. 27 244 2898 253 254 274 Dec. & R. G., ass pd. Do pref. 57 574 624 60 56 623 558 Denver & Rio Gr. W. Des Mol cos & Fr. D. E. Fenn, Vn. & Ga.Ry. 114 104 13 104 94 1278 114 Do 1st pref. 594 574 624 58 52 614 57 Do 2d pref. 594 574 624 58 52 614 57 Do 2d pref. 21 25 213 19 25 214 Eliz. Lex. & Big 8. Evansylle & T. H. 83 87 85 80 87 87 Ft. Worth & Deny, C. 45 444 47 444 47 444 47 47	Clev. Col. Cin. & Ind.	51	50	53	5(1)	49	56	54
Cot, & Greeney, pret. Del. Lack, & West'rn. 1256 1264 1324 1238 1244 13478 12978 Dec. & R. G., ass pd. 27 244 2898 253 254 274 Dec. & R. G., ass pd. Do pref. 57 574 624 60 56 623 558 Denver & Rio Gr. W. Des Mol cos & Fr. D. E. Fenn, Vn. & Ga.Ry. 114 104 13 104 94 1278 114 Do 1st pref. 594 574 624 58 52 614 57 Do 2d pref. 594 574 624 58 52 614 57 Do 2d pref. 21 25 213 19 25 214 Eliz. Lex. & Big 8. Evansylle & T. H. 83 87 85 80 87 87 Ft. Worth & Deny, C. 45 444 47 444 47 444 47 47	Clev. & Pittsb., guar.	2138	21	2578		152 ¹ g	254	21
Do	Col. & Greenv. pref.	19,650	1 2/1 kg	38		24	24	28
Denver & Rio Gr. W. Des Mol os & Ft. D. De Sud os & Ft. D. E. Pena. Va. & Ga. Ry. 11 la 10 11 11 10 10 13 la 91 12 reg. Do 1st pref. 59 la 57 la 62 la 58 52 61 la 57 la 62 la 62 la 58 52 61 la 57 la 62 la	Dec. & R. G., ass pd.	27	2 1 40	2818	253	2340	2.742	
Standsville & T. II S3 S7 S8 S6 S7 S8 S7 S8 S7 S8 S7 S8 S8	Denver & Rio Gr. W.	01	124	1849		16	1714	02-8
Standsville & T. II S3 S7 S8 S6 S7 S8 S7 S8 S7 S8 S7 S8 S8	E. Tenu. Vu. & Ga. Ry.	1119	104	13	104	942	1278	1119
Standsville & T. II S3 S7 S8 S6 S7 S8 S7 S8 S7 S8 S7 S8 S8	Do lat pref. Do 2d pref.	59 ¹ 4 21	57 lg	25	58 213 ₈	19	25	2112
Fillo & Pere Mar. pf. Ft. Worth & Deny. C. 45	Eliz. Lex. & Big S		83	87	#W -			*10
Do pref. †23 17 18 *15 *14 Houst & Tex. Cent. Illinois Central. 121\(^1\)g \(^1\)17\(^1\)2 124 \	Flint & Pere Mar. pf.	45	444	47	#445a	957g	0738	
House & Tex. Cent. 121\frac{1}{9} \(\) \\(\) \(Green B. Win. & St. P.	10	94	124	10	734		*9
Ind Bl.&W ass. pl. 18 15 20 15 12 17½ 15⅓ Keokuk & Dies M 5 7 4½ 6	Houst. & Tex. Cent.	120	47	10	-10	25	25	*22
Do Prof. 25 25	Do L'sed Line 4p.o	1214g	9117-9	93	0118	94	91	
Do Prof. 25 25	L'ambente de Dag U	13	15	20		419	1710	15 kg
Kong-ton & Pender. 35 307g 373g 34 305g 394g 324 Do pref. 524g 43 514g 16 13 194g 16 16 13 194g 16 16 17 17 17 10 16 17 17 10 16 17 17 10 16 17 17 17 10 18 16 17 17 17 10 18 17 17 17 10 18 17 17 17 10 18 17 17 17 17 10 18 17 17 17 10 18 17 17 10 18 17 17 17 10 18 17 17 17 10 18 17 17 17 10 18 17 17 17 17 10 18 17 17 17 10 18 17 17 17 17 10 18 17 17 17 17 17 17 17	Do pref.		25 34	25 34		******		
Do Pref. 52 43 51 54 58 40 50 24 65 Dong Island	Kingston & Pembr.	35	3078	37%	31	30%	3449	32
Dang Island.	Do pref.	521g	43	5118	4638	40	5019	46
Lonisville & Nashv. 60	Lake Shore	\$3T-98	91	95 ¹ 8 96 ¹ 4	87			00-0
Marq Hangh. 60n pf	Louisville & Nashv., Louisv. N. A. & Chio.	801g 58	59 ¹ 2	56	615g	02119-	413	8.7
Mannattan BeachCo. 114g 114g 144g 103g 124g 124g 124g 134g 134g 164g 144g 14 16 14 16 14 16 14 16 14 16 14 16 14 16 14 16 14 16 14 16 14 16 14 16 14 16 16	Marq H mgh. & On pf	111	933	9378	983	8 4 49	109	\$100%
Maxican Contral. *13	Manhattan BeachCo.	111g	1114	1419		1038	1 234 553a	******
Milw.L. Sh. & West. 7914 885	Mexican Central	1334	1318	164	147 ₈	14	113	*14
Milwankee & No. 134 12 1514 13 10 16 122 1514 13 10 16 122 1514 13 10 16 122 1514 13 10 16 122 1514 15 15 1514 15 1514 1514 1514 1	Milw. L. Sh. & West.	7440	7914	88 1	8334	794	87	84
Manneapolia & St. L. 1384 12 1544 13 10 10 12 Do pref. 29 2978 3649 3178 22 34 225 Min. S. Bie, M. & Att. 744 749 Mo. Kans, & Texas. 25 23 2448 2149 2778 25 Missouri Pacitio. 97 90 100 9784 8934 10049 59358 Mobile & Ohlo 1134 12 1344 12 1449 13 11 Morris & Essex 1384 139 1374 137 13784 17 Mashy, Chatt. & St. L. 77 834 7749 77 81 76 N. Y. Cent. & Hind. R. 1664 10558 16 44 16 14 16 14 16 15 17 Do pref. 388. 1658 1658 16 44 16 14 16 15 17 Do pref. 388. 1658 1678 16 14 14 16 15 17 Do pref. 2888 2778 3159 2349 2743 32 30 N. Y. Elevated 77 10745 10745 10745 10745 10745 N. Y. A. Now Englid. 4034 4044 4548 4318 354 4649 4044 N. Y. N. H. & Hardfrd 1688 1559 1738 16 1578 1649 4044 N. Y. Suso, & West. 948 873 1049 948 734 1044 918 N. Y. Suso, & West. 948 873 1049 948 734 1044 918 Northern Pacilio. 33 2244 3368 2544 2259 2259 2449 Do pref. 4134 40 4544 4249 384 4578 429 Ohlo & Mississippi. 2549 2334 2678 2149 2344 2078 Onto Southern 1244 20 2778 2349 2349 2349 Ohlo & Mississippi. 2549 2348 2678 2149 2349 2349 Ohlo & Mississippi. 2549 2348 2678 2149 2349 2349 Onto Southern 124 20 2778 2349 2349 2349 Onto Southern 124 20 2778 2349 2349 2349 Onto Southern 124 20 2778 2349 2349 2349 Onto Southern 161 163 163 164 164 Oregon Short Line. 2244 20 2778 2378 1749 24 Oregon Short Line. 244 20 2778 2378 1749 24 Oregon Short Line. 244 20 2778 2378 1749 24 Onto Southern 161 163 163 164 164 Oregon Short Line. 244 20 2778 2378 3749 24 Oregon Short Line. 244 20 2778 2378 3749 24 Oregon Short Line. 244	Milwankee & No	100	50	55	103	100	103	100-9
Minn.S. Ste. M. & Atl. 714 719 149 15 160	Minneapolis & St. L. Do pref.	29	297s	364	3178	24	34	*25
Mo. Kans. & Texas. 25 23 24 8 24 24 21 27 59 25 Missouri Pacitio 97 90 100 92 85 85 100 101 593 8 101	Minu. S.Ste. M. & Atl. Do 1-ref.		74	7 ¹ 9				
Mobile & Ohio 1334 12 134 412 1 1 1 1 13 13 14 15 13 13 14 15 13 13 14 15 13 13 14 13 13 13 13 13	Mo. Kans. & Texas	25	23	231g	9 / %	21 lg 85 %	2758	25 59358
Masin C Essex Masin C	Mobile & Ohlo	*13%	12	1314	112	137	13	211
Y. Chica & St. I., ass. 16 % 15 % 18 % 16 % 14 16 % 17	Anshv.Chatt.&St. L.	3.001	77	8314	*7549	70	8:	76
Do	Y.Chic.& St.L., ass.	16%	1378	18%	164	14	1618	17
Y. Lack. & West.	N.Y. Elevated.	30%	2684	31	27%	200	200	-30
N. Y. & Now Engl'd. 40\forall 40\for	Y. Lack. & West Y. Lake Eric & W	283	27%	3150	2,119	27	109	29%
N.Y. N.H.& Harti'rd N.Y. Ontarlo & W. 161s 155s 173s 16 157s 134 169 N.Y. Susq.& West. 94s 87s 104s 94s 74s 104s 90 Do pref. 30 264s 32 264s 244s 304s 29 Norfolk & Western. 154s 40 454s 424s 38 454s 424s Northern Paclino. 33 244s 334s 264s 225s 2-38 244s Do pref. 549s 474s 593s 55s 4-4s 55 564s Onto Southern. 12 16 13 12 134s 20-2 27s Onto Southern. 12 16 13 12 134s 20-2 27s Onto Southern. 12 16 13 12 134s 20-2 27s Onto Southern. 12 16 13 12 134s 20-2 27s Onto Southern. 12 16 13 12 134s 20-2 27s Onto Southern. 12 16 13 12 134s 20-2 27s Onto Southern. 12 16 13 12 134s 20-2 27s Onto Southern. 12 16 13 12 134s 20-2 27s Onto Southern. 150s 314s 20-2 20-2 20-2 20-2 20-2 20-2 20-2 20-	N. Y. & New Frield	403	4014	7134	6749	613 <u>4</u>	70 kg	4019
N. Y. Susq. & West	N.Y. N.H. & Hartfrd	1612	222	222	18	210	230	*1616
Norfolk & Western	N. Y. Susq.& West.	9%	878	1013	914	73	11114	9
Northern Pacino	Norfolk & Western.	*1519	1413	1858	1519	11	18	1519
Do	Northern Pacino	33	244	3358	2614	225g	2-38	2449
Ondo Southern 12 16 13 12 13% Ondo Southern 12 16 13 12 13% Ondo Southern 12 16 13 12 20 14 20 15 20 15 20 15 20 15 20 15 20 15 20 15 20 15 20 15 20 20 20 20 20 20 20 20 20 20 20 20 20	Ohio & Mississiuni	541g	233	5938 267a	5 5g 2134	2312	3014	207g
Oregon Short Line. Oregon & Trans-Con. 24¼ 20 27¾ 23⅓ 19½ 20 21⅓ Peo. Decat& E'ville. 28 23¼ 29½ 23⅓ 17½ 2⅓ 23 21⅓ Phila. & Reading. 48⅓ 47¼ 57 50¾ 56¾ 165 1637 Phila. & Reading. 161 163 163 163 161 164 Rich. & Al. stk, tr. et. 25% 3¼ 24% 20⅓ 2½ 2½ Gleinmond& West Pt. 20 22⅓ 30⅓ 24⅓ 20⅓ 2½ 2½ Gleinmond& West Pt. 20 22⅓ 30⅓ 24⅓ 20⅓ 31⅓ 25 6¼ Rochester & Pittsb. 3 3 3 12 2½ 2½ St. Louis Ark. & fox. 164 17 10 18 St. Louis Ark. & fox. 164 17 10 18 St. Louis Ark. & fox. 164 17 10 18 St. Louis Ark. & fox. 165 17 10 18 St. Louis Ark. & fox. 165¼ 17 10 18 St. Louis Ark. & fox. 165¼ 17 10 18 St. Louis Ark. & fox. 165¼ 17 10 18 St. Louis Ark. & fox. 165¼ 17 10 18 St. Louis Ark. & fox. 165¼ 17 10 18 St. Louis Ark. & fox. 165¼ 17 10 18 St. Louis Ark. & fox. 165¼ 17 10 18 St. Louis Ark. & fox. 165¼ 17 10 18 St. Louis Ark. & fox. 165¼ 17 10 18 St. Louis Ark. & fox. 165¼ 17 10 18 St. Poperf. 75¼ 33 31⅓ 31⅓ 30 35⅓ 37 Do 1st prof § 112 111 115 110 109¼ 113¼ 113 St. P. & Duluth. 74 72⅓ 68 76 71 64 75 75 Do 1st prof § 112 111 115 110 109¼ 113¼ 113 St. P. & Duluth. 74 72⅓ 68 76 71 64 76 66 Decate Archival Ara 5112⅓ 110¾ 115 112⅓ 97 115 106 Stouth Caroliba Rit. 8 9 7 7⅓ Southorn Pacific Co. 20 30⅓ 29¼ 26¼ 20⅓ 29½ 25¾ Prices old. 1 Prices asked	Onto Southern		301	16 31 kg	13	12 20 le	2014	******
Peo. Decata & E'ville. 28 2214 2012 2318 1719 23 2318 Phila. & Reading 4819 4714 57 5034 5634 1655 1636 1637 Philab.F.W. & C. guar. 15019 1511 1500 152 Rebaschaer & Sar. 161 103 103 161 104 161 103 103 161 104 161 103 103 161 104 161 103 103 161 104 161 103 103 161 104 161 103 103 161 104 161 103 103 161 104 161 104 161 103 103 161 104 161 103 103 161 104 161 103 103 161 104 161 103 103 161 104 161 103 103 161 104 161 103 103 103 104 104 104 161 104 161 104 161 104 104 104 104 104 104 104 104 104 10	Oregon Short Line.	0.17	00-3	1) 29	025.	174	18	215
Piliba, E. Keading 4849 474 57 50% 50% 150 151 150 155 150 150	Peo. Decat.& E'ville.	28	2214	2912	2318	174	24	23
Richat Al. st'k, tr. et.	Pittab.F.W.&C.guar.	4819	1504	151	204	150	151	8.00.8
Michimondd West Pt. 20 22½ 30% 2478 20% 3 ½ 26½ 100 pref. 58 51 64½ 43 t2 54½ Rochester & Pittsb 3 3 3 3 52 54½ Rochester & Pittsb 3 3 3 3 52 54½ Rochester & Pottsb 3 3 3 3 52 54½ 86 78½	Rensselaer & Sar Rich & Al. sl'k.ir. et	161	103	163 31 ₉		219	210	
Roelester & Pittsh.	Glenmoud& West Pt.	20	51	3058	2478	2039	3,12	2619
St. Louis Ark. & Fox	Rochester & Pittsb.	*00	3	3	120	781	68	+82
St. L. Atton & T. 11 394 33 41 36 32 354 35 Do	St. Louis Ark. & Fox.	-80	154	17	100	10	18	
St. L. & S. Francisco. 36 t 32 t 33 t 31 t 30 35 t 37 t 75 Do pref. 73 t 63 76 71 61 75 75 75 Do 1st prof 5 112 111 115 110 109 t 113 t 113 113 t	Do pref.	394	754	754	*75	32	354	20
Do 1st prof §*112 111 113 *110 109 12 113 113 113 St. P. & Duluth 74 72 18 00 73 12 60 74 38 66 Do pref 99 105 103 19 99 105 104 12 St. Paul Minn. & Man §112 12 110 115 112 78 97 115 106 South Carolina Rit 8 9 7 75 Southorn Paulin Co 8 9 7 7 Southorn Paulin Co 8 9 20 12 20 21 25 34 Frieza Alfa. I Priocs asked Ex-dividend. Ex-rights All assessments paid.	St. L. & S. Francisco.	734	3234	76	71	30	75	75
Do Dref. 09 105 103 9 105 104 105 104 105	St. P & Unlath	*112	111	115	*110	1094g	7438	113
South Carolina Ris. 8 9 7 7 19 8 9 7 7 19 8 9 18 18 18 18 18 18 18 18 18 18 18 18 18	Do pref.	51101	99	105	10319	9949	105	10419
Fexas & Pac, ass. pd. 27 24 29 29 20 25 29 Prices and Prices asked Ex-dividend. Ex-righta All assessments paid.	South Carolina RR.	Ar 12.78	8	9	*******	7	719	
Prices and. Prices asked Ex-dividend. Ex-rights All assessments paid.	Texas&Pac., ass. pd.	27	2434	2914	264	2013	29	25%
- Barrier Marie Land	* Prices old.	Priocs a	sked	₹ E	x-divide	and.	& Ex	righta.
	" Triedoning Arrio Tire							

			August		S	ntembe	r
4	Closing	Low-	High-	Clos'g		Ĥrah- (Olosing
RAILROADS.	July 30	. est.	est. A	1ug. 31	. C81.	est. Se	pt. 30.
Toledo & Ohio Cent.					27	27	7 - 77-
Union Pacific	5218	515 ₈	5719	5418	50	574	5578
United Cos. N. J							
Virginia Midland		35	44		41%	44	
Wab. St. L. & Pac-		* * *	100.	*164	164	1812	184
Pur. Com. recpts	174	1€58	1838 3249	30	284	3319	3238
Do pief	29 421 ₈	261g 351g	4238	40	35	4758	4158
Wheeling & L. Elie.	42-8	20.3	*44	40	00		
TELEGRAPH.		man.	PT T 3 -	MO 9.	57C34	7978	87534
Western Union	7012	7018	75 ¹ 8	7234	316-3	19.8	810.4
EXPRESS.				140	7.42	150	*140
Adams	*****	145	152	149	145 106	109	108
American	10912	1074	110	*107 76	68	76	70
United States		65	76	*125	120	130	*125
Wells, Fargo & Co	*****	128	131	120	120	200	4=0
COALAND MINING.			407	000	30	411/2	364
Colorado Coal & Iron	39	34	4312	36%	20	20	
Consolidation Coal	20		0.01	297 ₈		33%	28
Colum. & Hock. Coal	30	264	36 ¹ 4	14%			14
Homestake Mining .		12 ¹ 2	11	144	10	11	*10
Maryland Coal		9	13	1012	15	15	
Marshall Con. Ccal N. Y. & Perry Coal	507 ₈	2034			*****		
New Central Ccal	11	9	11		919		*10
Ontario Silver Min	241	25	27	27	2618	27	*26
Pennsylvania Coal		268		275	266	268	†275
Quicksilver Mining .	*6	519	€4	*5	5	512	*514
Do pref.	30	27	30	*26	25	25	*22
Tenn, Coal & Iron	3112	254	3419	26	2112	3012	274
VARIOUS.							
Am. Cotton Oil Trust	3419	2834	3640	3019	2619	3358	294
Consolidated Gas Co.	735 _N	7119	76	7212		77	72
Del. & Hud. Canal	9912	89878		51004	964	10158	9919
Oregon Improv. Co	45	34	46	38	31	45	39
Oreg'n R'y & Nav.Co.	9212	84	95%		534	95	690
Pacific Mail	3734	37	43	3834		4119	§3958
Philadelphia Co	*98	95	100	*9519	89%	100	98
Pipe Line Certifie'ts	5738	56%	65	65	62	75	68 ⁵ 4
Pullman Palace Car.	148	142	148%	145	145	152	151%
Silver Bulilon Cert		9638	975_{8}				
-				2 67 7			

*Prices bid. | Prices asked. | Ex-dividend. | Ex-rights. BANKERS' STERLING EXCHANGE (POSTED RATES) FOR SEPT., 1887.

Sept. 60 days.	De- mand.	Sept.	60 days.	De- mand.	Sept.	60 days.	De- mand.
1481 2181	4 85 4 85 4 85	14	4 801g-1 4 801g-1 4 801g-1	4 85-19	25 26	4 801g 4 861g	4 85 4 85
34 81 48 5 Hol	day	16 17	4 801g-1 4 801g-1 801g-1	4 85-1g 4 85-1g	28	4 801g 4 801g	4 85 4 85 4 85
6481 74812 84604		20	4 80½-1 4 80½-1	4 85-1g 4 85-1g	30	1002	4.00
94 80 lg 104 80 lg 118 124 80 lg	4 84 19	22 23	4 80 ¹ 2-1 4 80 ¹ 2-1 4 80 ¹ 2 1 80 ¹ 2	4 85-19	R'nge High	4 81 4 80 kg	1 85 lg 1 84 lg

HOW TO PAY THE FOUR PER CENTS.

(Communicated).

There will be no more important question before Congress at its next session than that which concerns the future of the debt. The situation is perfectly well known. There are no bends which can be called in and redeemed at par. There will be none until the four-and-a-half per cents become redeemable on September 1, 1891; and after that lean-very inconsiderable in amount compared with the great five and six per cent loans that have already been canceled in years gone byhas been extinguished, there will be none available for redemption at par until the middle of the year 1907. Meanwhile the revenue of the Government, which has heretofere been applied to the reduction of the debt, continues undiminished; and although there is a general agreement among men of every party that taxes eught to be remitted, more or less, there is a no less general sentiment in favor of continuing to reduce the debt. The problem which Congress must face, and which it must solve, or else confess its own impotence, is, how shall the Treasury gain access to the two classes of bonds, which the holders do not wish paid, and which will only be redeemable four years and twenty years hence, respectively.

There are three, and it is believed only three, ways of effecting the reduction of this debt not due. First, it may be done by the method now in use, namely, by purchasing in the open market, paying the price demanded for the bonds; which means paying a high premium. Secondly, it is possible to devise a funding scheme which will gain for the Government the privilege of calling in bonds to the extent of the surplus revenue; but this, it is obvious, can only be done by conceding to the bondholders advantages which they do not now have, as compensation for the loss of permanency of their investment. It is not easy to suggest any such compensation that does not take the form of money. Either interest or principal must be increased. The Govemment must jay mere fer the privilege of paying seon. A third way remains. It is possible to accomplish a gradual reduction of the debt under a plan which offers advantages to bondholders without increasing the aggregate amount of money which would need to be paid out of the Treasuryindeed, with a small reduction of that amount. Let it be propesed, for an illustration of this method, that each holder of four per cent bonds be offered the privilege of receiving, each year of the twenty years which the bouds have to run, five per cent of the principal; and that he receive interest at the rate of four per cent on that part of the debt not paid, and three per cent on what has been paid. Thus the owner of a \$1,000 bond would receive each year \$50 of his capital. The second year his interest would be four per cent on \$950 and three per cent on \$50-that is, it would be \$39 50. The tenth vear, half his capital having been paid back to him, he would still be receiving an income of \$35; and the eighteenth year, when his claim on the Government had been reduced to \$100, he would still receive \$31 interest. This is surely a very great inducement to bondholders to accept the proposition. Perhaps it is too great an inducement, and the rate of two per cent on that part of the capital canceled may be quite sufficient.

Fand how does this affect the Government? It is easy to see by a simple calculation that whereas, if the four per cents were left undisturbed until the date of redemption, the Government would pay in twenty years \$1,000 as principal and \$800 as interest on each \$1,000 bond, it would, by this method, pay only \$705 besides the capital; and would effect a grand saving on the 738 millions of bonds outstanding of \$70,110,000. Were the suggestion of two per cent instead of three, en the paid debt, be carried out, the saving would be \$190 on each \$1,000, and \$140,220,000 in the whole.

It will instantly occur to those who consider this scheme that a purchase of bonds outright, under the existing system, is quite as favorable for the Government. It must be admitted that in a money point of view there is not a very great difference, though a careful computation will show that the advantage, on the whole, is likely to be on the side of that herein proposed. But there are certain advantages, aside from the simple matter of the amount of money required by either plan, which will make this one preferable. Before considering the collateral branches of the subject, let the two systems be compared simply as rival financial expedients. We will suppose, to make the calculation easy, that the amount of four per cents to be dealt with is a round 700 millions, and that the Government proposes to devote an average of 60 millions each year to the payment of interest and the reduction of the principal. Now, under the plan here proposed, the Government would spend in twenty years 700 millions for principal and 4931/4 millions for interest (at 3 per cent on paid debt; 427 millions at 2 per cent), an aggregate of \$1,193,500,-000, or a trifle less than 60 millions a year. Suppose, on the other hand, that it devotes each year the difference between 60 millions and the interest payment to the purchase of bonds. Is it a violent supposition that it would be forced to pay an average premium of twenty-five per cent during the whele time? It may seem so, to-day, when everything is depressed; but in ordinary times the price of these bonds will be so much above the suggested average, and the stimulus to the price caused by reducing the supply would be so great, that we might fairly expect the premium to be nearly or quite as much above 25 during the first ten years as it would be below it during the second decade. Assuming, at any rate, an average of 25 per cent premium, we find that the Government would, during the first year, pay 28 millions interest; it would have left 32 millions of its 60 millions, with which it could purchase \$25,600,000 of bonds, and at the end of the year the 7:0 millions would be reduced to \$674,400,000. Following the same method through twenty years we find that at the expiration of the time the Treasury would have left a trifle over two millions of its last 60 millions, and would have extinguished the debt. Another calculation, on the assumption that the average price of bonds would be 25 during five years, 20 during the next, 15 during the third and 10 during the fourth period of five years, indicates the cancellation of the whole debt in a few months less than nineteen years. But this would not be so economical as it would be to pay the bondholders five per cent of the capital annually, and to continue interest at two per cent on that part which had been discharged.

No doubt there will be those who will declare, and perhaps with some violence of language, that it would be outrageous for the Government still to pay interest on a debt that has been canceled; but in the first place it must be romembered that the bondholders are entirely satisfied with the situation

as it is. They do not wish to be paid, or to have the lavestment as it stands disturbed in any way. The Government desires to adopt, but cannot carry through without their consent, a plan for the gradual reduction of this debt. Therefore, in considering this proposition, the only questions are: first, will the bendholders agree to it? secondly, is it the cheapest plan the Government can pursue?

It may be said, at least, that it is not more expensive than the plan temporarily in use, while it possesses two distinct advantages over any other process of reduction yet suggreted, First, it is entirely independent of the market. The experience of the past few weeks, if carefully studied, will show what a boon it would be to the business world if the return of money from the Treasury to commercial use were automatic and regular, instead of depending upon the power of the Secretary and the bondholders to come to terms during a season of money stringency. Secondly, it would effect the payment of this debt systematically—so much a year, and at a rate which would extinguish the whole at maturity. The exact amount required for this purpose, together with the sum needed for ordinary expenses, would furnish a more precise measure of the revenue needs of the Government than we have had for twenty-five years.

At all events, this method of dealing with the debt is suggested in the hope that if it does not meet with approval in all its details, it may lead those who are disposed to criticise it to exercise their own inventive faculties in devising a better one. The situation demands the best thought and the most earnest co-operation of all who can contribute to the solution of the great problem.

EDWARD STANWOOD.

Boston, Sept. 25, 1887.

WEEKLY RAILROAD EARNINGS.

Railroad earnings keep up well. For the third week of September sixty-two reads show a gain of 11·16 per cent over the earnings of the corresponding period in 1886. Ten reads report decreases, the heaviest in amount being that of the St. Paul.

[3d week of Seplember.	1887.	1886.	Increase.	Decrease.
	0	•		
Add alo & Desido	8	\$ 140	3,144	\$
Atlantlo & Pscific	40,286		3,144	
Buffalo N. Y. & Phila	61,500	56,000	5,500	******
Buffalo Roch. & Pittan	37,725	35,974	1,751 2,091	
Cairo Vincennes & Chio	16,327 30,784 239,000	14,236	2,091	
California Sonthern	30,784	22,452	8,332	
Canadian Pacifio	239,000	221,000	18,000	*******
Chicago & Atlantic	48,601	43,008 44,747	5,593	
Chicago & East. Illinois	49,173	44,747	4,426	*******
Chicago & ind. Coal	10,980	4,360	6,620	
Chicago Mil. & St. Paul.	526,000	573,506		47,506
Chloago & West Mich	29.564	34,011		4,447
Cin. Ind. St. L. & Chlo	56,018	56,800		782
Cinciunati Jack. & Mack.	12.635	11,023	- 1,612	,,,_
Cin. N. O. & Texas Pao	68,969	57,970	10,999	
Alabama Great So	68,969 28,725	23,294	5 431	
New Orleans & N. E	10,089	8,824	5,431 1,265	*******
Vicksburg & Meridian	12,095	7,079	5,016	
Vicksburg Sbrev. & Pac.	12,441	9,445	2,996	*******
Ole Dishmoul & Ct. W.	8,877	0.500	2,000	711
Cip. Richmond & Ft. W.	50.045	9,588	1,352	711
Cincinnati Wash. & Bait.	50,065	48,713		*******
Cleveland & Marietta	6,177 6,337	5,529 7,294	648	937
Col. & Cin. Midland	6,337	7,294	01.010	937
Denver & Rio Grande	181,000	149,000	31,915	*******
Det. Lansing & Northern.	22,103	25,053		2,950
East Tonn. Va. & Ga	105,940	87,799	18,141	
Evansville & Indla'polie.	5,635	4,323	1,312	*******
Evansville & lerre H	18,521	16,445	2,076	
Filnt & Pere Marquette	51,684	40,749	10,915	******
Florida R'way & Nav. Co.	18,014	16,171	1,843	
Grand Rapids & Ind	49,874	40,749 16,171 46,537	3,337	
Ind. Bloom. & Western	69,487	62,395	7,092	
Kingston & Pembroke	4,456	62,395 2,541	1,915	
Lake Erie & Western	49,853	40,838	9,015	
Long Island	86,183	78,695	7,488	
Louisv. Evansv. &St. L	24,678	24,136	542	
Louisville & Nachville	332,400	294,210	38,590	
Louisville N. Alb. & Chic.	51,323	43,247	8,076	
Marquetle Hough. & On.	33,633 84,500	20,229	13,404	
Moxican Central	84,500	63,652	20,848	
Milwaukee L. S. & West	77,816	60,189	17,027	
Milwankee & Northern	21,982	14,021	7,961	
Minn. & Northwestern	39,022	11,171	27,851	
N. Y. City & Northern	12,381	12,440		59
N. Y. City & Northern N. Y. Ontarin & Western	35,839	28,884	6,455	
Norfolk & Western	93,500	68,833	24,667	
Northern Pacific	319,906	336,078	22,007	16,172
Ohlo & Mississippi	103,477	336,678	1,970	20,272
Ohio River	10,592	5,582	5,010	
Ohio River	17,026	20,018	0,010	2.992
Bt. L. Alt. & T. II. (M. 1)	33,612	29,106	4,536	2.002
Propohos	99 110	18,333	3,777	
Branches 8t. Louis Ark. & Texas	22,110 63,377 126,176 44,750	38,633	24,714	
Ot Louis & San Land	100,077	118,037	8,119	
St. Louis & San Fran	44.750	48,029	0,110	3,878
8t. Paul & Duluth Tol. Ann Arbor & No. Mich	10 1701		4.004	0,015
Tolodo & Ohlo Control	12.172	8.168		
Toledo & Ohio Central	24,191	16,016	8,145	
Wabash Westorn	144,449	112,042	32,107	
Wheeling & Lake Erle	14,399	12,414	1,955	*******
Wisconsin Central	41,142	30.552	10,500	*******
Chicago Wis. & Mion	13.617	5,815	7,832	
Minn. St. Croix & Wls	10,661	6,397	4,264	*******
Wisconsin & Minnesuta	6,722	4,031	2,671	
m-1-1 (00 1:	0.210.50	0.455.005	103 070	80,431
Total (62 roads)	3,810,531	3,455,095	405,870	80,431
Net increase (11:16 p. et.)			385,136	

IMPORTS AND EXPORTS FOR AUGUST.

The Bureau of Statistics has issued its detailed statement of the foreign commerce of the country for the month of August and the eight and twelve months ended with Aug. 31, 1837, as well as comparisons for the corresponding periods of the preceding year, as follows:

MERCHANDISE.

	For the month of August.	For the 8 Months ended Aug. 31.	For the 12 Months ended Aug. 31.
1887.—Exports—Domestic Foreign	\$54,427,681 994,492	\$426,926,034 8,286 025	13,151,657
Total	\$55,420,083 65,736,153	\$13 ·,212,009 479,871,29 ·	\$717,022,320 700,330,820
Excess of exports over imports Excess of imports over exports			
1886.—Exports—Domestic Foreign	966,342	9,018,959	12,985,204
Total Imports		\$431,593,760 442,919,667	619,906,740
Excess of exports over imports Excess of imports over exports	7,492,083	\$11,325,907	\$43,705,000

GOLD AND SILVER-COIN AND BULLION.

1887Exports-Gold-Dom	\$214,981 26,080	\$3,886,119 4.014,765	\$5,107,219 4,025,629
Foreign	20,080		
Total	\$241,501	\$7,599,954	\$9,132,848
Silver-Dom	\$1,289,090 703,682	\$12.270.288	\$17,494,692
Foreign.	703.682	4,035,150	8,741,584
Total	\$2,057,772	\$16,300,747	\$26,236,276
Total exports	\$2,299,733	\$24,205,631	\$35,389,124
Imports-Gold	\$5,978,776	\$14,152,502	\$45,526,520
Silver	1,717,737	10,580,202	17,428,728
Total	\$7,696,513	\$24,732,704	\$62,955,248
Excess of exports over importe		**********	
Excess of imports over exports	\$5,396,780	\$327,073	\$27,586,124
1886Exports-Gold-Dom	\$125,911	\$31.167,409	\$32,593,591
Foreign	4,854	8,882,84-	9,975,789
Total	\$130,765	\$10,050,258	\$42,569,330
81lver-Dom	\$1,174,552	\$11,027,913	\$17,737,759
Foreign	705,140	6,097,504	9,832,190
Total	\$1,879,692	\$17,125,447	\$27,569,949
Total exports	\$2,010,457	\$57,175,705	\$70,139,329
Imports-Gold	\$4,059,557	\$9,935,163	\$24,961,639
Bilver			15,763,793
Total	\$6,437,104	\$20,310,102	\$10,725,432
Excess of exports over imports		\$33,865,603	\$29,413,897
Excess of imports over exports			

TOTAL MERCHANDISE AND COIN AND BULLION.

1887Exports-Domestle	\$55.931.752	\$443.082.441	\$726,472,574
Foreign			
Total	\$57,725,816	\$159,417,690	\$752,3 +1,4 14
Imports	73,432,666	504,554,002	763,286,068
Excess of exports over imports Excess of imports over exports	#18 700 050	\$45,136,312	\$10,894,624
1886.—Exports—Domestic Foreign			\$730,957,886 32,793,183
Total	\$53,194,160	\$488,769,460	\$763,751,069
Imports	65,112,890	463,229,769	690,632,172
Excess of exports over importe Excess of imports over exports	#11 010 F.A	\$20,530,600	\$73,118,897
Tracess of imports over exports.	\$11,918,730	*********	**********

IMPORTS AND EXPORTS BY PRINCIPAL CUSTOMS DISTRICTS.

	1		IMP	IMPORTS.		DRTS.
CUSTOMS DIS- TRICTS AND PORTS.	Auous	т, 1887.		g. 31.	8 months ending Aug. 31.	
	Imports.	Exports.	1887.	1886.	1887.	1886.
	8	8	8	8	8	8
Ballimors, Md.	1,075, 59	5,755,147	9,600,445	8,311,264	35,236,532	81,318,83
Boston, Mass.	5,459,777	4,791,794	41,114,672	43,273,450	36,883,644	38, 225, 22
Buffalo Ck, N. Y	432,352		3,120, 61	3,450,043	209,375	241,31
Champl'o, N.Y	428,438		3,366,872	1,831,925	1,046,764	952,22
Charlest'n, S.C.	36,465	184,931	287,200	387,397	4,703,539	7,480,93
Chicago, III	1,031,364	252,060	7,875,531	7,630,041	1,025,091	1,453,26
Clucionati, O.	194,401		1,714,123			*****
Detroit, Mich.	273,987	214,540	1,618,679	1,654,218	2,675,083	2,840,23
Duluth, Minn.	84,032	791,434	112,055	35,593		1,326,80
laivest'n, Tex	67,450	199,931	\$03,00v		6,473,585	4,491,62
Milw kes, Wis.	65,800	*******	404,136		*** ****	******
Minn's'a, Minn	509,157	81,562		537,294	498,897	564,74
Mobile, Ala New Orl'ns, La	15,930	85,864	66,158	85,581	1,099,344	2,079,93
	550,961	2,545,571	6,329,291	5,339,524	46,239,215	47,165,88
Niagara, N.Y.			316,667,546		201,999,990	
Norfolk, Va	271,958	+9,605		1,601,784	+16,593	+92,95
Oregon, Oreg.	0.00	121.592	50,991	86,593		5,930,09
Swega le, N. Y	950 195,106	534,634		160,208	1,220,210	889,60
Jawess 10,11. v	336,846	267,644	1,492,540	1,287,508	VH5.300	1,130,06
Philadel'a, Pa.	3,402,487	350,046	1,234,297	1,478,836 24,088,139	23,749,345	22,847,97
ortiand. Me.	131,510	3,279,844	28,010,424	1,631,741	1,550,605	1,077,46
	3,685,820	57,347	1,4+1,026 28,738,449	27,496,774	19,480,815	\$1,253,07
San Fran., Cal.	5,481	3,816,033	85,740	213,150	8.731,219	8,018,11
t. Louis, Mo.	289,611	105,018	2.163.367	1,946,249		0,010,11
Vermont, Vt	524,631	109,209	3.594.233	3,467,043	935,373	1,139,00
Villamette.Or	29,493			212,994	1.780,233	3,534,97
Vilmi'g'n, N.C.	19,198	4,828			1,891,751	1.724,45
Corktown, Va.	29,846	503,182		64.638	5,531,585	8,941,83
COLADOWII, VIII.	40,040	000,100	W30,001	01.000	7,002,700	
Totals, (in-						
cluding all						
oth'r Dists.)	AS 728 158	55 494 083	470.821.294	442.919.667	435,9:2,039	431,593,76

Remaining in warehouse Angust 31, 1886......\$34,232,361
Remaining in warehouse Angust 31, 1887.....\$34,890,713
* Interior ports to which merchandise can be transported without

appraisement, under act of June 10, 1880.

I Incomplete, in the absence of law providing the manus of collecting the statistics of exports to adjacent foreign territory by railroad cars and other land vehicles.

Monetary Commercial Luglish News

[From our own correspondent.]

LONDON, Saturday, September 17, 1887.

Commercially the events of the past few days have not disclosed the presence of any new feature. The manufacturing industries seem to be fairly well employed, and the orders on hand appear to guarantee a fair amount of activity up to the close of the year. There is an absence of the fictitious prosperity due to the extension of the speculative element, the bulk of the business transacted being apparently of a legitimate character. While a fair business is passing in the hardware districts, the textile industry is also looking up, and the public sales of colonial wool are now progressing with more animation-notably for fine qualities. Steel makers in the north of England are understood to be full of orde s for some months to come, and prices are receiving additional strength on account of fresh inquiries. There is also a good deal of activity in engineering work, and shipbuilders are tolerably well occupied. The tenor of reports generally from the manufacturing districts is much to the same effect, and they may safely be construed to mean that the volume of business is quietly expanding, and that there is every reason to anticipate that its progress will not be checked immediately. Some rather better railway traffic statements and the fairly good Bankers' Clearing House returns are accepted as indications of greater commercial soundness.

Financially our position has undergone some rather appreciable changes. At the commencement of the week, with the discount rate for three months' bills at 4 per cent in the open market, with a good inquiry for loans diminishing balances, and the continuance of the export demand for gold for New York, the chances of a further rise in the Bank of England rate of discount to 5 per cent were generally admitted to be strong. Of course so long as money here was so much higher than at Berlin or Paris, large parcels of bills would be sent to the Continent for negotiation, and the export inquiry for gold would fall chiefly upon Paris; but there was always the danger of the Bank of France and the Imperial Bank of Germany following the lead of the Bank of England, and adopting measures to protect their resources, in which event the necessity of meeting the demand for gold for export would be thrown upon us. However a slight chan ge has since come over the scene. The American Exchange has rallied, as there are slgns of a cessation of the gold shipments. It would now seem that the money market is entering upon a calmer phase, but at the same time it is necessary to remember that in view of the possible revival of the fereign inquiry for gold that the amount of money lying idle now is much less than it was a few weeks ago; and, with trade improving, we cannot expect a return to the old low unprofitable rates which prevailed during the period of acu'e stagnation.

Money was easier at the close of the week than at the com mencement, but the discount houses, finding that floating balances are much restricted, have advanced their rates of allowance for deposits 1/2 per cent, giving 3 per cent for money at call and 3¼ per cent if with notice. The quotation for loans, however, after being nearly 4 per cent, has since declined to 31/4 per cent, and the discount charge for three months' bills has receded from 4 to 35% per cent. The present total of "other deposits" held by the Bank of England is £21,-925,001. On August 4, when the Bank rate was raised from 2 to 3 per cent, the total was £25,782,895, so that in a period of six weeks there has been a reduction under this head of £3,857,894. It must, however, be remembered that the harvest this year was some three weeks earlier than usual, and the money temporarily abstracted for the payment of wages, etc., in connection therewith will soon be returning to us.

The Bank of England return is more favorable than was calculated upon. In the important item of bullion the decrease is only £51,224, and as £127,000 was upon balance taken for export, it follows that over £75,000 must have been returned from general circulation. The reserve has gained £265,491, and the proportion to liabilities, which last week was 43.22 per cent, is now 44.40 per cent. The principal alteration in the return is a reduction of £2,152,682 in Government securities. It would seem from this that the Bank has been reducing its holdings of consols by borrowing money on them, or has not renewed its treasury bills. The amount of the reserve is now £11,643,039, or £974,000

less than last year, and the stock of hullion, which stands at £20,288,664, shows a deficiency of £1,112,000.

The following return shows the position of the Bank of England, the bank rate of discount, the price of consols, &c., compared with last three years:

	1887.	1886.	1885.	1884.
Circulation, excluding 7-day and	£	2	2	£
other bills	24,393,625	24,533,420	24,483,015	25,260,275
≥ablic deposits	4,117,353	2.5 8.836	4.010.818	6,002,365
Other deposits	21,927,001	23,244,130	29,057,491	23,982,083
Jovernment securities	13,042,742	12,336.513	14,935, 69	13,601,335
)ther securities	19,807,134	19,327,945	22,475,14~	20,892,226
Reserve of notes and coin	11,643,028	12,617,104	14,180,656	13,859,101
Join and bullion	20,288,664	21,4)0.124	22,869,501	22,869,316
Reserve to liabilities	41'40 p. c.	48½ p. c.	42½ p. c	45¼ p. c.
Bank rate	4 p. c.	316 p. c.	2 p. c.	2 p. c.
Consols	101 7-16 1.	10 176	1001/8	10114
llearing-House return	87,474,000	115,078,006	103,550,000	115,381,000

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

bullion market:
Gold.—The demand for gold has died away, and some parcels have been offered without finding purchasers. The amounts withdrawn from the Bank are £10.000, while £104,000 has been paid in. The arrivals are from China £.8.000, from Buenos Ayros £3,000, and from the Cape £3,000; total, £61,000. The Peninsula & Oricetal steamer takes £.2,500 to Bombay.

Silver.—Further movements have taken place, end after a relapse of 434d, the price has improved to 443d, on the receipt of better exchanges from the East. The arrivals are £106,000 from New York and £34,00 has been shipped to Bombay.

Mexican Dollars have been a dull market, and the last transaction to record is at 434d. £5,000 has arrived from Vera Cruz.

Tenders for £1,500,000 Treasury bills will be received by the Bank of England on the 23d inst., to replace a similar amount falling due, and which were were issued iu June last at an average of £1 0s. 2d. per cent.

The profits of the Bank of England for the half-year ending August 31 were £691,655, making the amount of the "rest" at that date £3,714,301. A dividend of £4 15s. per cent was declared for the half-year at the meeting just held, and after paying it the "rest" will be £3,023,034.

The Bank of England has been empowered by an order in Council to increase the note issue by £450,000.

Messrs. Morton, Rose & Co. give notice that they are prepared to receive applications for an issue of £595,200 6 per cent sterling bonds of the Province of Cordova (Argentine Republic), the issue price being 91 per cent, and the loan redeemable in thirty-three years by an accumulative sinking fund of 1 per cent.

Beerbohn's Corn Trade List publishes the following estimate of the world's wheat supplies and requirements for the nort twelve months.

Hext twelve months.		
	Probable	Probable
]	Requirements.	Surplus.
United States and Canada gre-		15,0,0,000
United Kingdom		
France	0.000.000	
Belgium		********
Germany	1,000,000	
Holland	1,000,000	
Austria-Hungary		2.5.0,000
Russia and Roumania		10,000,000
Swltzerland		
Italy	1 000 000	
Spaln and Portugal		4.000,000
India	*********	
Australasia. Chile and Argentine Repub		1,500,000
West Indies, China, &c	2,500,100	********
Greece, &c	750,000	********
Sandries		1,000,000
Ound ico.		
Total	35.950, 00	34.000.000
1 U[31	ocjanovi od	,,

"The result of these figures is that the apparent aggregate surplus of the various countries is only about 725,000 quarters beyond the requirements of the importing countries, and in connection with such figures this difference may well be called a mere bagatelle; for it is an incontrovertible fact that the reserve stocks of old wheat in Europe—say in Russia, Hungary, Germany, France and England—are at an unusually low point. It is difficult to say what the reduction in the reserve stocks in these countries is equal to, but in a vague way they may be estimated to be from 10 to 15 million quarters below those of an ordinary year." surplus of the various countries is only about 725,000 quarters

The grain trade has remained in a lifeless condition. Nothing has occurred to stimulate business and dealings aro merely from hand to mouth. At Mark Lane wheat has moved off very slowly. Fine white samples have been fairly well held and have realized 32s. per quarter, but for red wheat the trade has continued to droop, and the top price is now only about 30s. rer Values may now be said to be determined. Sufficient of the new crop has been marketed to enable quotations to be fixed with some approach to exactitude, and any further changes which may take place may be attributed to the relative positions of demand and supply. The new season ha not opened very brilliantly. The Imperial average for the past week was 29s. 11d. per quarter, but for the second it fell

to 29s. 1d. per quarter, giving an average for the two weeks of 29s. 6d. per quarter. Unfortunately for holders the market just now does not seem over strong, and an early recovery ls at least doubtful. Nothing fresh of importance has occurred in the statistical position. The quantity of wheat and flour atloat to us from all parts differs but slightly from this time last year, but the difference is in favor of this year.

The following shows the imports of cereal produce into the United Kingdom during the first two weeks of the season, com-

pared with last season:

IMPORTS.								
	1887.	1986.	1885	1884.				
Wheatowt.	2,923,370	2,178,577	3,378,911	3,583,220				
Barley	400,019	406,243	267,333	520,169				
Oats	498,990	081,738	421,046	642,356				
Peas	111,772	01.522	74,742	23,077				
Beans	124,956	106,470	217,465	161,624				
Indian corn	8.16,317	1,201.761	89 3 ,613	992,816				
Flour	755,383	839,453	485,147	608:366				
CV 20 10 00								

Supplies available for consumption (exclusive of stocks on

September 1):

Imports of wheat.owt. Imports of flour Bales of home-grown	755.383	1886. 2,476,577 837,453 881,134	1885, 3,376,911 455,117 1,380,707	1854. 3,683,220 604,866 2,131,839
Total	5,400,086	4.196,164	5 221,735	6,423,425

The following shows the q antities of wheat, flour and maize afloat to the United Kingdom:

This week. 1,663,000 161,000 257,000 Last week. 1,727,000 155,000 257,000 1886, 1,615,000 188,000 319,000 1935. 1,372,000 142,000 225,000 Floor, equal to qre. Malze.....qre.

1986-87, 1885-86, 1884-95, 1883-8 Aver, price wheat.....wook, 298, 1d, 328, 5d, 318, 1d, 349, Aver, price wheat....season, 298, 64, 328, 9d, 318, 8d, 349, 1883-81.

English Financial Markets-Per Cable.

The daily closing quotations for securities, &c., at London are reported by cable as follows for the week ending September 39.

London.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Silver, per oad.			4458	44918	4419	4419
Consols for money		101718 1019 8	1011116	101916	1019 ₁₆ 1015 ₈	101916
Fr'ch rentes (in Paria) fi U. 8. 448 of 1891		81·25 111148		81.6219	81.65	81.70
	12738	12738 5358	12738		1274	1271 ₂ 535 ₈
Chio. Mil. & St. Paul	85	8358	8378	84	x9218	8138
Erie, common stook	30 1224	293 <u>1</u> 1221 ₈	301g 1223g	3038 12238	122^{1}_{8}	304 1224
Philadelphia & Reading	574 3038	37 kg 293i	571g 301e	314	57% 31%	575g 3 1g
New York Central	111	11078		112	11338	11234

Commercial and Miscellaneous Aews

NATIONAL BANKS,-The following banks have recently been organized:

3,792—The German American National Bank of Kannas City, Missouri Capital, \$250,000. James Kellogg Burnham, President Louis Saherlein, Cashler.

IMPORTS AND EXPORTS FOR THE WEEK,—The imports of last week, compared with those of the preceding week, shown decrease in dry goods and an increase in general merchandise. The total imports were \$9,766,240, against \$9,395,604 the preceding week and \$6,816,005 two weeks previous. The exports for the week ended Sept. 27 amounted to \$6,397,163, against \$6,220,843 last week and \$4,926,899 two weeks previous. The following are the imports at New York for the week ending for dry goods) Sept. 22, and for the week ending (for general merchandise) Sept. 23; also, totals since the beginning of the first week in January: the first week in January

PORRIOR IMPORTS AT KEPT YOUR

			. I CANEL	
For Week.	1884.	1885.	1886.	1387
Dry Goods Geu'l mer'diee	\$2,063,600 4,826,128			\$2,967.931 6,798,307
Total Since Jan. 1.	\$6,889,728	\$6,631,725	\$7,512,259	\$9 766,240
Dry Goods Gen'l mer'dise	889,692,915 228 628,124		\$89,859,412 230,005,895	\$93,816,118 251,401,939
Total 39 weeks.	+318,321,039	\$279,929,653	318.864.307	*315,219,037

In our report of the dry goods trade will be found the m-ports 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 September 27, 1887, and from January 1 to date: EXPURIS PROM NEW YORK FOR THE WEBS

	1484.	1895.	1986.	1837.
For the week Prev.roported	\$5,999,960 288,325,615	\$5,610,253 231,421,359		\$6 397,161 218,925,075
Total 38 weeks.	£244,325,575	\$240,031,612	\$230,034,317	\$225,222,C33

The following table shows the exports and imports of species at the port of New York for the week ending Sept. 24, and since January 1, 1887, and for the corresponding periods in 1 86 and 1885:

EXPORTS AND IMPORTS OF SPECIE AT NEW YORK

Gold.	Expe	ris.	Imj	poris.
	Week,	Since Jan. 1.	Week.	Since Jan. 1.
Great Britain	· *	\$173,5*3	9105,089	
Germany		22,957 968,101	1,017,4 0	
West Indies	31,657	2,403,574	128,636	3,274 211
Yexico	10,000	2,325,132	1,717 6,300	
Allatheroountries	13,000	500,114		
Tetal 1887	\$51,657	\$6,943,731	\$3,350,652	\$21,559,023
Total 1886	15,472 6,494	6,400,610		11.714,597 8,210,149
		011011010	4,000,137	0,220,140
Bilver.	\$154,600	\$3,946,812	815	\$211,650
France	8,000	807,173	******	2,216
West Ind'es	14,721	168,640 2 9,420	2,022	149,400 397,657
Mexico		21,358	2,0 11	72,900
South America	*****	56,479 40,600	1,176 27,636	
Total 1887	\$177,321	€8,250,512	\$17,800	
Total 1886	146,350	7,663,701	17,431	1,355,982
Tutal 1885	90,585	12,533,517	55,302	1,485.77 1

Of the above imports for the week in 1887 \$432,437 were American gold coin and \$4,640 American silver coin. Of the exports during the same time \$33,500 were American gold coin and \$6,142 were American silver coin.

New York Chicago & St. Louis,-The new securities Acw fork Chicago & St. Louis.—The new securities in accordance with the plan of reorganization of February 4, 1887, will be ready for delivery at the office of the Central Frust Company, 54 Wall Street, on and after October 3, 1887, at which time accrued interest on bonds will be paid. Parties depositing stamped stock for exchange will receive temporary receipts, and certificates for the new stock will be issued on the third day thereafter. the third day thereafter.

—Attention is called to the list of securities off red in our columns by the well-known house of Messis, C. ffin & S snton An examination of their list this week will disclose that they offer a line of city and town bonds which they state are adapted to meet the legal requirements for the investments of saving banks of this State. The officers and committees of these institutions will do well to give this list their attention and correspond with the advertisers.

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

| Shares. | Shares. | Shares. | Shares. | Shares. | Shares. | 10 Bdway & 7 h Av. RR.Co. 175 | 50 Liberty Ins. Co. 91 | 20 Standard Oil Trust. 1694 | Bonds. | 20 Mutual Gas Light Co. 924 | \$8,700 St. Paul Eastern Gr. 13 Lafin & Rand Powd'r Co. 130 | 2 | 5 Knickerbocker Ice Co. 99 | 9 | Milw. Lake Shore & West. 99 | 2

Banking and Financial.

United States Government and other desirable

SECURITIES

FOR

INVESTORS.

All stocks and bonds listed on the New York Stock Exchange bought a id acid on commission for cash.

Deposit accounts received and interest allowed on monthly balances su ject to draft at sight.

HARVEY FISK & SONS, 28 NASSAU STREET, NEW YORK,

CITY OF BINGHAMPTON, N. Y., 3 1-2s, CITY OF RUCHESTER, N. Y., 7s, TOWN OF SALINA, N. Y., 4s,

CITY OF CINCINNATI 7s, 7 3-10s,

HELENA & RED MOUNTAIN, 6s (No. Pac. gnarantee), KANSAS STATE, 4s.

FOR SALE DY

COFFIN & STANTON, Bankers,

10, 11, 12 and 13 Mortimer Bullding, Wall Street, N. Y.

CITY OF TOPEKA, KANSAS, PER CENT IMPROVEMENT BONDS. ISSUED FOR STREET IMPROVEMENTS.

These bonds, besides below hased on the credit of the Chy, are a First Lien on all the Abutting Property, valued at >6.932,000 Assessed valuation of the City - Actual Valuation over Total Indebtedness Exclusive of this Issue \$7,276,234 \$25,000,000 - \$122,900 - Population, about 40,000.-

FOR FURTHER PARTICULARS CALL ON OR ADDRESS, GRISWOLD & GILLETT, 3 WALL SE, NEW YORK.

The Bankers' Gazette.

DIVIDENDS

The following dividends have recently been announced:

Name of Company.	Per Cent.	When Payable.	Books Closed, (Days inclusive.)
Rallroads. Chicago Rock Isl'd & Pac. (quar.) Del. Lack. & West. (quar.) Long Island (quar.) N. Y. Cent. & Hud. River (quar.). N. Y. & New England. Pref. Pittsb. Ft. Wayne & Chic. (quar.).	134 134 1 1 134 134	Oct. 29 Nov. 1	Sept. 30 to Oct. 28 Oct. 6 to Oct. 20 Oct. 9 to Nov. 1 Oct. 1 to Oct. 16
Banks. Gallatin Natlonal N.Y. Produce Exchange Miscellaneous. American Bell Telephone. Cent. & So. Amer. Teleg. (quar.) Mexican Telegraph (quar.)	5 3 1 ¹ 2 2 ¹ 2	Oct. 6 Oct. 15 Oct. 15 October.	Sept. 29 to Oct. 5 Oct. 6 to Oct. 15 Oct. 1 to Oct. 12

WALL STREET, FRIDAY, Sept. 30, 1887-5 P. M. The Money Market and Financial Situation.—The week has been one of better feeling, and the stock market has reflected this in a steadier tone and firmer prices.

The Secretary of the Treasury is evidently inclined to do all that he reasonably may do to prevent any trouble from the accumulation of funds in the Treasury, and this being known it has given a feeling of relief; on the other hand, it is getting to be more thoroughly understood that the Treasury will not dump millions in the market to relieve speculators, or practically in-solvent traders, every time that there is a ery of tight money. The railroad reports of gross and net earnings for August

are coming in quite favorably, and Reading in particular makes a showing that is really extraordinary.

The yacht races have taken off a good deal of attention from the market this week, and when this temporary diversion is past, and many of the wealthy men of the city also begin to return to their homes after the first of October, it would not be surprising if we had a more active and firmer market. This, at least, is the outlook of the present moment, barring any troubles or unforeseen developments to cause apprehension.

A better price for grain would probably induce larger ship-ments from the interior, but whatever is delayed now may just so much increase the railroad business after inland navigation has closed and when the trunk line rates have been advanced.

The Vanderbilt stocks have been firmer this week; Mr. Depew has returned from Europe, and the last and lowest of this group of stocks, the Nickel-plate, gains something by the completed reorganization of the company and the issue of its new securities next week.

The open market rates for call loans during the week on stock and bond collaterals have ranged from 4 to 7 per cent, and to-day the rates were 4@7 per cent. Prime commercial

paper is quoted at 6@7\frac{1}{2} per cent.

The Bank of England weckly statement on Thursday showed a gain in specie of £13,000, and the percentage of reserve to liabilities was 43.76, against 45.08 last week; the discount rate remains unchanged at 4 per cent. The Bank of France rate remains unchanged at 4 per cent. The Bank of Fra lost 2,325,000 francs in gold and 1,400,000 francs in silver.

The New York Clearing House banks in their statement of Sept. 24 showed an increase in surplus reserve of \$1,997,050, the total surplus being \$5,816,725, against \$3,819,675 the pre-

vious 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:

	1887. Sept. 24.	Diffr'nc's fr'm Prev. Week.	1886. Sept. 23.	1885. Sept. 26.
	\$	8	9	8
Loans and dise'ts	346,428,800	Dec. 667,300	337,485,700	329,039,100
Specie	70.521,900	lac.1,590,300		109,254,400
Circulation	8,237,900		8,138,700	9.810.600
Net deposits	341,935,900	Dec. 914,600	347,095,700	385,977,200
Legal tenders	20,778,800	Ine. 170,600	19,211,000	32,17.,800
Legal reserve	85,483,975	Dec. 236.150	86,773,925	96,494,300
Reserve held	91,300,700	Iuc.1,760,900		141,426,200
Surplus	5.816.723	Inc.1,997,050	9,079,875	44,931,900
CHA PAGGETTE TELEVISION	0,120,121	1220:1,007,000	0,010,310	44,001,000

Exchange.-The sterling exchange market has been extremely dull and devoid of any feature of special interest during the past week. Rates continue about steady, however, and

60 days' sterling, 4 79\\(4 80\); demand, 4 83\\(4 84\). Commercial bills were 4 78; Conti-Cables, 4 844@4 844. Commercial bills were 4 78; Continental bills were: Francs, 5 265@5 264 and 5 248@5 25; reichmarks, 94 and 945; guilders, 395@395 and 395@40.

The following were the rates of domestic exchange on New

York at the under-mentioned cities to-day: Savannah, buying par; selling 1@1 premium; Charleston buying 3-16@1 discount; selling par; New Orleans, commercial, \$1 75@\$2 00 discount; bank, par; St. Louis, 50@75c. discount; Chicago, 70c. discount.

The rates of leading bankers are as follows:

September 30.	Staty Days.	Demand.
Prime bankers' sterling bills en London Prime commercial Documentary commercial	4 7812 à 4 7834 4 78 à 4 7814	
Paris (francs) Amsterdam (guilders) Frankfort or Bremen (reichmarks)	5 2678 25 2614 3911 ₁₅ 23934	525

Coins,-The following are quotations in gold for various coins:

* Now demonetized.

United States Bonds.—Government bonds have been almost entirely neglected at the Board, the sales in the early part of the week being all in fractional lots of less than \$1,000 cach and so not appearing in our table of sales and prices. have not changed much and are about the same as a week ago. Up to this time \$9,822,150 of bonds have been purchased by the Treasury Department under the circular of Sept. 22, including \$4,666,400 \$4½s and \$5,155,750 \$4s.

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

	Interest Periods		Sept.	Sept. 27.	Sept. 28.	Sept 20	Sept.
41 ₂₈ , 1891reg	QMar.	*10814	1084	1684	*10 14	*10314	10-14
41 ₉₈ , 1891eonp. 48, 1907reg.	OJan.	*1237	1237g	*121	124	*124	*124
4s, 1907coup. 6-, cur'cy, '95reg.	QJan.	*12478	1247g	*125	125	*125 *122	*125 *122
6s, cur'cy, '96 reg.	J. & J.	*123	123	*124	*124	*124	*124
6s, cur'ey, '97reg. 6s, cur'ey, '98reg.	J. & J.	*128	*126	*126 *128	•128	*123	*128
6s. enr'ev. '99reg.			1.130	*130	*130	*130	*130

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

Railroad Bonds.-State bonds have State and extremely dull all the week and the market is without any feature of interest.

Railroad bonds have not at any time shown any particular activity, and the market has been dull most of the week. At the same time a better demand for honds is reported, though it is shown more in the steadily advancing prices than in the amount of business done. Prices have ruled quite strong all the time and have been steadily regaining much of their last week's decline, though there has been no rapid or important advance. There has also been no special activity in any particular class, the business having been well distributed and moderate amount. The improvement has naturally been most noticable in the lower-priced classes, as they suffered the most in the previous depression, and there is no specially large investment

Railroad and Miscellaneous Stocks .- The market has been dull and comparatively lifeless during the past week, the attendance at the yacht races and the observance of a Jewish holiday tending to restrict business. The tone of prices has been better than last week, and a generally improving tendency has been apparent, but as there has been no important buying movement, and as the bulls have not undertaken to boom the market, transactions continue very limited in volume. The market has been somewhat irregular at times, and in the early dealings was rather weak, on continued short sales and the hammering of a few leading shares. Pacific Mail started the upward movement by a sharp advance on Monday on the report that the Gould interest had advance on Monday, on the report that the Gould interest had gained control, which would result in important changes in the directory. Jersey Central was also specially strong on the directory. Jersey Central was also specially strong on that day on the covering of short contracts. The market has been generally pretty strong since then, and while there has been no important bull movement, prices have gradually improved, and a few of the leading stocks have at times shown much strength.

There is little change in the general situation, and the news of the week, while favorable, has not been specially important. Money has been easy all the week and less anxiety is felt as to possible stringency in the future. The Treasury Department shows a disposition to relieve the money market as far as possible, and a conference held this week between Secretary Fairchild and a number of New York bankers helped the improving Gold continues to come here from abroad and the Bank of England failed to raise its rate of discount as it was anticipated it would do. These are all favorable features and helped to establish the better feeling. In regard to special features, Reading improved on the advance in coal prices and the remarkable of the second of the seco Reading improved on the advance in coal prices and the remarkably gratifying statement of carnings for August and the nine months of its fiscal year; the other coal stocks were also stronger in sympathy. St. Paul and the other grangers were assisted by the notice given by the former company of an advance in freight rates. The Vanderbilts were noticeably strong, and this was spoken of as complimentary to Mr. Depew on his return from Europe. To-day, Friday, the tone was steady and prices generally closed near the best of the day.

STOCKS-PRICES AT N. Y. STOCK EXCHANGE FOR WEEK ENDING SEPT. 30, AND SINCE JAN. 1, 1887.

STOCKS-PRICES A	I N. 1. SI					54-1.50,		INCE JAN.	
STOCKS.	Saturday,	Monday,	Tuesday,	Wednesday,	Thursday,	Friday,	of the Week.	Itange since	
	Sept. 24.	Sep. 26.	Sept. 27.	Sept. 28.	Sept. 20.	Sept. 30.	Bhares	Lowest.	Highest.
Active RH. Stocks. Atlantic & Pacitic Ounadian Pacitic	*10 ¹ 8 10 ³ 4 52 52 ¹ 4	978 10 5219 5219	10 10 52% 52%	10 10 ¹ 8 *52 52 ³ 8	*1018 1012 52% 52%	1034 1078 50 5218	1,668	9% Sept. 20 49% Sept. 20	154 June 13 683 Jan. 13
Canada Southern	694 70	674 7078	531 ₈ 541 ₈ 701 ₂ 711 ₂ 34 341 ₂	54 55 ¹ 9 71 73 ¹ 4 34 ¹ 4 34 ¹ 4	5478 5549 7288 7349 *3449 35	548 ₈ 555 ₈ 72 741 ₄ 331 ₂ 331 ₉	28,973	49 July 30 55 s Jan. 3 32 Sept. 20	864 Apr 13
Chesapeake & Ohio Do 1st pref.	°5 7	9 9	*5 6	*5 ¹ 4 6 10 .	5 5 10 10	*514	550	5 Sept 29 9 Sept. 16	94 Jan. 9 17 Jan. 13
Do 2d pref. Chiego Burlington & Quincy.	1341 ₂ 1341 ₃	133 1334 178 82	1333 13334	*6 7 1344 1349	6 6 1344 1344 79 80	$\frac{7}{134}$ $\frac{7}{135}$	257 1 994	6 Sept. 20 131 Sept. 15	11 ¹ 2 Jan. 20 150 May 17
Chleago Milwaukeo & St. Paul. Do pref. Chleago & Northwestern	11878 118. 11218 1123	1114 kg 118 kg 110 kg 112 kg	78 ¹ 9 70 *115 115 ¹ 9 111 ⁵ 8 112 ¹ 8	7819 7958 11578 116 11218 113	116 116 1124 1134	7839 7036 $116 116$ $11238 11278$	1931 26,245	114 2 Sept. 26 109 July 30	95 May 18 1274 May 17 1275 June 7
Do pref. Chicago Rock Island & Pacitic.	*141 1424	140 142 1204 12138	*141 143 1204 1203	*1413, 1434 121 121	*1204 122	143 ¹ 2 143 ¹ 2 118 ¹ 4 118 ¹ 4 15 15	125 2,457	1384 Jan. 29 1164 Sept. 20	1534 June 7 140% May 17
Chicago St. Louis & Pittaburg. Do pref. Chicago St. Paul Min. & Out	4134 4234	*13 \(\frac{14}{36} \) 36 36 40 \(\frac{407}{8} \) 41 \(\frac{3}{41} \)	*14 15 *30 38 417 ₈ 42 ¹ 4	1438 1438 38 3949 4249 4334	*38 40 431 ₉ 44	15 15 371 ₉ 40 431 ₉ 441 ₄	625 1,200 8,945	35 Jan. 27 39% Sept. 20	5219 Apr. 22 5110 May 17
Do pref. ClevelandCol.Cin.&Indianap.	1074 1074 504 504	1061g 1061g 501g 501g	52 52	$\begin{array}{c} 107\frac{1}{9} \ 107\frac{1}{9} \\ 52\frac{1}{9} \ 54 \end{array}$	*106 ¹ 2 108 ¹ 2 53 ³ 1 51 21 21	107 ¹ 2 108 54 54 21 21	638 2,300	104 le Sept. 20 49 Sept. 20	118 ¹ 2 June 7
Oolumbus Hocking Val.& Tol. Delaware Lackawanna & West Denver & Rio G., asaeasu't pd		$18 187_0 \ 1253 1273_0 \ 241_0 241_0$	$\begin{array}{c} 191_4 & 191_2 \\ 1271_4 & 1281_8 \\ 25 & 25 \end{array}$	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	12834 1291 ₂ 257 ₈ 261 ₈	1284 1297	1 600	15 Scpt. 19 1244 Sept. 20 217 Feb. 3	139 June 1 32% Apr. 14
Do pref. East Tennessee Va. & Ga. R'y.	*57 58 101 ₂ 101 ₃		571g 571g 105g 103g 551g 551g	*57 58 11 11 *54 58	*57½ 58½ 11½ 11¼ 57½ 57½	5858 5858 1118 1112 57 5712	1,186	56 Sept. 20 0 2 Sept. 21	69% June 4 17 Jap. 3
Do 1st pref. Do 2d pref. Evapsville & Terre Haute	*52 56 *19½ 20¼ *82 81	19% 20 *80 83	554 554 204 204 *824	203 ₄ 203 ₄ 85 85		201 ₂ 211 ₂ 87 87	1,380 1,505 310	10 Sept. 21	82 Jan. 3 32 Jan. 3 100 Apr. 9
Fort Worth & Denver City Green Bay Wluona & St. Paul.	9 9	74618 461g 9 9 *14 24	91 ₉ 91 ₂ *14 24	"46 ¹ 8 46 ⁵ 8 9 ¹ 2 9 ¹ 2 *14 24	93 ₄ 93 ₄ *14 24	46 ¹ 2 47 *9 10 *14 24	510 765	21 g Feb. 4 73 Sept. 21	62 ¹ 2 May 7
Do pref. Illinois Central	119 119	11838 119	14 24	11712 119	1184 1184	117 1177 ₈ 151 ₂ 151 ₂	1,511	¶116 Sept. 19	28 May 31 138 May 28 274 Apr. 1
Lake Erie & Western	*31 33½ 14¼ 15¼ 42¾ 42¾	143, 143,	*32 $^{33}_{-13}$ 15 $^{15}_{-4}$ $^{43}_{-8}$ $^{437}_{-8}$	*32 32% 15% 15% 44 45	*33 34 ¹ g 16 16 44 ¹ g 44 ³ 4	32 32 157 ₈ 16 451 ₈ 46	300 2,370	13 Sept. 20	24 ½ May 16
Lake Shore & Mich. Southern. Long Island.	9258 9318	9214 9314 89 90	931 ₈ 943 ₈ 90 90	93% 95% 91 91	91 91 91	94% 95%	3,493 46,126 284	85 Sept. 20	934 Juoe 30 994 May 14
Louis. Now Alb. & Chicago	601 ₈ 607 ₈ 38 38 99 99	58% 60% 36 36 98 98%	601 ₂ 613 ₈ 371 ₄ 371 ₄ 983 ₈ 991 ₈	607 ₈ 617 ₈ 40 40 99 1001 ₈		60% 61% 41 41 100% 100%	37,470 600	3019 Sept. 20	673 June 11
Manhattan Elevared, consol. Memphis & Charleston Michigan Central	*8412 85	8319 84	20.8 22.8	86 88	52 52 873 88	******	4,996 100 1,875	49 Sept. 16 80 Aug. 1	95½ May 19
Do pref.	8118 8118	\$2 ⁷ 8 82 ⁷ 8 103 103 *11 12	*81 83 104 104 *11 12	$\begin{array}{c} 82 & 83 \\ 105 \frac{1}{2} & 105 \frac{1}{2} \\ 12 & 12 \end{array}$	$\begin{bmatrix} 83 & 83 \frac{1}{2} \\ 105 \frac{1}{4} & 106 \frac{1}{2} \\ 12 & 12 \end{bmatrix}$	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$		98 3an. 4	94½ May 18 110 May 18 20½ Apr. 2
Minneapolls & St. Louis Do pref. Missouri Kansas & Texas	*241 ₂ 253 ₄ 223	2434 2434 221 ₂ 23	25 25 ¹ ₂ 23 23 ³ ₄	25 253 ₈ 234 235 ₈	251g 258g 238g 2438	*25 261 ₂ 233 25	1,000 8,480	22 Sept. 20 21 2 Sept. 20	484 May 31 344 Apr. 9
Missouri Pacific	91 ¹ 2 92 ¹ 3	*1012	9118 9278 *11 13 *72 74	923g 933g *11 13 733g 76	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	41,524	89% Sept. 21 102 Sept. 20	19½ Jan. 8
New York Central & Hudson. New Y. Chle, & St. L., ascent'd	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	107 ¹ 8 107 ¹ 4 15 ¹ 2 15 ⁷ 8	108 108 ¹ 2 16 17 ¹ 4	1081 ₈ 1093 ₈ 17 173 ₉	10914 10934 1718 1714	†1077 ₈ 109 17 17	3,450 6,974 3,220	10512 Sept. 20 14 Sept. 20	1145 May 19 204 May 16
New York Lake Erle & West'n Do pref.	2878 2918	*28 29 28 ¹ 2 29 63 ¹ 2 64	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	30 ³ 4 31 ⁷ 8 29 ¹ 8 29 ⁵ 8 65 ³ 4 65 ³ 4	29^{1}_{2} 29^{7}_{8}	*30 31 ¹ 4 29 ¹ 8 29 ⁷ 8 65 ¹ 8 66 ¹ 2	4,280	26 2 Sept. 21 27 Sept. 20	37 8 May 18 35 8 Apr. 12 76 May 23
New York & New England New York Ontario & West	364g 383g *163g 167g	3514 3719 164 164	3738 3838 1614 1619	3778 3918	39 4014 *1678 1714	395 ₈ 401 ₂ *161 ₉ 171 ₄	103,860	354 Scrt. 26 1558 Aug. 25	66 Mar. 29 201 Jan. 3
New York Susq. & Western Do pref. Norfolk & Western	87 ₈ 9 261 ₂ 261 ₄ 15 15	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	27 27 ¹ 4		9 9 18 28 28 *14 12 15	834 9 2734 20 1519 1519	1,450 2,220 250		384 Feb. 14
Northern Pacific pref.	401 ₈ 403 ₉ 237 ₈ 24	2334 2438	4018 4058 24 2418	41 41 244 244	4134 421 ₂ 241 ₉ 243 ₄	41¼ 4238 24¼ 24¼	9,570 3,325	38 Sept. 20 2258 Sept. 21	55% May 16 34% July 18
Ohio & Mississippi Oregen & Trans-Coutingutal	2434 254	1958 2018	497 ₈ 50 253 ₄ 261 ₈ 201 ₈ 201 ₂	*25% 26	*2534 2634 2078 2138	$497_8 501_2 257_8 257_8 215_8 215_8$	1.250	2234 Feb. 1	63½ May 19 32½ Apr. 4 3558 Apr. 7
Peoria Decatur & Evauaville. Philadelphia & Reading	201 ₉ 201 ₄ 573 ₄ 583 ₄		58% 6018		6014 6114	2214 23	1,3 10 342,340	17 ¹ 2 Sept. 21 34 Feb. 1	39½ May 25 65 Sept. 6
Richm'd & West P'nt Terminal Do Rome Watertown & Ogdenab'g St. Louis & San Francisco			50 50 ⁷ 8 80	50% 52% 79 80	52 523 ₄ 821 ₃ 83	5214 5434 *82 85	75,770 7,087 759	784 Sept. 26	87½ Jan. 17 95 Jan. 17
St. Louis & San Francisco Do pref Do lst pref	1 68 68	0749 08	34 34 6778 69 11012 11012	34 34 68 69 110 110	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	35 ¹ 2 37 71 ¹ 2 75 110 ¹ 4 113	1,020	30 Jan. 27	44% May 26 84½ May 26 120 June 2
St. Paul & Duluth	* 64	60 6312		62 64 103 103	6512 6612	66 66 1041 ₂ 1011 ₂	1,358 380	00 Aug. 2	114% May 23
St. Paul Minneap. & Manitoba Texas & Pucific, asa. paid Union Pacific	2234 2314		23 23 ⁷ 8 52 ¹ 9 53 ¹ 4	104 ¹ 2 104 ¹ 2 23 ¹ 2 24 ⁵ 8 53 ¹ 4 53 ⁷ 8	2412 2514	10534106 2478 2534 531_2 541_6		20 Feb 3	120% May 27 35% May 23 63% May 18
Wab. St. L. & P., P. Com. repts.	174 173 31 314	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$17\frac{1}{2}$ $17\frac{3}{4}$ $31\frac{5}{8}$	*17 17 ¹ 2 30 ¹ 2 31 ¹ 3	$18 18\frac{1}{4}$ $32\frac{1}{8} 32\frac{5}{8}$	18 184 314 3238	2,510 6,300	134 Feb. 1 234 Feb. 1	22% May 6 384 May 18
Miscellaneous Stocks. Colorado Coal & Irou	33 334	*38 39 32 331 ₂	39 ³ 8 41 33 ¹ 2 34	40 42 34 35%	40% 41% 35% 36	404 415 354 364			63% Apr. 18 534 May 19
Consolidated Gas Co	*71 72 99 99	71 71 98 99	994 994	71 ¹ 4 71 ¹ 9 99 ¹ 4 100	71½ 71 ⁷ 8	$72 72 991_2 997_8$	1,230 2,218	67 Sept. 20 96% Sept. 21	89 May 19 1053 Apr. 18
Oregon Improvement Co Oregon Railway & Nav. Co Pacific Mall	89 89	36 36 ¹ 2 86 ¹ 2 86 ¹ 2 34 ¹ 8 38 ³ 6	37 39 88 88 371 ₂ 383 ₄	391g 3958 891g 891g 3818 3838	88 89	39 39 897 ₈ 90 39 401 ₈	2 025 1.753 40,507	84 Aug. 26 324 Sept. 21	54% May 31 105% May 19 58% Apr. 7
Pullman Palace Car Co	146 146	95 96 148 148	$\begin{vmatrix} 95\frac{1}{2} & 95\frac{1}{2} \\ 149 & 149 \end{vmatrix}$	96 96 148 1494	98 ¹ ₂ 99 ¹ ₂ 149 150	97 ¹ 2 99 149 ³ 4 152	2,325	1394 Sept. 20	115 Feb. 8
Western Union Talegraph Express Stocks. Adams.		72 ⁵ 8 74 ¹ 8 *145 150	7378 74%	*140 150	74% 75% 145 146	74 ¹ 4 75 ³ 4 *140 150	159	139% Jan. 4	7978 Sept. 9 152 Aug. 5
American United States. Wells, Fargo & Co	1	1 "70 74		70 71	107 108 70 70 130 130	108 108½ 70 70 *125 131	98 124	106 Sept. 20 62 Feb. 17	118 ¹ 2 May 14 76 Aug. 31 137 June 6
Atchlson Topeka & Sauta Fe. Boston & N. Y. Air-Line, pref.		120 130				10419 10419		965 Jan. 5	118% June 6
Boston & N. Y. Alr-Line, pref. Buffato Roch, & Pittsburg Cedar Falls & Minnesota			*9 12	981 ₉ 991 ₂ *9 12	* 55 *9 12	* 55	65	98 Aug. 1 334 Jan. 19 9½ Sept. 1	102 Feb. 14 743 Apr. 6 19 Jan. 7
Chicago & Ind. Coal R'way Do pref	******		-9 12	9 12	******	0 12		20 8000 00	6775 Apr 10
Cincin Ind. 8t. Louis & Chie Cincinnati Wash. & Baltimore. Do pref.	7912 80	78 78 *3 4 *5 64	*3 4 *5 6	*3 41 ₄ *5 6	78 78 334 334 534 578	*31 ₉ 4 *51 ₄ 6	1,798		9912 May 18 104 Feb. 19 7 Jan. 13 1014 Jan. 14
Cleveland & Pittsburg, guar Dea Molnea & Ft. Douge	*9 104	153 153	1521g 1521g *9 10	10 10	*919 1010	*9½ 10½	236 100	144 Feb. 9	154 July 16
Mexican Central	* 80	* 19 * 80 134 134	85 85 14 ¹ e 14 ¹ e	* 19 * 84 *14 14 ¹ 9	* 19 83 83 *134 15	* 19 * 85 *14 15 ¹ 9	600	83 Sept 29 13 Sept 20	10019 May 27 22 Apr. 9
Quicksilver Mining Co	******	5 6	*51 ₄ 6 *22 26	*5 ¹ 4 6 *22 28	*514 6	*514 6		5 Sept. 21	83 Jan. 10
St. Louis Alt. & Terre Haute St. Louis Ark. & Texas	*33 354	*23 29 *331 ₉ 36 12 12	34 35 ¹ 2	35% 36 134 134	*22 28 35% 36%	*35 37	1,200	25 Sept. 19 30 Jan. 8 10 Sept 19	45% June 6 25 Feb. 12
Columbus & Hocking Coal Tenneasee Coal & Iron. Various Stocks, &c. (Uni	*25 27	2414 2414	25% 26	*26 29 25 25	27 ⁵ 8 27 ³ 6 26 26 ⁷ 8	271g 28 261g 271g	200 700 1,624	24 Sept. 20	50 Apr. 27
Amer. Cotton Oli Truet. Pipe Lina Certificates.	285 ₈ 283 671 ₂ 69	28 ¹ 4 28 ³ 4 68 ⁷ 8	273 283 6658 68			29 29 4 67 65 78	12,116	2612 Sept. 20 54 July 25	64 la Jan. 3 75 Sept. 13

^{*} These are the prices bid and asked; no sale was made at the Board.

BONDS-LATEST PRICES OF ACTIVE BONDS AT N. Y. STOCK EXCHANGE, AND RANGE SINCE JAN. 1, 1887.

	Closing.	Range sin	ice Jan. 1.	Dating & Day do	Olosing.	Range since Jan. 1	1.
Railroad Bonds.	Sept.23 Sept.30	Lowest.	Highest.	Railroad Bonds.	Sept.23 Sept 30	Lowest. Higher	st.
Atl. & PacW. D. inc., 6e, 1910	26 2758	2418 Sept.	3838 June	Mil. Lk. Sh. & W.—1st, 6s, 1921.	119 119 b	118 Feb. 122 A	pr.
Guar., 4e, 1937	00 00	80% Sept. 104 Sept.	90 Jan. 109 June	Michigan Div.—1st, 6s, 1924. Minn. & St. L.—1st, 7s, 1927. Imp. & Equip.—6s, 1922. Mo. K.& Tex.—Con., 6s, 1922. Mo. K.& Tex.—Con., 6s, 1920. Consol., 7s, 1920. Consol., 7s, 1920. Lat, Extension, 6s, 1927. Lat, Extension, 6s, 1927. Lat pref. debentures, 7s. Mutual Un. Tele.—S. I., 6s, 1911 Nash. Ch. & St. I—Lst, 7s, 1913 N.Y. Central—Extend., 5s, 1893 N.Y. C. & H.—1st, ep., 7s, 1903 Debenture, 5s, 1904. N.Y. & Har.—1st, 7a, 1900. N.Y. Chic. & St. I.—1st, 6s, 1921. 2d mort, 6s, 1923.	114 ¹ 2 135 a	114 Jan. 121 M 130 Ang. 133 Ja	lay an.
2d, 5s, 1913		8742 Sept.	951 ₂ Jan. 94 May	Imp. & Equip.—68, 1922	80 a	81 Aug. 90 Ja 88 Sept. 10212 A	an. pr.
2d, 5s, 1913 Oen. Iowa—1st, 7s, '99, coup. off Contral of N. J.—1st, 7s, 1890	105 ¹ 4 105 ¹ 4b.	10412 Aug	110 Jan.	Consol., 5s, 1920	78 b. 7978	77 Sept. 89% A 10712 Aug. 11312 Ja	pr.
Consol. 7s, 1899, assent. Convert, 7s, 1902, assent. Adjust. 7s, 1903 Convert, deb. 6s, 1908 Interim bond certificate.		107 Jan.	119 June 1183 June	Mobile & Ohio—New, 68, 1927	113120	108% Feb. 111 A	pr.
Adjust. 78, 1903	98	1054 Jan. 837 Jan.	10819 June 105 June	1st, Extension, 6s, 1927	1073h, 108 o. 38 b. 45 b.	104 May 108 86 45 Sept. 6312 M	ept. Iar.
Interim bond certificate	98 9834	95 Sept.	100 June 116 Feb.	Mutual Un. Tele.—S. f., 68, 1911 Nash Ch & St L.—1st 7s 1913	8378 84 1211ab.	93 Aug. 89 M 125 Sept. 131 A	lar. pr.
Le'h & W. B., con. 7a, 1999, as'nt Am. Dock & Imp., 5s, 1921. Central Pacific—gold 6s, 1898. San Joaquin Br. 6a, 1990. Land grant 6s, 1890. Ches. & O.—Pur. m, fund 6s, '98	111 20	109 Sept. 99 Jan.	10612 May	N.Y. Central-Extend., 5s, 1893	104 1044h	103 Aug. 10714 A 13012 Sept. 137 M	pr
Central Pacific—gold 6s. 1898	114430. 11040.	111 ¹ 2 Feb.	1183 Mar. 116 June	Debenture, 5a, 1904	1074a. 1074a	130 2 Sept. 137 M 106 Mar. 11058 Ju	
Land grant 6s. 1890	110 b	100 July 110 Sept.	105 Mar. 115 June	N.Y.& Har.—1st, 7a, 1900 N.Y.Chic.&St.L.—1st. 6s, 1921	$\begin{array}{ c c c c c c c c c c c c c c c c c c c$	128 ¹ 9 May 133 ¹ 2 A 85 Jan. 101 ¹ 2 M	
6s, gold, ser. B, 1908, coup. of	69	66 S pt.	81 Jan.	2d mort., 6s, 1923. N.Y. City & No.—Gen., 6s, 1910. N.Y. Elevated—1st, 7s, 1906 N.Y. Lack. & W.—1st, 6s, 1921. Construction 5s, 1923.	59 ¹ 2 62	70 Jan. 99 M 58 Sopt. 80 A	lay
Exten. coup., 4s, 1986 6s, eurrency, 1918	19 18½b.	1512 Sept.	32 Jan.	N.Y. Elevated—1st. 7s, 1906	117 5	11678 S-pt. 123 Jz	an.
Mort. 6s, 1911	100 b	93 2 Seps. 101 Fob.	103 Ly June	Construction, 5s, 1923	123 0	125 Sopt. 128 A 106 Sept. 110 Ja	an.
Chic. Bur. & Nor1st, 5s, 1926.	103	103 Sept.	107 ¹ 2 Mar. 108 ¹ 2 Apr.	N. Y. Ont. & W.—1st. 6s. 1914 N. Y. Sus. & W.—Deb., 6s. '97, ep. off	105 105 0	106 Sept. 11058 Feb. 77 A	Dr.
Denver Divis., 4s, 1922	96 a.	97 June	99 Jan.	1st refunding, 5s, 1937	85 b. 90 a.	9012 Aug. 9618 M 107 Aug. 11512 M	lay
Ch. Mil. & St.P-1at, I.& M.78, '97	116 b. 11614b.	11819 July	12212 Jan.	N. O. Pacific—1st, 6s, 1920.	72 73 b	691 ₂ Sept. 861 ₈ M	lav
Consol. 7s, 1905	114 b. 113	123 Sept. 113 Sept.	119 June	Gen'l, 2d, coup., 1933	103 b. 10338	1134 Sept. 1184 A 1014 Sept. 1074 M	ar.
1st, Chi. & Pac. W. Div -5s, '21	103 4a, 102 a,	102 Sept.	109 Jan. 108 May	James R. Val1st, 6s, 1936 N. Pae. Ter. Co1st, 6s, 1933	102 b. 101½h	106 ¹ 2 Jan. 111 M 100 July 107 ¹ 2 Ji	lay
Terminal 58, 1914	139 a 140 a	10119 July	10534 May	Obio & Miss.—Consol., 76, 1898.	113 b. 115 2a	114 ¹ 2 Ang. 123 A 113 Sept. 119 Ja	
Gold, 78, 1902	12712b. 12712b.	127 Sept.	133 Jan.	N. Y. Lack. & W.—1st, 6s, 1921. Construction, 5s, 1923. N. Y. Ont. & W.—1st, 6s, 1914. N.Y.Sns.&W.—beb.,6s, '97,cp. off 1st refunding, 5s, 1937. Midland of N. J.—1st, 6s, 1920. North, Pactife—1st, 6s, 1920. North, Pactife—1st, 6s, 1923. James R. Val.—1st, 6s, 1933. James R. Val.—1st, 6s, 1936. N. Pac. Ter.Co.—1st, 6s, 1936. N. Pac. Ter.Co.—1st, 6s, 1938. 2d, consol., 7s, 1911. Springfield Div.—7s, 1905. Ohio Southern—1st, 6s, 1921. 2d, inc., 6s, 1921.	10912a. 10912a	109 Jan. 11212 A	pr.
Sinking fund 66, 1929 Sinking fund 5a, 1929	120 4b, 120 b.	108 Jan.	11012 Mar.	One Southern—1st, 6s, 1921 2d, inc., 6s, 1921 Oregon Impr. Co.—1st, 6s, 1910	33 37	102 Feb. 11112 A 31 Sept. 5012 M	lav
Sinking fund debent, 5s, 1933	103 b. 104 2	103 Aug. 103 July	1104 Mar. 1094 Apr.	Ore. R. & Nav. Co.—1st, 6s, 1910	109 a. 93 h.	108 Jan. 112 M	lay
Ches. 6. O.—Pur. m. fund 6s, '98 6s, gold, eer. B, 1908, coup. of Exten. coup., 4s, 1986 6s, eurrency, 1918 Mort. 6s, 1911. Ches. O. & So. W.—5-6s, 1911. Chic. Bur. & Nor.—1st, 5s, 1926. Chic. Burl. & Q.—Deb. 5s, 1913. Denver Divis., 4s, 1922. Chic. & Ind. Coal R., 1st, 5s, 1913. Denver Divis., 4s, 1922. Chic. & Ind. Coal R., 1st, 5s, '36 Ch. Mil. & St. P—lat, I. & M. 7s, '97 Consol. 7s, 1905. 1st, Chi. & Pac. W. Div—5s, 1910. 1st, Chi. & Pac. W. Div—5s, 1921 Terminal 5s, 1914. Chie. & N. W.—Consol. 7s, 1915 Gold, 7s, 1902. Sinking fund 6s, 1929. Sinking fund debent. 5s, 1933 25-year debent. 5s, 1933 25-year debent. 5s, 1933 Chi. R. I. & Pac.—6s, coup. 1917. Exten. & col. 5s, 1934 Ch. St. P. M. & O.—Cunsol. 6s, '300	126 ¹ 2 ^b , 129 b.	1283 Sept. 107 July	135 Jan. 1104 Feb.	Consol., 5, 1925 Oregon & Transcon.—6s, 1922	99 100 a. 95	99 Aug. 106 J: 91 Sept. 10419 A	an.
Oh ut D M & C Cunsol Se 120	116le 118lab.	116 Sent	12478 May	Pag Dog & Evens 1 at Re 200	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	110 Mar 115le I	une
Ch.St.L.& Pitts.—1st.con. 5s, '32	98½b	98% Jan.	127 ¹ 2 Jan. 102 Feb.	Evansv. Div—1st, 6s, 1920 Rich & All.—1st, 7s, 1920. tr. rec Richm. & Dan.—Cons., 6s, 1915	5634b. 59	10678 Sept. 112 F. 56 Sept. 77 A	eb. pr
C. C. C. & Ind.—Gen. 68, 1934 Col. Coal & Iron—1st. 68, 1900	9734 1991g	105 Sept. 95% Aug.	11112 May 10134 Jane			100 Feb. 114 A	une pr.
Col. H. Val. & Tol.—Cun. 5s, '31 Gen. gold, 6s, 1901	66 68½ 63½a.	60 Sept.	8878 Jan. 91 Jan.	Consol 6s 1922	1131ah	108 Jan 117 A	far.
Denver & Rio Gr1st, 7s, 1900	120 12140.	11819 Feb.	12112 June	Rome W. & Ogd.—1st, 7s, 1891.	10134b. 102 b.	1084 June 1124 M	lay
Den. & R. Gr. W.—1st, 6s, 1911.	77 78 70 b.	764 Feb. 70 Sept.	8234 June 82 Apr. 78 Jan.	56 JO. & Gu. 181.—181, 0a, 1947 .	00 (00	10012 June 10418 M 97 Sept. 10812 A	pr.
Assented	65 63 ¹ 2b. 70 b.		863 June	1 2d Income, 5s. 1925		65 July 75 A	une
Det.Mac. & M.—Ld. gr. 3 26, 1911 E. Ten. V. & G. Ry.—Cun., 58, '56	32 334	29 Sept.	56 May	St. L. Alt. & T. H.—1at, 7s, 1894. 2d, M., prof., 7s, 1894. 2d., M., ine., 7s, 1894. Dividend bds, 6s, 1894. St. L. Ark. & Tex.—1at, 6s, 1936	110 a.	107 Sept. 1123 July 105 May 108 July 10	an.
Eliz. Lex. & B. Sandy-68, 1902.	96 95 a.	95 Sept.	10138 Apr. 108 Jan.	Dividend bds, 6s, 1894	30 1	35 Jan. 48 Ju 9512 Sept. 10238 A	une
Erie-1st. consol. gold, 7s, 1920 Long Dock, 7s, 1893	11212 112 0.	129 Sept. 11212 Sept.	115 Mar.	8t. L. Ark. & Tex.—1st, 6s, 1936 2d, 6s, 1936	3834	01 00110 00740	an.
Con. 66, 1935 N.Y.L.E.&W-2d cou. 6s, 1969	118 a. Lis_ a.	93% Fob.	120 Mar. 10478 Way	2d mort., 7s, 1897		109 May 11412 M	
Funded coupon, 58, 1969 Ft. W. & Deav. C1st, 68, 1921		85 Sept. 78 Sapt.	954 May 984 May	Gen. Ry. & land gr., 58, 1931.	94 95 1121eb	923 Sept. 99 Ja 109 Sept. 1154 Ja	an.
Gal. Har. & San. Aut1st. 6s. '10	105 a.	106 Feb.	109 4 Mar.	6a, Class B, 1906	112120	112 Sept. 117 A	pr.
2d M., 7s, 1905 West. Division—1st, 5s, 1931.	9312	105 June 9338 Sept.	111 Jan. 1001 ₈ Jan.	8t. L. & San Fr. – 6s., Cl. A,1906 6s, Class B, 1908. 6s, Class C, 1906. Gen'l mort., 6s, 1931. Gen'l mort., 5s, 1931. So. Pac., Mo.—1st, 6s, 1888 8t. Paul M. & M.—1st, 7s, 1909. 2d, 6s, 1909. 1st cona, 6s, 1933. Do reduced to 41 ₂₈ . Shepandoab Val.—1st. 7s, 1909	1124b. 1134	10812 Feo. 115 M	lay
Gr'n R. W. & St. P — 1st. 6s 1911		92 Jan. 99 Jan.	924 Feb. 109 May	Gen'l mort., 58, 1931 So. Pac., Mo.—1st, 68, 1888	98 20. 99 31 3	100 July 10412 J	an.
2d income 8s, 1911. Quif Col.& San.Fe—1st,7s, 1909	33 36 1181 ₉ 1207 ₈	30 Sept. 118 Aug.	53 May 1253 June	8t. Paul M. & M.—1at, 7a, 1909.	118 22 116 45	110 Jan. 118 A	pr.
Gold, 6s, 1923. Henderson Br.Co.—1st.6s, 1931	102-2 ******	100 Aug.	10634 June	1st cona, 6s, 1933	11112 114587	11412 Sopt. 12014 M	lay
H. & Tex. Clat M. L. 78	1113 1115	106 ¹ 2 Mar. 112 Sopt.	110 Feb. 11934 May				
1st, West. D., 7s, 1891 1st, Waco & N. 7s, 1903	111 b. 113 a.	113 Feb.	11912 May 11934 May	Gen'l mort., 68, 1921 So. Carolina—1st. 68, 1620	39 ¹ 2 37 ¹ 4 98 b. 99	96 May 19712 Ja	
Zd, consol. M. L. 8a, 1912 Oen. mort. 6a, 1921	65 a. 61 b.	94 Feb.	112 May 7934 May	2d. 6s, 1931 Inc., 6s. 1931	13 b		an.
Ind.Bl. & W1st, pref., 7s, 1900 1st, 5-6s, 1909.	121 b.	119 12 Jan, 86 Ang.	124 4 Fob. 99 May	So. Pac., Cal.—1st, 6s, 1905-12 So. Pac., Ari.—1at, 6s, 1909-10	11114h	1104 Fob. 115 J	
2d, 5-6a, 1909	70 в.	70 Sept.	8912 June	So. Pac., N. M.—1st, 6s, 1905-10 So. Pac., N. M.—1st, 6s, 1911	107 b. 1074b		une
Eastern Division—6s, 1921 Income, 6s, 1921	214 224	20 Sept.	98 ¹ 2 May 34 ⁷ 8 Apr. 122 Mar.	Rio Grande Div68, 1930	62 63 8	53 Sept. 7812 M	lay
Int. & Gt. Nor.—1st, 6a, gold, '19 Coupon, 6s, 1909	88 87 a.		98 Feb.	Gen. mort. & term., 6s, 1905 Tol. A.A. & N. M.—1st, 6s, 1924	94 94 a	89 Jan. 100 M	lay
Kent. Centr.—Stamped 4s, 1911 Knoxv. & O.—1st, 6s. gold, 1925	67	61 Jan.	78 Jay 100 Jan.	Tol. A. A. & Gr. Tr 1st, 6s, 1921	102 lg 102 lgb	102 Sept. 109 2 Ju	eb.
LakeSb Con.coup 1st. 7s. 1900	125 b. 124 b.	124 Ang 12219 Jan.	129 June	Tol. & Ohio Cent1st. 5s, 1935	90 b. 95%	95 Jan. 993 Ja	an.
Con. coup., 2d, 7s, 1903 Long Island—1st, 7s, 1898	122 b.	12058 May	12612 May 125 Sept.	Union Pacific -1st, 6s, 1899	115346. 117 5	114 Jan. 1198 M	lar.
Lou. & Nash.—Consol., 7s, 1898	113 b. (14 119 b. 120 b.	112 ¹ 2 July 118 Apr.	115 Feb. 121 ¹ 2 Feb.	Union Pacific – 1st, 6s, 1899 Land grant, 7s, 1837-9 Sinking fund, 8a, 1893 Kan. Pacific—1st, 6s, 1995	104 b. 104 b	110 Sept. 120 F	eb.
N. O. & Mobile—1st. 6s, 1930.	1109 b. 109 L.	1105 Jan.	1134 June 9912 May	181, 08, 1820,	1.025 D	10 14 Sent. 115 M	lay lar.
2d, 6a, 1930 E. H. & N.—1st, 6s, 1919 General, 6s, 1930	11212b. 11212b.		11758 May	Denver Div.—6s, 1899 1st consol, 6s, 1919	116 b. 116 b	114 Jan. 1174 A	
General, 6s, 1930	106 106	104 2 Jan.	114 ¹ 2 May 109 May	Oragon SH, Liue -181, 08, '22	1 95 115	9714 Sept. 10712 J	an.
10-40, 68, 1924. Lou. N. A. & Ch 1st, 6s, 1910	110 1104	98 Jan. 109 Jan.	103 Apr. 11512 May	Virginia Mid.—Inc., 68, 1927 Gen'l mort., 58, 1936 Wab. St.L. & Pae Gen., 68, '20	80 80 p	95 Apr. 99 J. 7.112 Sept. 90 A	pr.
Mem. & Ch'iston—6e, gold, 1924	10112	90 Sept.		Wab. St.L. & Pae Gen., 6a, '20 Coleago Divison—5a, 1910	553 ₄ 52 b 98 99 b	49 Jan. 604 M 89 Feb. 1044 M	iay
Metro. Elevated.—1st, 6s, 1908. 2d, 6s, 1899	116 a. 114 b.	113 Sept.	1201 ₂ May 113 Apr.	Wabash-Mortgage, 7s, 1909	1 91 b	82 Ang. 97 M	fay
Blexican Cent New gas. 4a		51 Feb.	754 June	Tol. & Wab.—1st, ext 7s, '90 1st, 8t, L. Div 7s, 1889	112 20. 114 0	106 Jan. 116 M	Iay
Mich. Central—1st. con., 7s, 'O'	12049 129458	12612 Aug.	131 Apr.	2d, extended, 78, 1893	1 98 4211	1 98 Sept. 108 10	lay
3d. 7s. 1906	113 0.114	1113 Sept.	119 Apr.	Con., conv., 7s, 1907 Great West.—1st, 7s, 1888 2d, 7s, 1893	113 b. 11212b 9812b		Iav
Pac. of Mo.—1st, 6s, 1888 2d mort., 7s, 1891.	100346. 101	1004 Aug.	105 Jan.	2d, 7s, 1893 St.L.K.C. & NR.e&r.,7s,'95. West Shore-Guar., 4s	10) a	109 Mar. 1144 J 97 Sept. 10438 J	uly
NOTE-The letter "b" indicar	es price bid, and	"a" price as	ked: all othe	r prices and the range are from a		1 37 Erps. (104.80	
1	, , , , , , , , , , , , , , , , , , , ,	a granti biq		BONDS.	Contra desaudi		

STATE BONDS.

SECURITIES.	Bld.	Ask.	SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask
Alabama—Cla-a A 3 10 5 1906 Class R, 5s 1906 Class C, 4s 1906 6s, 10-20 1900 Arkansas—6s, funded 1899-1900 7s, Little Rock & Fort Smith, iss. 7s, Arkansas Central RR. Georgia—7s, gold 1890 Lonisiana—7s, cona 1914 Stamped, 4s. Michigan—7s 1890	104 102 10 25 20 11 100 86	14	Funding 1894-1895 New York-6s, loan 1892 6s, loan 1893 North Carolina-6s, old J&J	110 112 115 118 35 10 20	12	New settlement-6s1913	5 105 56 101 100 69 48 90	61 ₂ 61 72 1011 ₂

New York City Banks.—The following statement shows the condition of the Associated Banks of New York City for the week ending September 24, 1887:

New York 1 Manhattan Co. Merchants' Mechanics' 1 America 1 Phenix City. Tradesmon's Futton 1 Chemical Merchants' Exch. Gallatin Natio al. Butchors' & Drov. Mechanics' & Tra. Greenwich Letther Manafra. Soventh Ward Stato of N. Y. 1 Americ'n Exolige. Commerces Broadway Mercantile Pacific Republic Chatham Peoplos' North American Itanova. In Itanova.	oans and historials. \$ 0.880 000 8.4 \cdot 1 000 0.45 \cdot, 700 7 721.000 0.656, 100 3 172.000	\$ 1 800,200 2,028,000 1,377,300 1,194,600	### ##################################	Net Deposits other than U.S.	Circula-
New York Manhaltan Co. Machaltan Co. Merchante' Merchante' Merchante' Mechantes' America. Phenix City Tradesmon's Futton Chemical Chemical Glindin National Butchors' & Draw Mechantes' & Tra. Groenwich Gallatin National Butchors' & Draw Mechantes' & Tra. Groenwich Soventh Ward State of N. Y. Americ'n Exoh'ge. Commucree Broadway Mercantile Pacific Republic Chatham Pooples' North America. If anover. Irving. Itanover. Irving. Market Nassau Market Bit, Nicholas Bit, Nicholas Bit, Chathas Boe & Leather Corn Exchange	\$ 0.850 000 8.431 000 0.45°,700 7 721,000 9,656,100 8,172 000	\$ 000	7 + 0.000	than U.S. \$ 10.179.000	CYPCHUE-
New York Manhaltan Co. Merchante' Merchante' Merchante' Merchante' Merchante' Merchante' Merchante' Merchante' Thenix City Tradesmen's Titton City Tradesmen's Titton City Tradesmen's Titton Galhitin Natio al. Botchors' & brow Mechantes' & Tra Greenwich Galhitin Natio al. Botchors' & brow Mechantes' & Tra Greenwich Galhitin Natio al. Botchors' & brow Mechantes' & Tra Greenwich Soventh Ward Soventh Ward Soventh Ward Commerce Broadway Mercauthe Pactio Republic Chathan Pooples' North America Ittizens' Citizens' North America Ittizens' Commerce Ittiz	\$ 0,880 000 8,431 000 0,450,700 7,721,000 0,456,100 8,474,000	7 600 000	\$ 740,000	\$ 10,179,000	******
Manhalian Co. Merchants' Mechanics'. America. Phenix. City. City. Tradesmon's. Fulton. Chemical. Merchants' Exch. Galhain Natio al. Butchors' & Drov. Mechantes' & Tra. Greenwich. Leuther Manufrs. Soventh Ward. Statio of N. Y. Americ'n Exch'ge. Commerce. Broadway. Mercautile. Pacific. Republic. Chatham Peoplos'. North America. Ifanover. Irving. Citizens' Nassau. Market. Bit. Nich-lass Shoe & Leather. Corn. Exchunge.	0,880 000 8,431 000 6,451,700 7,721,060 6,656,100 8,172,000	7 600 000	740,000	10.179.000	
Manhalian Co. Merchants' Mechanics'. America. Phenix. City. City. Tradesmon's. Fulton. Chemical. Merchants' Exch. Galhain Natio al. Butchors' & Drov. Mechantes' & Tra. Greenwich. Leuther Manufrs. Soventh Ward. Statio of N. Y. Americ'n Exch'ge. Commerce. Broadway. Mercautile. Pacific. Republic. Chatham Peoplos'. North America. Ifanover. Irving. Citizens' Nassau. Market. Bit. Nich-lass Shoe & Leather. Corn. Exchunge.	8.411.000 8.45*,700 7.721.000 0,456,100 8.174.000	1,37F,300 1,37F,300 1,195,600	419,000		8
Merchants' Mechants' Mechants' America. Phenix City Tradesmon's Fulton Chendeal Merchants' Exch Gallatin Natio al Butchors' & Drov. Mechants' & Yra Greenwich Louther Manof'rs Souther Manof'rs Souther Manof'rs South Mard Etalo of N. Y. Americ'n Exch'ge. Commerces Broadway Mercantile Pacifio Republio Chatham Pooplos' North America Itanover. Irving Citizens' Nassau Market Bit, Nich'das Shoe & Leather Corn Exchange	8.45**,700 7.721.000 8.456.100 8.172.000	1,372,800 1,194,600 1,847,800	FULL FOLL	8.805.000	45,000
America. Phenix. Phenix. City. Tradesmon's. Futton. Chendeal Merchauta' Exch. Gallatin Nutic al. Butchors' & Drov. Mechanics' & Tra. Greenwich. Leuther Manafra. Soventh Ward. State of N. Y. Americ'n Exch'ge. Commerce. Broadway. Mercantile. Pacific. Republic. Chatham. Pooplos'. Nath America. Itanover. Ita	0,656,100 3.172.000	1.194,000	(80,:03	6,826,500	45,000
City. Tradesmen's Futton Tradesmen's Futton Chemical Merchantal Exch. Galintin Nutice al. Butchers' & Drov. Mechantes' & Tra. Greenwich Leather Manofrs. Seventh Ward. State of N. Y. Americ'n Exch'ge. Compuces Brosslwar Mercautile Pacific Republic Chatham Peoplos' North America. Hanover. Irving. Citizens' Nassau Market Bt. Nich'las Shoe & Leather Germ Exchunge.	3 172,000		332,000	6,826,500 6,980,00 8,472,700 2,001,000 11,723,300 2,669,100 1,374,500 20,188,600 8,851,800 4,080,500	******
City. Tradesmen's Futton Tradesmen's Futton Chemical Merchantal Exch. Galintin Nutice al. Butchers' & Drov. Mechantes' & Tra. Greenwich Leather Manofrs. Seventh Ward. State of N. Y. Americ'n Exch'ge. Compuces Brosslwar Mercautile Pacific Republic Chatham Peoplos' North America. Hanover. Irving. Citizens' Nassau Market Bt. Nich'las Shoe & Leather Germ Exchunge.	61 17 w 62 95/363	549 (00	400,500 188,000 301,000 195,400 70,20 325,700 252,600	2,001,000	284,000
Chendeal Merchanta' Exch. Gailnin Natio al. Butchors' & Drov. Mechanics' & Tra. Groenwich. Louther Manufra. Soventh Ward Stato of N. Y. Americ'n Exch'ge. Commerce. Broadway. Mercauthe Pacific Republic Chatham Popples' North America. Itanover. Ita	21.20.21.20.00	4,839.700	301,000	11,723,300	******
Chendeal Merchanta' Exch. Gailnin Natio al. Butchors' & Drov. Mechanics' & Tra. Groenwich. Louther Manufra. Soventh Ward Stato of N. Y. Americ'n Exch'ge. Commerce. Broadway. Mercauthe Pacific Republic Chatham Popples' North America. Itanover. Ita	9,259,200 2,025,300 1,864,100	334,100 274,800 5 757,500 810,500	70.200	1.37 3.500	90,000
Butchers' & Droy, Mechanics' & Tra. Greenwich Leather Manufrs. Seventh Ward. State of N. Y. Americh Exoh'ge. Commerce Brosdway Mercauthe Pacific Republic Chatham Peoplos' North America. Hanover. Irving. Citizens' Nassau Market St. Nichelas. Shoe & Leather Corn Exchange.	0.248,100	5 757,500	325,700	20,193,600	******
Butchers' & Droy, Mechanics' & Tra. Greenwich Leather Manufrs. Seventh Ward. State of N. Y. Americh Exoh'ge. Commerce Brosdway Mercauthe Pacific Republic Chatham Peoplos' North America. Hanover. Irving. Citizens' Nassau Market St. Nichelas. Shoe & Leather Corn Exchange.	3,060.400	810,800	315,400	4.050.500	82,300
Stato of N. Y. Americ'n Exch'ge. Commores Brosdway. Mercautile. Pactito Republic. Chatham Pouplos'. North America. Itanover. Irving. Citizens'. Nassau Market. Bt. Nichelas Shoe & Leather. Corn Exchange.	1.881.200	821,400 402,500 73,000 133,200 517,400	65,500	4 080,800 1,748,700 1,9 0, 00 1,174,900 2,711,20	89,800 528.70 0 264.7 00
Stato of N. Y. Americ'n Exch'ge. Commores Brosdway. Mercautile. Pactito Republic. Chatham Pouplos'. North America. Itanover. Irving. Citizens'. Nassau Market. Bt. Nichelas Shoe & Leather. Corn Exchange.	1,005,000	73,000		1,9 0.:00	
Stato of N. Y. Americ'n Exch'ge. Commores Brosdway. Mercautile. Pactito Republic. Chatham Pouplos'. North America. Itanover. Irving. Citizens'. Nassau Market. Bt. Nichelas Shoe & Leather. Corn Exchange.	1,152,800	517 400	112,400	2.711.20	2,600
Stato of N. Y. Americ'n Exch'ge. Commores Brosdway. Mercautile. Pactito Republic. Chatham Pouplos'. North America. Itanover. Irving. Citizens'. Nassau Market. Bt. Nichelas Shoe & Leather. Corn Exchange.	0,248,00 3,660,400 5,209,900 1,841,200 1,102,800 3,479,400 1,829,000	205,800	72,100	1,814,7001	\$40,000 43,600
Commerces Brosdway Mercautile Pactifo Republic Chatham Popplos' North America Irving Citizens' Nassau Market Bt, Nichelas Shoe & Leather Corn Exchange	3,85°,600 5,735,000 7,235,500	011,400	112,400 182,000 72,100 176,900 507,000	2.864.300	*******
Brosdway Merrauthe Pactio Republio Chatham Popplos' North America. Itanover. Itving. Clitzens' Nassau Market Bi, Nichelas Shoe & Leather Corn Exchange	7.235.500	2,255,000 2,538,700	805,800	12,339,004	1 0 20 600
Pacific Republic Chatham Peoples' North America Ilanover Ilanover Citizens' Nassau Market Bi. Nich-las Bhoe & Leather Corn Exchange	5.12),40 7.802,.00	1,008,800	256,100	11,445,200 4,459,601	1,020,600 48,000 900,000
Republic Chatham Pouplos' North America. Hanover. Iving. Citizens' Nassau Market. Bt. Nichelas Shoe & Leather. Corn Exchange.	7.802,.00 2.438,900	1,015,500	402,400 191,100	6.886 1001	900,000
Popplos' North Amorica. Hanover. Irving. Citizens' Nassau Market. St. Nichelas St. Nichelas Com Exchange	7.739,900	1,707.800	259,000	7,994,500	42,200
Inanover. Irving Citizens' Nassau Market St. Nicholas Shoe & Leather Corn Exchange	7.739.9+0 4,1+0,9+0	828,500	318,100	4.2-7.600	45,000
Inanover. Irving Citizens' Nassau Market St. Nicholas Shoe & Leather Corn Exchange	1.920,700 2,983,600	814,600 107,700	96,200	2.484,800 3.187,200	*******
lrving Citizens' Nassau Market St. Nichelas Shoe & Leather Corn Exchange		8,077,800	261,000 560,800	11.581,500	43,000
Clitzens' Nassau Market Bt. Nichelas Shoe & Leather Corn Exchange Continental	2 502.100	566,300	188.800	2 899,000 2,868,400	40,700 45,000
Market St. Nichelas Shoe & Leather Corn Exchange Continental Driontal	2.331.760	404,200 371,800	160,500 804.400	2 814 500	45,000
St. Nicholas Shoe & Leather Corn Exchange Continental Drichtal	0.101,100 $2.702.00$ $2.789,300$ $2.331.700$ $2.930,2$ $0.1880.000$ $2.751.000$ $6.805,000$ $4.408,400$	085,000	162.4 001	2,814,500 2,679,500	447,400
Shoe & Leather Corn Exchange Continental Driental	1,880 0: 0	272,200 483,000	81,300	1,911,300 2,905,000 5,034,700 4,915,100 1,100,100	
Centineatal.	000,604,8	847 000	335,000 2#8,000	5.034.7001	450,000
Oriental	4.403,400	705,200 175,700 3,772,600 4,166,500	568,700	4,995,100	45,000
	1.870,100 7,937.500 8,183,20 2,187.100	175,700	303,400	18,039,300	989,800
Park. 1	8,183,210	4.166.500	1,117,700 411,600 143,200	10 223 500	40,100
North River	2.1 87.100 1.019 800	163,6001	143.200	2,173,600	61.000
East River	7,313 000	3.6 11.000	1.031.000	1,003,200	81,000
Control National	3.040.000	1,149,000	830,000	17,971.000 8.136.000	81,000 360,000 45,000 41,000 45,000
Second National	3,393,400 1,828,800	706,000	100,500 1,031,000 830,000 831,000 231,000 1,028,700	4.080,000	41,000
First National 13	3,718,900	4.706.400	1,038,700	17,977,100	45,000 431,300
Second National Nioth National First National Phird National N. Y. Nat. Exch	1,957,900 1,355,100	1,224,700	400.000	17.977,100 5.185,700 1,190,100 2.258,500	*******
N. Y. Nat. Exch	$\frac{1.335,100}{2.360,200}$	219,500	140,200 224,900	1,190,100	202,500
N. V. Connty	2.290.3001	1,729,100 1,706,200 1,224,700 219,800 360,300 561,500 387,300 1,134,700 997,200 141,100	175.8001	2,8.15,100	225,000 100,000
Gorman-Americ'n.	2.547.400	387,800	41,500 258,200 59,700 457,200	2,835,100 2,214,200 5,650 500	
Chase National Fifth Avenue	5,560,500 3,460,500	997.200	£9,700		67,500
German Exch'nge.	3,460,500 2,281,200	143,100	457,200	2,709,300	*******
Jarmania	4.54U SOU	255.900	81,100	2,709,300 2,507,600 3,562,10.1	40.000
United States Lincoln	3,310,500. 2,366,000	1,209,800 581,600	170,400	2.924.500	45,000
Gartield	1,930,806 1,337,240 8,399,600 1,995,206	4.56.5001	139.200	2,924,900 2,213,400 1,923,700	44,100 45,000 135,700
Fifth National. B'k of the Metrop.	3.399.600	\$51,900 831,300	269,600 168,200	1,923,700	133,700
West Side	1,895.206	333 4001	263,000	2,311,000	
Seaboard Sixth National	1,595,430	207,400 398,800	173,300	2,038,4(0)	43,200 178,300
Western National	1,895,430 1,910,400 5,730,700	357,700	701,300	3,324,400	178,300
-					
Total 340	6 499 900	70.521.900	20,778,800	341,935,900	8,237,900

RAILROAD EARNINGS.

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

ROADS.	Lutest E	arnings R	eported.	Jan. 1 to Latest Date.				
	Week or Mo	1887.	1886.	1887.	1886.			
	أحدثنك	\$	8	8	8			
Allegheny Val	July	165,436	161.081	1.109.867	997,602			
Ateh. T. & S. F .	August	1,481,261	1,341,951	12,107,798	9,586,429			
Atlanta & Char	July	85,168	79,009	680,954	630, 01			
Atlautic & l'no .	3d wk Sept	40,286	37,142	1,889,813	1,020,129			
Balt. & Potomae	July	117,254	114,006		747,176			
Buff.N.Y.& Phil.	3d wk Sept	61,500	56,000	1,986,706	1,876,490			
Buff. Roch. & Pitt	3d wk Sept	37,725	35,974	1,416,158	950,312			
Bur.Ced.R.& No.	2d wk Sept	57,746	67,373	1,926,202	1,850,581			
Cairo V. & Chio.	3d wk sept	16,327	14,236	541,717	454,817			
Cal. Southern.	3d wk Seint	30,784	22,452		485.076			
1Camden & Atl'e	July	117,021	97,733		312,262			
Cauadlan Pacific	ad wk Sept	239,000	221,000		6,745.~23			
Cp.F'r& Yad.Val	August	22,352	20,248	165,249	139,661			
Central of Geo	August	498,015	451,891	3,658,358	3,491,132			
Central lowa	Angust	112,091	117,022	828,026	815,424			
Charlest'n & Sav	July	30, 57	32,917	293,176	281,701			
Chesap. & Oblo.	31113	389,081	403,509	2,449,192	2,225,327			
Eliz.Lex.&B.8.	July	98,980	95,846	582,721	489,322			
Ches. O. & 8. W.	August	178,222	147,399	1,178,871	1,025,085			
Chic. & Alton	June	717,190	637,484	3,964,931	3,522,328			
Chie. & Atlantic	an wk sept	48,601	43,008	1,530,426	1,107,953			
Chio. Borl. & No.		161,940		1.432,12				
Chic. Bur. & Q.	July by Change	2,167,801		15,443,908	13,854,100			
Chie & East, ill. Chie, & Ind.Coal.	an was sept	49,173	44,747	1,429,253	1,230,532			
Chie. Mil. & St. P	Stink S Tr	10,980	4,360	258,278				
Chile, & N'thw'u		526,000	573,500 2,329,476	16,590,472	16,343,2+3			
Chic.St.L.& Pitts	Attende	499,821	190 007	16,659,115	15,254,568			
Chie.St.P.& K	1. t. w.k.sont	11.952	439,287 6,312	3,699,578	3,007,517			
Chic.St.P.M.&O.		592,339	499,0-7	4,149,056	3,682,584			
Chio. & W. Mich.	3d wk Sent	29,564	34,011	997,914	9: 5,150			
Cin. Haiu. & D	lat wk luke	70,121	65,565	1,597,308	1,369,172			
Cin.Ind.St. L.&C.	3d wk Sent	56,018	56,800	1,900,889	1,823,081			
Cin.Jack.&Mack	3d wk Scut	12,635	11.023	330,155	238, 48			
Cm. N. O. a T.F	8d wk Sout	6*,969	5 ,970	2,321,013	1,964.592			
	3d wk Sept	28,725	23,274	1,019,007	793,436			
N. Orl. & N. E.	dwk sepid	10,059	8,824	436,581	400,294			
Vicksb. & Mer	3d wk Schi	12,095	7,079	343,979	330,022			
Vicks. Sh. & F.	3 tuk seit	1:,411	9,445	3 (5,790)	294.5 8			
Erlanger Syst.	ad wk Scitt	132,319	106.612	4,490,270	3,782,883			
Cin. Rlch. & Ft. W.	3d wk Supt	8.877	9,538	286,234	267,489			
Cin. Wash. & Bull		50,063	48,713	1,526,52)	1,3-7,721			
Clev. Akrou& ('o.		11,404	11,160	391,319	379,661			
	Augus	33,097	5,229	231,683	228,-04			
Clev.Col.C.& Ind	Argust	437,191	408,538	2,861,902	2,575.897			
Clev. & Marletta		6,177	5,520	214,173	196,103			
Col. & Cin. Mid		6,357	7,294	231,970	223,084			
Col. Hock, V.&T.		240,452	211,406	1,686,056	1,390,202			
Denv. & Rin 647	an ack god	181,100	149,085	5.443.707	4 551.917			

	THE STATE OF THE S					13 24 17
ì		1 Talast	Variable of the	2	1	1
	ROADS.	"TARRIENS T	Earnings 1	ceporten,	Jan. 1 10 1	Latent Date.
ı		Week or He	1897.	1886,	1887,	1896.
1			0	-	-	
ı	Denv. & R. G. W.	August	113,300	99,550	605,982	# # # # # # # # # # # # # # # # # # # #
-	Dot. Hay O.d. Alp.	Augunt	52,805	23,045	222,-61	141.207
I	E. Tonn. Va. & Cla.	3d wk Bop	22,103	23,0	80-,877	F44712
١	Dat. Huy C.& Alp Dat. Huy C.& Alp Dat. Huna'g. & No. E. Tenn. Va. & Ga. Evans. & Ind Pills Evansv. & T. H. Film & P. Marg. Film. It. & Nav. Co. Fi. W. & Den Chiv	3d wk Sept	105,940	87,791 4,32	3,581,115	2,819,446
ı	Evanev, & T. II.	3d wk Sejd	18,521	16.44	177,813 000,300	0033,9332
	Plant & P. Dinry.	Hil wk Sept	51,031 18,014	40,719	1 1 8 5 (1.3 17	1.513.694
	1 01 11 110 111 111 11111111	THE PARTY OF THE P		0.138	1 459 1	033,011 2:3,205
ı	Georgia Pacific	ATIZITATION.	1 100,110	106.30	734,734	475,800
ı	Gr. Rap. & Ind	WE SATE 17	49,874	44,537	1,º 90.097	1,421,701
i	Grand Trunk Gn. Boy W. & St. P	July	39,576	21,920	264,798	131,090
ı	Gult Col. & 8. Fe. Hous.&Tex.Cent	JIIIV	209,087	190,443	1,271,467	1.101.929
ı	[1]. Cent. (1)1. &80)	Angual	908.700	100,110		6,510,380
1	Cedar F.&Min.	August	12,300	15.876	81,199	109,429
ı	Dub.&Sloux C Ia. Falls & S.C.	August	57,000 57,900	85 71)	517.4:0	1.71,494
ı	Tot. lown lines	August	147.200	157,60.	411,600	370,515 1,054,437
ı	Total all limes	Amonat	11 055 000	1,104,518	8,064 332	7,570,918
1	Ind Bloom & W. Ind Dec. & Spr.	August	69,487		0.71 455	1,801,827 266,628
į	Jack. T. & K. W.	July	24,822	16,61	284,973	141,823
Ì	K.C.Ft.8.&Gult.	2d wk Sept	50,887	41,562	1 1.8 72.179	1,670,841
I	Кып. С. 8р. & М. Кып. С. Сl. & 8р.	12d wk 8-m1	40,525	31,918 3,860	1,395,501	1,003,878
I	Kentucky Cout. Keokuk & West.	July	101,868	05,643		485,405
1	Kingston & Pem	2d wk Sept	7,789	7.417	214.637	205,197
I	Lake E.& West.	3d wk Sent	4,456	2,^41 40,839	1,440,003	1,225,234
ı	Lenignationson	duzuet	23,143	20,813	105,700	138,604
Į	L. R. ck & Mem.	July	51,059	50,880	410,436	355,545 2,250,7.4
1	Louis Ev. &St. L.	3d wk Sem	21,67-	7-,693 21,136	-706.216	590,326
I	Louisv.& Nashv.	3d wk Sent	1 - 332.800	291,2 0	11,041,738	9,664,212 1,281,692
1	Louisv.N.O. & T.	Anymat	51,323 150,059	43, 47 109,180	1,598,7:2	1,281,692
1	Mar. Col. & No.	Angust	7,189	2,624	36.834	951,321
1	Mar. Hough.& O.	3d wk Sept	33,638	20,2.9	36,854 779,682	737.597
ł	Memphis &Chas.	3d wk Sept	37,934 81,500	30,212 63,652	1,102,236 3,320,057	870,809 1,596,491
İ	"Mex.N. (N. Div)	August	42,415	42,595	329.343	373,440
ı	do (So.Div)	August	83.719	13.498	715,741	373,449 687,789
I	MILLSh.& West.	August 3d wk Sept	133,073 77,816	142.805 60,189	2.365.263	1,133,877 1,611,141 440,430
Ì	Milwaukee & No	id wk Sept	21,942	14,0/1	667,482	410,130
Ì	Minna No. West	July	106.683	118,394	835,653	806,163
-	Miss. & Tenn	August	39,022 32,271 194,075	11,171 26.385	901,152 270,393	806,163 301,260 230,317
1	Mobile & Ohio.	August	194,075	147,935	270,393 1,483,882	
l	Nash, Ch. &St.L. N. Y. Cen. &H.R.	August	272,481 3 332 321	224,447 2,980,974	1,985,638	1,520,545
I	N. Y. City & No cN.Y. L. E. & W	Wk Sop 24	3,332,321 12,381 1,769,759 604,288	12,446 1,659,120	22,837.214 417,822	20,571,212 395,273
l	N.Y.Penn.& O.	August	1,769,759	1,659,120	13,064,888 3,960,721	11,779,098
Ì	N.Y. & New Eng	August	393,854	3 4 9 . 0 4 5	2,691,039	3,992,666
۱	N.Y.Out. & W	3d wk Sept	35,339	28,894	1,106,460	969,739
l	N.Y. Phil & Nort. N. Y. Sus, & W.	August	393,854 35,339 40,267 131,474 93,500 31,945	28,834 32,349 94,846	346,033	2,515,873 969,739 281,365- 696,474
ļ	Norfolk & West.	August 3d wk Sept	93,500	68,833	867,140 2,890,727	2,21~,909
١	N'theastrn (S.C.)	Tealer	31,945 609,648	29.406	312,923 4,226,557 8,817,712 2,922,583 205,717	316,865 3,533,889
١	Northern Pacific	August	609,648 319,906	502, 27 336,078	4,226,557	3,533,889
ı	Northern Pacific Ohio & Miss Ohio River	3d wk Sept	103.177	101.507	2.922.583	8,287,874 2,756,992
I	Oblo River	3d wk Sept	103,177 10,592 47,201 376,393 405,300	101,507 5,582 46,355 301,606	205,717	133 003
1	Ohlo southern. Oregon limp. Co.	August	376 903	301 606	358,607 2,180,795 2,681,283 36,0 -7,106 608,318 237,199	307,842
1			405,300	421,881	2,681,283	2,753,194
ı	redusylvania	August	$5,022,012\\17,026$	4,585,390	30,0 (7,106	32,192,231
ŀ	Petersburg	3d wk Sopt	27,589	20,018 25,837	237.199	245.057
1	Petersburg Phila, & Erle Phila, & Read'g Coal & Iron Co Pitts & West're	August	27,589 381,031		2,632,428 14,034,919	2,310,728- 12,360,227
ı	Conl & Iron Co	August	2,055,764 1,979,716	1,801,207	11,404,201	9 229 880
ŀ		Angust	101000	150,24	1,271,085	9,229.660- 973,441
ŀ	FrtRoyal&Aug	July	17,313 14,135	150,245 17,596	186,434	174,042
I	F'rtRoyal&Aug P'rtRoyal&W.C. Rich, Ter. Co	July	14,135	13,118	*******	
ı	Richin, & Dan.	August	359,659	331,088	2,631,183	2,506,985
1	Va.Midl'd Div	Angust	151,894 60,703	155,023 51,573	1,010,677	972,950- 477,626
l		August	37.851	51,573 37,547	312,389	
	West.No.C.Div	Augusts 1	37,851 63,793	14,700 6 100	448,846	332,400 67,9.0 21,557 138,912
	William O. Or W	August August	15,000 8,000	6,100	74,100' 38,116	21,557
	Rich & Petersog.	ingust	19,131	17,357 218,065	38,116 152,221 1,673,576	138,912
	Rome W. & Og	July	19,131 290,711 23,247	218,065 30,914	1,673,576 644,555	1,494,919 733,323
	St.L Alton&T.H	4th wkAug 3d wk Sepi	3 1. (14.2)	29,106	931,002	874,010
	Branches	3d wk Septi	22,110	18,333	638,615	521,011
	St. L. &Ban, Pran.	3d wk Sept		39,633 118,057	1,599,594 4,162,641	1,140,930 3,251,684
	St. Phillips Duning	Red wile Somil	126,176 44,750	48,628	-1,111,052	1,017,963
	Cur.ain.canan.	August	0941994	627,764 56,745	4,760,3:7	4,140,808
ļ.	Shenundoah Val.	JulyAugust	69,335 84,000	80,000	551,213	355,960 417,743
ı	South Carolina	August	86,726	76,525	(94,181	417,743 672,315
ı	Gal Har &S A	Tueler	251,414	236,576	1,910,397	1,409,915
	Louis'n West (July	70,540	56,802	452,410	3 7,267
	Mary Mary	July	297.3881	277,393	2,239,407	2,249,967 78,341
			9,547 107,750	97,434	92,065 680,874	518.3:3
	Tex. & N.Orl. Atlan'c system Pacific system	July	7 (58) (1) (5)	691.61	5.2=1.158	4,703.873
	Pacific system.	July	2,286,140 3,022,779 117,052	2,033,582	14,078,336	12,771,69 0 17,175,563
	Staten Is. Rap. Ti	July August	117,052	116,69.	591,86	546,833
	Texas & Pacini	Allgust	400,611 12,172	413,511	3,455,619	3,399,662
	Tol. 3c13h10 Cant 1	in wk Sept	12,172 24,191	16.046	354,×59 717,118	245,130 142,713
	101 P. & West	ld wk Sept	25,931	16,046 22,799	717,118 (29,383 15,501,264	594,617
	lol P. & West Union Pacific Valley of Ohio With Western	July	2,479,372	2,393,476	15,501,204	13.724.635
	Wab. Western.	Bil wk Sant	54,544 144,449	51,05s 112,042	4,6:3,350	373,147 3,560,705
	Wab. Western Wab. E. of Miss.	July	638,573	395,601	3,68:4,301	3,505,899
			038,573 19-,974 44,119	179,358 41,251	800,45 391,506	350.533
	Wil. Col. & Aug Wheeling & L. E.	Bit wk Sept	11,399	12,141	525,171	413,030
	Wis wasin Cental:	Id wk Seull	41,142	30,552 5,815	1.401,090	1,052,395
	Min. St.C.& W.	d wk Sep	13,617	6,397	350,550	184,039
	Min. St.C.& W. Penokee	d wk Sept	9,958			
				4,051	211,502	128,072
	1 Not Including 6	THE PART OF THE PA	THE WITHOUT	PRINT. PI	netuding be	PA E 2 (7) (1) (5) (6) (6)

GENERAL QUOTATIONS OF STOCKS AND BONDS.

Quotations in New York represent the per cent value, whelever the par may be; other quotations are frequently made per share.

The following abbreviations are often used, viz: "M.." for mortgage; "g.," for gold; "g'd," for guaranteed; "ead.." for endorsed; "oons.,

I'r consolidated; "oonv.," for convertible; "s. f.," for slaking 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.

### CHES NOT DES 1004	United States Bonds.	Bid.	Ask.	CITY SECURITIES.	Bid.	Ask.	CITY SECURITIES.	Bid.	Ask.
Section Color Co				Baltimore-6s, consol., 1890Q-J	10334	1044	Manchester, N.H.—6s, 1902J&J		
6. Christoph 1913. Ph. 4.5 150 150 150 150 150 150 150 150 150 15	4198, 1891 reg. Q-N	1084	10834	6e, Park, 1890Q—M		10414	Memphis, Ten.—Tax. Dist. Shelby Coi	95	99
6. Christoph 1913. Ph. 4.5 150 150 150 150 150 150 150 150 150 15	48, 1907 reg. Q-	125	124 ¹ 9	6a. do exampl. 1895M & C	I L T O T G		78, 1896-1901	107	
Abhama-Chart (1986) 1000 April 10	es Currency 1896 reg. J&	124		58, water, 1894J&J		120	Mineapolis—4s, 1906-1916. Various	190	
Abhama-Chart (1986) 1000 April 10	68, Currency, 1897regJ&	128		58, West. Md. RR., 1902 J&J 58, 1916		129	88, 1886-1905, longVarious	100	135
Abhama-Chart (1986) 1000 April 10	6a, Currency, 1899regJo.	130		48, 1920 Bangor, Me.—6s. RR.,1890-'94.Var.	106	110	Mobile, Ala.—3-4-5s, fundedJ & J	70	75
Class Co. (d. 190) 4 5 10 1 10 1 10 1 10 1 10 1 10 1 10 1	Alabama—Class "A," 3 to 5, 1906 Class "B," 5s, 1906	104	112	So E & N A Railroad 1894 J&J	108	110	59, nsw	90	100
### 15 19 19 19 19 19 19 19	Clase "O," 4s, 1906	101		Bath, Me.—6s, railroad aidVari	100	101	6s. long	105	
9. Miles O. S. 1871-1909. A S. 0 24 30 31 34 37 38 38 38 38 38 38 38	70 I. R & Ft. 8 148116, 1900. A & C	24		5s, 1897, municipal Belfast, Me.—6s, railroad aid, '98	103	105	Aleg long	1104 1	106
Caulforni-de-funded darbeit of 1879 Now, Free, 28, 1904. 347 103 00 00 00 00 00 00 0	78, Memphis & L. R., 1899 A & C	24				114	Gs, long	119	120
Caulforni-de-funded darbeit of 1879 Now, Free, 28, 1904. 347 103 00 00 00 00 00 00 0	7s, Miss. O. & R. Riv., 1900 A & C	11	14			111	78, water, long	126	128
New press 1904 1904 1905 1906 19	7s. Levee of 1871, 1900J & .	11 9	1 1	4s, eurrency, long	110	111	5s, 1900, Water LoanA.&O	111	112
Detected Columbia. Act All 18 195 72, Errice 1950. 35 155	New reg 3lee 1904J&J	103		68, Water, 1891	124	125	5a, long	100	
Comp. 5456. 1034. 1631. 1549 Perti. Hipp. Ap. 1521. 1545. 1549 Perti. Hipp. Ap. 1521. 1549 Perti. Hipp. Ap. 1549 Perti. Hipp.	District of Columbia—	1		78, Park, 1915	150	152	Consolidated 68, 1892 var.	TOLAR	
Market stock, 74, 18-29, 19-10, 19-27, 19-28	Cons 2-654 1004 reg	1113		7a, Bridge, 1902	154	155	New York City—5s, 1908	121	123
Market stock, 74, 18-29, 19-10, 19-27, 19-28	Funding 5s, 1899J&J Perm. imp. 6s, guar., 1891J&J	107		7s, Kings Co., 1888	110		68, 1901	126	128
Market stock, 74, 18-29, 19-10, 19-27, 19-28	Perm. tmp. 7s, 1891J&J Wash.—Fund.loan(Cong.)6s,g.,'92	108	$\begin{array}{c} 112 \\ 109 \\ 1\end{array}$	78, water, long	114	100	78, 1890 78, 1896	125	128
Chesson Charles Chesson Ches	Fund. loan(Leg.)6s, g., 1902 Var Market etock, 7s, 1892	114		68, 1894. water loanJ&J	112	114	INAWTON-64 1905 WATER 1035 J.W.	1140	130
Chesson Charles Chesson Ches	Water stock, 7s, 1901do 7s, 1903	129		68, 1994, city bonds	127	129			
Chesson Charles Chesson Ches	Florida—Consol. gold 6sJ & J Georgia – 7s, gold bonds, 1890. Q—	106	115	78, fire loan bonde, 1890J & J			8s, water, 1901 M & N	128	
Chesson Charles Chesson Ches	4 198, 1915J& Kansas—78, longJ&	1044	1054	48. non-taxable	110	88	7s, 1905J.&J	133	137
War debis assumed, 6e, '59. A. © 1003, 104, 104, 106, 106, 106, 106, 106, 106, 106, 106	Stammed 4 per cent	851		Chieago, Ill.—78, 1892-99	111540	115			
Control 1887-91	Baby bonds, 3s, 1886 F&A Maine—4s, 1888 F&A	1004	10034	4 28, 1900	1004	106			120
Masschnaeth-5-5, gold, 197. Adv. 103. 105 50, gold, 1897. Adv. 103. 105 50, gold, 1893. Adv. 103. 105 50, gold, 1893. Adv. 103. 105 50, gold, 1893. Adv. 105 50, gold, 1893. A	Maryland-		1	Cook Co. 7s. 1892	111149		58, 10ag 4 ¹ 28, long	106	110
Masschnaeth-5-5, gold, 197. Adv. 103. 105 50, gold, 1897. Adv. 103. 105 50, gold, 1893. Adv. 103. 105 50, gold, 1893. Adv. 103. 105 50, gold, 1893. Adv. 105 50, gold, 1893. A	68, Hospital, 1887-91J&. 68, 1890Q-	1004		Cook Co. 4128, 1900.	1054	106	Petersburg, Va.—6sJ&J	107	
September Sept	3-65s, 1897J&	J	106	Lincoln Park 78, 1895	1100		8e, special tax	119	*****
Minnesida	Massachusetts—5e, gold, 1891. A&c 5e, gold, 1894J&J	1111	112	South Park 6s, 1899.	104				129
Se N. C. RE, 1883-5. 74 170 Se N. C. RE, 1893-5. 74 170 Se S. N. C. RE, 1893-5. 74 100 Se S. N. C. RE, 1893-5. 74 100 Se S. N. C. RE, 1893-5. 140 Se S. N. C. RE, 1893-6. 100 103 Rochester, N.Y.—Se Var. 122 75, water, 1903, A&O. 123 75, water, 1903, A&O. 124 75, water, 1903, A&O. 125 75, water, 1903, A&O. 126 75, water, 1903, A&O. 127, water, 1903, A&O. 127, water, 1903, A&O. 127, water, 1903, A&O. 128 75, water, 1903, A&O. 129 120	Michigan—7s, 1890	107		7-30s, 1902	1323	1334	58, reg. and eoup., 1913J&J	116	
Se N. C. RE, 1883-5. 74 170 Se N. C. RE, 1893-5. 74 170 Se October 170 140 140 Se October 170 140 140 Se October 170 140 140 Se October 170 140 Se	Minnesota—Adj. 4 ¹ 28, 1911, 10-30. Missouri—68, 1888	j 101				113449	68, gold, reg	128	
Se N. C. RE, 1883-5. 74 170 Se N. C. RE, 1893-5. 74 170 Se October 170 140 140 Se October 170 140 140 Se October 170 140 140 Se October 170 140 Se	Long bonds, '89-90J&	J 107		do Cur. 68, 1909 F&A	121	123			110
Se N. C. RE, 1883-5. 74 170 Se N. C. RE, 1893-5. 74 170 Se October 170 140 140 Se October 170 140 140 Se October 170 140 140 Se October 170 140 Se	New Hampshire—58, 1892J&	j 105		Hamilton Co., 4e.	1 00	103	68, railroad aid, 1907 M&S	118	120
Se N. C. RE, 1883-5. 74 170 Se N. C. RE, 1893-5. 74 170 Se October 170 140 140 Se October 170 140 140 Se October 170 140 140 Se October 170 140 Se	War loan, 6s, 1892-1894J& J War loan, 6s, 1901-1905J&	J 125	127	7s. 1894, funded debtA&C	115	117	Portsmouth, N.H.—6s, '93, RR. Jel	108	110
Se N. C. RE, 1883-5. 74 170 Se N. C. RE, 1893-5. 74 170 Se October 170 140 140 Se October 170 140 140 Se October 170 140 140 Se October 170 140 Se	68. exempt, 1896Jd.	* 121		68, 1898	.112	114	Providence, R.I.—58, g., 1900J.	1128	113
Se N. C. RE, 1883-5. 74 170 Se N. C. RE, 1893-5. 74 170 Se October 170 140 140 Se October 170 140 140 Se October 170 140 140 Se October 170 140 Se	68. gold. coup., 1887	J 102		Columbus, Ga.—7sVar	108	101	Rahway, N. J.—Old 78	70	80
Se N. C. RE, 1883-5. 74 170 Se N. C. RE, 1893-5. 74 170 Se October 170 140 140 Se October 170 140 140 Se October 170 140 140 Se October 170 140 Se	68, gold, 1892	0 115		Covington. Ky.—7-30s, long	1112	114	Richmond, Va.—6s, 1884-1914. J&d	1118	120
68, frauding act of 1886, 200, Act of 68, new bonds, 1892-8, 0.04x of 100 des. new cons., 1910. 12 des. pseudint actions are serving at the serving at	No. Carolina -6s, old, 1886-'98. J. 6s. N. C. R. 1882-5	J 35		48, 1937, Dew	1034	1033	58, 1914-15	ITOO	
68, Gratham RES 68, Special tax, class 1,1993-9Act 10 13 13 168, 1919 102 48, 1929, cons. 1910 103 48, 1929, cons. 1910 104 48, 1929, cons. 1910 104 48, 1929, cons. 1910 105 48, 1929, cons. 1910 104 48, 1929, cons. 1910 105 48, 1929, cons. 1910 107 48, 1929, cons. 1910 107 48, 1929, cons. 1910 107 48, 1929, cons. 1910 108 80010 Larghy, reg., '92-1902, F&A 121 107 80010 Larghy, reg., '92-1902, F&A 121 108 80010 Larghy, reg., '92-1902, F&A 121 108 80010 Larghy, reg., '92-1902, F&A 121 109 80010 Larghy, reg., '92-1902, F&A 121 109 80010 Larghy, reg., '92-1902, F&A 121 109 80010 Larghy, reg., '92-1902, F&A 121 107 80010 Larghy, reg., '92-1902, F&A 121 108 80010 Larghy, reg., '92-1902, F&A 121 109 80010 Larghy, reg., '92-1902, F&A 121 100 8010 Larghy, reg., '92-1902, F&A 121 100 8010 Larghy, reg., '92-1902, F&A 121 101 8010 Larghy, reg., '92-1902, F&A 121 102 8010 Larghy, reg., '92-1902, F&A 121 103 8010 Larghy, reg., '92-1902, F&A 121 103 8010 Larghy, reg., '92-1902, F&A 121 104 8010 Larghy, reg., '92-1902, F&A 121 105 8010 Larghy, reg., '92-1902, F&A 121 100 100 8010 Larghy, reg., '92-1902, F&A 121 101 102 8010 Larghy, reg., '92-1902, F&A 121 103 104 8010 Larghy, reg., '92-1902, F&A 121 104 8010 Larghy, reg., '92-1902, F&A 121 107 108 109 109 100 100 100 100 100 100 100 100	68 do 7 coupons off A&	0110		Water 60 1900	- 1100	1119	Rochester, N.Y.—68Var	112 140	
Rhode 161-6-6, 1893-4, conj. 74. 11. 1	08, new bonus, 1592-5	J 20		Detroit, Mich.—7s, longVar	125				
Rhode 161-6-6, 1893-4, conj. 74. 11. 1	Ka anacial tay cluss 1 1909-04 &	ni 10	1 1 %	Elizabeth, N. J.—New 4s, 1912. J& Evansville, Ind—7s, long Various	J 80	83	St. Louis, Mo.—68, Short var.	1075	1084
Strown counsels, S., John C. Capticle unlax Set	6s, 1919	0 122		Fall River, Mass.—6s, 1904F& A	1 120		Sa 10 20 Var.	101	109
Strown counsels, S., John C. Capticle unlax Set	48, rsg., 1912	A 121		5s, 1909	1111	1113	48, 1905J&D. 8t.), Co.—6s, gold, 1905A&O	118	120
Settlement, 58, 1913.	Bouth Caronna — 08, Non-1011d., 188	3.]	0 45	Galveston, Tex.—88,1893-1909.M&	3 101	103	Currency, 78, 1888Var.	100	92
100 100	Compromise bonds, 3-4-5-6s, 191	2 58	61	Hartford, Ct.—City 6s, var. dates	1104		4 ¹ 23, 1916	100	105
100 100	Settlement, 6s. 1913	- 1101		Haverbut, Mass.—6a, 1889 A&O	1 101		6s, 1889	100	106
Houston, Tex. 108	Settlement, 3s, 1913	681	4 70	Hoboken, N. J.—5e, long	1117	113	8s, 1904	$\begin{array}{c c} 126 \\ 123 \end{array}$	125
68, new bonds, 1886-1895. J & J & 48 68, consols, 1905. ox-coup. J&J decomposition of the consols of the consol	78, gold, 1892-1910M& 78, gold, 1904J&	Sf 115 Ji 130		76, long	123	125	58, 1904, W. L	1113	103
6s, consols, 1905, ex-coup. J&J 44 6c, consols, 2d series. J&J 44 6c, consols, 2d series. J&J 44 6c, consols, 2d series. J&J 60 7s, inprovement, 1891-'94. Var. 107 125 7s, improvement, 1891-'94. Var. 107 126 7s, improvement, 1891-'94. Var. 107 127 7s, improvement, 1891-'94. Var. 107 128 139 130 130 131 131 133 133 134 140 140 140 140 140 140 140 140 140 14	V. Sima-03, 010, 1000-30 &	7 20		Indianapolls.ind.—7-30s.'93-9. J&J	1110		Somerville, Mass.—5s, 1895A&O	1105	114
68, Oasol., 2d series. J&J 60 68, deferred bones	6s, consols, 1905. ex-coupJ&	J 48		Jersey City-6s, water, long, 1895.	. 105 J 120		Springfield, Mass.—6e, 1905A&O 7s. 1903, water loanA&O	1 126 1 133	137
Funding bonds, 38, 1932. J&J 60 64 10-408, cp. & reg., 3 to 5, 1919 J&T 60 OIT & SECURIFIES. Albany, N. Y.—68, long. Various 113 Allegheny, Pa.—5e, cp., '87-97. Var. 100 4 '28, coup., 1001. Var. 100 68, 1900. Var. 105 Allegheny Co., 58, cp., 1913 J&J 5 100 Allegheny Co., 58, cp., 1913 J&J 5 100 69, short dates. Var. 108 69, short war, 108 69, short short war, 108	68, deferred bongsJd	60 81	4 10	7s, improvement, 1891-'94 Var 7s, Bergen, long J&	J 119		Toledo, O.—7-30s, RR., 1900.M & N 8s, 1893-94Var.	1114	
Hidden County 78, 1894 J&D 114 116			33	Hudson County 5s, 1905 M&	8 116	118			
Allegheny, Pa.—58, ong. '87-97. Var. 100 105 105 4 \(\frac{1}{2} \) eoup., 1001. Var. 105 44 \(\frac{1}{2} \) eoup., 1001. Var. 105 48, riot loan, 5-108. 100 101 48, refunded, 5-208. 1891-1906. 103 48, refunded, 5-208. 1891-1906. 103 104 105 10	10-40s, cp. & reg., 3 to 5,1919. Je	J 60		Hudson County 7s, 1894J&l Bayonne City, 7s, longJ&	J 114 J 112		11 5g 1905	1114	
Allegheny, Pa.—5e, op., '87-97. Var. 100 106 Lousyille, Ky.—7s, long dates. Var. 122 123 124 4½8, coup., 1901	Albany, N. Y.—68, long Varior	E11115		Lawrence, Mass.—6s, 1894A& O	11124	9 113	[[(Bonds of companies consolid ted wit	ce	-
4-28, 601p., 1885-1991 Var. 100 4s, coup., 1901 Var. 105 Allegheny Co., 5s, cp., 1913.J&J\$ 100 Allegheny Co., 5s, cp., 1913.J&J\$ 100 4s, riot loan, 5-10s 100 101 5s, 1890-1900 M&N 104 4s, riot loan, 10-20s 100 101 4s, refunded, 5-20s. 1891-1906 103 4s, refunded, 5-20s. 1891-1906 103 104 Augusta, Ma-Cs 114 Water works 114 Water loan, 6s, 1984 J&J 112s 113 Augusta, Ma-Cs, 1905, Fund. J&J Augusta, Ma-Cs, Various 108 Austin, Texas-10s 150 105 6s, short Var. 108 101 102 6s, short Var. 108 103 104 6s, short Var. 108 105 6s, short Var. 108 105 6s, short Var. 108 107 108 108 109 101 102 102 103 104 105 107 108 107 108 107 108 108 109 100 101 102 103 104 105 107 108 108 109 100 101 102 103 104 105 107 108 108 109 100 101 102 103 104 105 107 108 108 109 107 108 109 109 101 102 103 104 105 107 108 108 109 109 109 109 100 101 102 103 104 105 107 108 109 109 100 101 102 103 104 105 107 108 109 107 108 109 109 109 109 100 101 101 102 103 104 105 106 106 107 107 108 109 109 109 109 109 109 109 109 109 109	Alleghenr Pa -5s on 187.07 V	100	106	Louisville, Ky.—78, long dates. Var	.1122	123	be found under the consol'd name.)		
Attegrachy Co., 58, cp., 1913.245 100 48, riot loan, 5-10s	4s, coup., 1901ve	r. 100 r. 105		7e. short dateeVar	11103	111	Ala. N. O. T. &c. 1st d80. 08	1 00	60
4s, refunded, 5-20s, 1891-1906. 103 104 105 103 105 104 105	4s, riot loan, 5-10s	100	101	68, short	N 101 N 104	102	11 20 dehent 6s. 1907	I JU	10348
Att Ita, Ga.—78.	50, do 10-208	100	102	Lynchburg, Va68J &	J 108	106	Consol. mort., 68, 1900, guar. A.c.	1,410	
Water loan, 68, 1994. J&J 112 113 1100018, 78, 5816, 78, 5916 118 120 Augusta, Me.—68, 1905, Fund. J&J 121 122 122 59, 1905. M&N 112 114 Land grant, 78, 6, 1905. Augusta, Ga—76. Various 108 Macon, Ga,—68. 102 8iaking fund, 68, 1911. J&D 103 405 105 408 115 120 Manchester, N.H.—68, 1894. J&J 1114 13 Guaranteed 78, 1909. J&J&A&O 117 120	Atl 1118. Ga.—78		118	Lynn, Mass.—6s, 1887F&A	J 125 J 100	1001	Hegh. Val.—Gen. M., 73-108 J& East. exten. M., 78, 1910 A&	0 110	
Austin, Texas-108	Waterworks	1114		Water loan, 6s, 1894	J 112	117	Atch Ton. &S. Fe-1st.7s. '99 J&J	1118	120
115 120	Augusta, Ga-78Vario	uel 108		5e, 1905	1112		Land grant, 78, g., 1902 Acco	1103	105
				Manchester. N. H6s. 1894J&			H Guaranteed 78, 1909 . Jajaka	MIL17	

frice nominal; no late transactions. † Purchaser also pays accrued faterest. 📫 [a London. § Part being redeemed.

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

For Explanations Sec Notes at Head of First Page of Quotations.								
RAILROAD BONDS.	Bid.	Ask.	RAILROAD BONDS.	Bid.	Ask.	RAILROAD BONDS.	Bid.	Ask.
Atch. Top. & S. Fe-(Continued) -		100	Ches. O. &S.WM. 5-6s, 1911. F&A	100%		Cin. & Indianap., 1st., 7s, '92J&D	1111	
5s, 1909 (1st mort.)	1 98	100	2d mort., 6s, 1911F&A Ches. & Ohto—Pur. money fd., 1898		9149	do 2d M., 78, 87-92, J&1	††10 †118	112%
4128, 1920. A&O Florence & El Dor'do, 1st.78. A&O	111019	95 112	Series A, 1908A&O		70	Ind'apolis & Cin., 1st,7s,'88.A&O Cin.Jack. & Mac.—1st,5s,1933 J&D	11024	97
K.C.Topeka&W., 1st M., 7s.g.J&J do income 7s.A&O	t13	123	6s, gold, series BM&N Extended 4s, 1986M&N 6s, currency, int. def., 1918J&J	19	2012	Cin. Lar.& Ch.—1st, 7s,g.,1901.M&S	1	118
N.May &So Pac let 7e 1000 A LO	1117	118	6s. 1911	934 117	118	Cin. Rich. & Chic.—1st, 7s, '95.J&J Cin. Rich. & F. W.—1st, 7s, gJ&D Cin. Sand'ky & Cl.—6s, 1900F&A	1110	1124
Pueblo & Ark.V., 1st, 7s, g., 1903. Sonora, 1st, 7s, 1910, guar. J&J Wichita&S.W., 1st, 7s, g., gua., 1902. Atlanta & Charlotto Air L. 2st 7s	1025_{0}		Rds. Kan. C. lino.6s.g., 1903J&J	1122	124 125	Cin. 8and'ky & Cl.—6s, 1900. F&A Corsoi, mort., 7s, 1890	19919	100
Income. 6a	11778	$\frac{1181_{9}}{103}$	Mies. Riv. Bridge, 1st., s.f., 6s, 1912 Louis's & Mo.R., 1st, 7s, 1900 F&A do 2d, 7s, 1900 M&N	105 ¹ 9 117 ¹ 9		Consol. mort., 7s, 1890 J&D Cin.&Sp.—7s, C.C.C.& I., 1901.A&O 7s, guar., L.S.& M.S., 1901 A&O		
W. D. Incomes, 1910	92 2614	83	do 2d,78,1900 M&N	117		Cin. Wash. & B.—1st, gu, 4 29-6s M & N 2d mort., 5s, 1931	95	99 75
Central Division, old ds. do incomes. 1922.	94 23	100 25	8t.L.Jaoks'v.& C., 1st.7s, 94.A&O do 1st guar. (564), 7s, 94A&O do 2d M. (360), 7s, '98.J&J do 2d guar. (188) 7s, '98.J&J	117		3d mort., gold, 3s-4s, 1931F&A Income 5s, 1931	3978 19	4078 22
Baltimore & Ohio -Now 18 A.60	30	1024	do 2d guar. (188) 7a. '98. J&J Chie. & Atlantic—1st, 68, 1920. M&N			8eioto & Hock. V, 1st, 7s M&N Balt. Short L., 1st, 7s, 1900. J&l		
East 8ids 5s. 1925	103 103	106 1034	2d. 6s, 1923F&A Chie. B. & Q.—Cons., 7s, 1903.J&J	80 30 1294		Clev. Akroa & Col.—1st, 6e, 1926J&J Gan. M., g., 5s, 1927	0103-8	
Sterling, 58, 1927J.ED	1110	112 111	Bonds, 5s, 1895J&D 5s, 1901A&O	1100	101	Clev. Col. C. & I.—1et, 7e, '99. M&N Consol. mort., 7e, 1914J&I)	120	
		118 125	58, dehenture, 1913M&N Iowa Div. 58, 1919A&O		103	Cons. S. F., 7s, 1914J&J		10/714
do 6s, g., 1910. M&N Parkersburg Br., 6s, 1919 A&O Balt. & Pot'c—lat. 6s, g., 1911. 762		128 1234	Town Div 4s. 1919 A&O		981 ₂ 95	Gen. con. 6s, 1934J&J Bellef. & Ind. M., 7s, 1899J&J		1074
Balt. & Pot'o—lat, 68, g., 1911. J&J lat. tunnel, 68, g., k'd, 1911. A&O Beech Creek—lat, g'id, 48, 1936, J&J Bell's Gap—lat. 78, 1803		125	4s, Denver Div., 1922 F&A 4s, plain bonds, 1921 M&S	69	91	Clev. & Pitts.—4th M., 6s, 1892. J&l Consol. S. F., 7s, 1900 M&N Clev. & M. Val.—1st. 7s.g., '93. F&A	1264	*****
Bell's Gap—1st, 7s, 1893 J&J Balvidere Del.—1st,6s,0.,1902.J&L' Cons. 4s, 1927 F&A Boston & Albany—7s, 1892 &A	109		Neb. Ext., 4e, 1927 M&N Bur. & Mo. R., 1'd M., 7e, '93.A&O	1114	115	Colorado Mid.—1st, 6s, 1936 J&D		
Cons. 4s, 1927. F&A	116	101	do Conv. 88,'94 sor.J&J Bur.& Mo.(Neb.), 1st.68,1918.J&J	1116	117	Columbia & Gr.—1st, 6s, 1916. J&J 2d mort., 6s, 1926 A&O Col. & Cin. Mid.—1st, 6s, 1911. J&J	102	86
Boston & Albany—7s, 1892 F&A 6s, 1895 J&J Bost. Cono. & Mon.—S.F. 8s, 89.J&J		112	do Cons, 6s, non-exJ&J do 4s, (Nob.), 1910J&J	1 90	92	Col. Hooking val. & Toledo-		95
			do Neb.RR,1st,7s,'96A&O do Om.& 8.W.,1st,8s,J&D	1118	112 1194	Con. 5s, 1931	66	6314
Bost, Hart & E _1et 7e 1000 141	1 TO 4 49	109	Ill. Grand Tr., 1st, 8s, '90A&O Dixon Peo.& H., 1st, 8s, 1889. J&J	101 7		uo 2u m., 78, 1892.Jag	TOO	
Bost H. Tun &W. deh 50 10123660		96	Ott. Osw. & Fox R., 88, 1900. J&J Quinoy& Wars'w, 1st, 88, '90. J&J	†122 †1064		Col. & Toledo—1st mort. bonds	1105	
Boston & Lowell—78, '92A&C 66, 1896	111219	111	Atch'n & Neh.—1st, 7s, 1907 M&S Chio. Burl. & Nor.—5s, 1926		104	Col. Springf. & C.—1st, 7s, 1910 M&S	3	
48, 1905	107	109	Debent. 6s, 1896J&D Chie, & Can. 8o.—1st, 7s, 1902 A&C	102	104	Col. & Rome.—1st, 6s, gu. Cent. Ga. Col. & West.—1st, 6s, guar Cent. Ga.	109	105
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		1	Consol. mort., 68, 1905 A&C Cin. H. & 1., 18t M., 78, 1903.J&J	111084	110	Gr. Rap. & Ind.—1st, l.g., g'd, 7s, g 1st M.,7s, l.g., gold, not guar. A&C	D'III 19	
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Det All	Cl. P. & Ash., new 7s, 1892 A&O	2011		Leroy & C. Val., 18, 58, 1926 J&J	******		Ohio Cen.—Riv. Div., 1st, 6s 1922	2	
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Cons., reg., reg	Dividend hands To 1000 A 60	12110	1961	New mortgage, 6s, 1927J&D	11312	114	1st mort. Springf. Div., 1905 M&N		
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Cons. 78, 1912	EXTON, bonds, 68, g., 1900. A.50	110 1	111	2d mort, exten., 5s, 1919 Mass	11184		Phila & Read'z-1st, 68, 1910.J&J		
1 1 1 1 1 1 1 1 1 1	Androscog, & Ken., 6s	11044	130	4 LO 100 CE., 6 X E., 58, 1920 A Ave.	105		Debenture 6s, 1893 J&J		60
Debeillare, 68, 10-20. F&A 105 10612 Man, Seach tup_dim,78, 1909, Mass 100 Marietta Min.—1st, 68, 1915, M&N 108 Marq'tte Ho.& O.—Mar.a O.,88, '92 103 110 102 1012 Marq'tte Ho.& O.—Mar.a O.,88, '92 103 110 102 1012 68, 1923 (extension). J&D 94 96 96 100, Dong Dock mort., 78, 1933, J&D 112 100, Song Dock mort., 78, 1934, Song Dock mort., 78, 1808 105 105 105 100, Song Dock mort., 78, 1808 105 105 100, Song Dock mort., 78, 1808 105 105 100, Song Dock mort., 78, 1808 105 105 100, Song Dock mort., 78, 1893, J&D 112 112 112 112 112 112 112 112 113 113	Portl. & K., Cons. M., 6s, '95, A&O	1111	112 112	1 184 COH8, Mr., 78, C. 1920 MASS	149		Consol. mort., 68, 1911J&D		
State Stat	Man. Beach Imp., fim., 78, 1909, M. des	105	10612	Constern 1r. 68, 1922 M.C.N		108	Gen'l mort., 6s, 1908	100	
68, 1908.	- Marq'tte Ho.& OMar. O. 88, '92	1	85	181 con 3. Inna coup., 78, 1920 Mas			Convertible, 7s, 1893J&J		101-5
*Price required. as the second of the control of th	6s. 1993 (extension) Tab	100	102	Gold Income bonds, 6s, 1977.	110		Cons. 5s, 2d seriesF&A	58	60
† Purchaser also pays accraed interest. ; In London. Coupon off.	OR THE LINE OF MORE! 1811	93	96	1 do con. g., 68, 1935 A&O		118	Sorip for 6 deferred 2 coupons	‡	
	a recommunity no late transac	tions.		† Purchaser also pays accraed inte	rest.		In London. Coupon off.		

GENERAL QUITATIONS OF STICKS AND BONDS-CONTINUED. For Explanations see Notes at 11 and of First Page of Quotations.

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R HEROAD BONDS.	Bid.	Ask.	RAILBOAD STOCKS	mia.	Ack.	RAILROAD STOCKS.	Bid.	Ask.
			Foxas & New Orleans-1st.7s.F&A	-		Boston Revere Beach & Lynn 100	162	166
Phila, & Rending (Continued.) Deferred income	18	2219	Sabine Div., 1st, 6s, 1912M&9	95		Brooklyn Elevated., new	35	10
Income mort., cons. 7s, '96, J&D Conl& I., guar.,7s, '92,ex-cp.M&S	69	6912	Cone. M., 6s, g. 1905, tr. reo. J&D.	108	100	Brooklyn & Montauk100 do Pref100	10 30	
Phila. Wil. & Bult 68, 1892. A&O		105	Rio Gr. Div., 6s, 1930, Trust rec.	47 ¹ 2	(133 ₈	Buff. N. Y. & Erie, leased100 Buffalo N. Y. & Phila, ana. pdl50		
6a, 1900		107	Gen M.& ter, 8s, 1905, tr, ree, A&O,		56	II GO GO LTELDU	2	974
58, 1910		10139	N.O. Pac., 1st, 6s, gold, 1920. J&J Fol.A. Ar. & N.M.—1st, 6s, 1921. M&N	731 ₄		Burlington C. Rapide& North100		55
Pine Creek - 6s, 1932 J&D Pittsb.Bradf.& B.—1st. 6s, certs	86		Tol. A. A. & Gr.T., 1st.6s, 1921, J.J. I	101		California Pacitic	7	10
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Pittsb.&Con'llav.—1stM.7s,'98.J.&l	- 0 43 (3	130	Tol St. L. & K.C., 1st, 68, 1916 J&D	90		Camden & Atlantio50 do I'ref50	\$ 40 5514	
Sterling cons. M. 6s, g., guar.J&J Pittsb.Ft.W. & C.—1st,7s,1912 Vur	140		United Co e N.J.—Cons.,6s,'94.A&O do gen. 4s, 19231&A	102	100000	Canada Southern	514	551g
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Port Royal & Aug1st, 6s, '99.1&1	105		18t, 6s, 1897	1154		Central lows	3	6
Ren.&S'toga-1st7r,1921 con.M&N		145	1st, 6s. 1899J&J Land Grant, 7s, 1887-9A&O	101	*****	do 2d prof100		
Rich'd & Allegh-1st, 7s, trust rec.	58	584	8'nk. F., 8s, 1893	100%	123	Central Massachusetts100	12:02 FC	39
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Rich, & West Pt. Ter., Cs. 1897, F&A			Valley of Ohio-Con. 68, 1921.M&S V-r. & MassGuar. 58, 1903 M&N		104%	Chicage Burlington & North. 100 Chicago Burlington & Quiney 100	671 ₂	
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Cairo Ark. & T.,1st,7s.g.,'97.J&1) Cairo & Ful., 1st,1.g.,7s.g.,'91.J&1	105	11012	Ot. West., Ill., 1st, 7s, '88F&A do 2d, 7s, '93M&N			Cleveland Akron & Col100 Clev. Col. Cin. & indianapolis100	50	394
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20 mort., 78, 1898 WAY			Cousol. mort., 68, 1909A&C West Shore guar. 48J&J	937 ₈ 102	99	Delaware Lack. & Western50 Deny. & Rio Gr100	123%	2614
2d, 7s, guar., '98. M&N St. P. & Duhuth—1st, 5s, 1931. F&A			West'n Ala 1 at M. Sq. '88 A.601	102	103	do do pref.100 Denver & Rlo Grande Western	26 5719 10	5819
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Dak. Ext., 6s. 1910		144	W'n No. Carollus - 1st, 78, 1890. M&N Consol. 68, 1911		100	do do Pref Det. Lansing & Northern, com .100	50	30 55
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So. Ga. & Fin —1st, 7s, 1899	113 1	19	2d series, 7s, 1909, if earned	49	50	East Pennsylvanla		
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	70	75 65	Nash & Roch., guar., 5s. '94.A&O RAILROAD STOCKS. Par	10512	107	Eastern in N. H100	169	109 4
Dusui, Sun & Lew.—141, 58, 12 M&N	00		Ala. Gt. SouthLim., A., 6s,pref	110	11 412	Elizabeth Lex. & Big Sandy 100	10	15
Sham. V.& Potts78, cou. 1901J&J Saensudoan Val1st.78, 1909. J&J			Ala. N. O. & Pac., &c., pref	11	2	Elmira & Williamsport, 550 do Pref., 750	60	90
Shreve, & Hous.—Ist, 6s, gu., 1914	363 ₄	70	do do def Albany & Susqueb., Gnar., 7100	114	Su	Evansville & Terre Haste50 Fitobburg. Pref100	85	ยอ
Silvax C. & Pac., 1st M., 6s, 98.J&J Sodus Bay& So.—1st,5s.g., 1924.J&J		07	Atchison Topoka & Santa Fc. 100	1014	(11 %	Flint & Pere Marquette	23	99
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DOG 1840 1 10 10 10 10 10 10 10 10 10 10 10 10	4719	551g	Baltimore & Obio	132 1 120 1		Georgia Pacific	12	18
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Staten Isl. Rapid Trans.—1st mort	1074					Houston & Toxas Central100	22	24 25
Stock, & Con — lat 54 1905 151	10519		Bellevi lo & So. III., pref	70].		Huntingdon & Broad Top50 do Pref50	12 1	32
Bammif Rr lar 70 1002 14.1			Bost. Con. & Moutreal100		200	Alinois Contral100	1184	
2d mort., 6s, 1938 MAN	1	Clin Lo	Boston Hoosse Tun, & Western	- 1	26	do Leased line, 4 p. c. 100 Indiana Bloom, & West, ass. pd. 100	154	14
Syr.Bing.&N.Y.—consol.7s.'06A&O	105		Boston & Lowell	212	155	Jeff'v. Mad. & Ind'p's, leased100 Kanawha & Ohio	. 1	
Tox. Cent1st, sk.td., 7s, 1909M.CN			Boston & N. Y. Air-Line, pref	95 1	(d)	do 1st pr fdo 2d pref	8	16
1st mort., 7s, 1911	*******		DORUM & FTOVIDENCE100	217 1:	218	The professional	-	

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

		For	Explanations See	Votes	at H	ad of First Page	or Qu	lotati	ons.		
RAILROAD STOCKS.	Bid.	Ask.	MISCELLANEOUS.	Bld.	Ask.	MISCELLANEOUS.	Bld.	Ask.	MISCELLANEOUS.	Bld.	Ask
			t. Paul & Duluth.100	6319	6712	COAL & MINING			GOLD&SILVER		
RR. STOCKS.	071	00	do Pref.100	103	103	STOCKS, N.Y. Cameron Irun&Coal50		42	MINING STOCKS (N. Y. & BAN. FRAN.)		
Kan.C.Ft.8cott&G.100 do Pref 100	67 ¹ 9	132	st. P.Minn. & Man. 100 seloto Valloy seab'd & Roanoke 100		16	Colorado Coal & I.100	34	35	Alice. Alta Montana100		
Kan.C.Sp'd& Memohis	69	70 40	South Carolina100	6	9	Col. & Hock, 100, C & I. Consol, Coal of Md, 100	264	29	Amia		
Kan.C.Cl'n & 8p'd.1: 0 Keoknk & Des M 100			Southern Pac Co 100		128	Homestake Min'g.100 Marshall Cons. Coal		14	Barcelona	•55	
do pref100 Keokuk & West	30	40	3'west., Ga., g'd, 7.100 3yr. Bing. & N. Y.100 3ummit Branch, Pa.50	127		Maryland Coal100	10	12	Bassick 100 Bechtel		
Kingston & Pembroke.	33	341 ₉ 161 ₉	Summit Branch, Pa.50	73 <u>4</u> 5 47	814	New Central Coal .100 N. Y. & Perry 100	10	12	Belle Isle10 Bodie100	*55 1:65	*****
Lake Erio & W100 do. Pref.	4458	454	Sunbury & Lewist50 Ferre H. & Ind'nap.50		85	N. Y. & Perry100 Ontario Sil. Min'g.100		27 275	Bulwer 100	.90	
L. Sh. & Mlch. So 100 Lehlgh Valley50	\$478 \$5558	95 66	fex & Pac. ass. pd100 fol. Ann Arbor & N.M	2419	24	Pannsylvania Coal. 50 Quicksilver Min'g. 100	54	6	Caledonia B. H100 Consol. California.100	15%	1.70
LIE ROCK & PUSHLIOU			Fol. & Ohlo Central do Pref.	48	27 · 52	do pref.100 Tenn.Coal&IronCo100	22 26	$\begin{vmatrix} 28 \\ 26 \\ 4 \end{vmatrix}$	Chrysolite 50 Choilar 100	4.00	
Little Miami50 Little Schu'k'l50	\$ 563		Tol. St. L. & K. City			Wyoming Val.Coal.100	*****	49	Consol. Pacific 100	-20	
Long Island50 La. & Mo. River100	91	91	do pref U. N.J. RR &C. Co.100	*****	21012	EXPRESS ST'CKS Adams100	140	150	Crown Point100 Duukin		1.05
do Pref 100 Lou. Evans. & St. L. 100	9	26 10	Union Pacific100 Utab Central100 Utica & Black Riv.100	53 ½ 26	5334	American100	103	109	Eureka Consol 100 Father De 8met 100		60
do. Pref. 100	20	25	Utica & Black Riv. 100	117	100	United States100 Wells, Fargo & Co.100	67 125	73 130	Gold Strlpe	.03	
Louisv. N. A.& Chlo.100		6134	Vt.& Mass., l'sed, 6.100 Vicksb. & Meridian	137	138	TELPH STOCKS			Goodshaw100 Gould & Curry 8100	3.25	
Maine Central 100	125	130	do pref Virginia Midland	40	42	AND BONDS. American Tel. & Cable	68	72	Green Mountain10 Hale & Norcross100 Horn Silver	3·30	.19
Man. & Law'ce100 Manhattan, con100	100	1604	Wahash Pur. com.cert	1778	18	Atlantle & Pacific st'k Bank's & Merch'ts.100	49	56	Horn Silver	•72	.80
Marq. H. & Out 100 do Pref 100		19 85	do Pref. 100 Warr'n (N.J.), 1's'd, 7.50	324	3219	General mort. cert	2	5	Independance100 Iron Silver20		3.10
Memph.& Charl25	52	52	West Jersey & Atlantic West Jersey & Atlantic Western Maryland	§	50	Baltimore & Ohio Cent. & 80. Am. Cable	100	110	Leadville Consol10	·09	
Mexican Central 100 Mexican Nat., Tr. rec.		9	Western Maryland	124	14	Commercial Tol. Co.pf. Franklin		33	Little Chief 50		.27
Mex. Nat. Constr. Co.		30 88 ¹ 9	Wheeling & L.Erie 100 Wil. Columbia & Aug.	109	115	Gold & Stock 100			Little Pitts. Mexican G. & Silv.100	3·30	
Michigan Cent100 Midland of New Jersey	26		Wllm. & Weldon, 7.100		125	Bonds100	96 160	102 165	Navajo ,100	1.50	
Mil. Lake 8. & W100 do pref.100		1067	Wisconsin Central do Pref.	314	35	N. Y. Mutual Un. Tel Mutual Union 6s		85	Ophir	037	
Mil. & Northern Mine Hill & S. H50			Wore'ter&Nashua.100	127	130	N'west 7s. 1904 . J&J	84		Rappahanock1	17	18
Minneap. & St. L. 100 do Pref 100	11	124	CANAL BONDS. Ches.&Del1st, 6s,'86	80	8412	Postal Telegraph100 Bonds, 1st 6s	18		Red Elephant 10 Robinson Consol. 50	•40	45
Misso'l Kan.& Tex.100	23%	24	Caes.&O.—6s, '70.QJ Del. & II.—7s, '91.J&J	10712		Postal T. & Cable	23	28	Silver Cliff50	1 106	.09
Missouri Pacific100	93	934	181 UXL., 1891MXN	100		So. Tel., 1st mort. b'ds South'n & Atlantic.25	72	80	Standard	1.50 2.85	1.75
Mohile & Ohio100 Morgao's La.&Tex.100	120		Coup. 7s. 1894.A&O 1st Pa.D.cp.,7s,M&8	1185 ₈		Western Unlon100 78, 1900, M. & N	745 ₈	7478	BOSTON MINING	2 00	
Morris & E'x, gu.,7.50 Nashv.Chat.& 8t. L.25		7619	Lehlgh Nav 4128, '14	110	11512	TELEPHONE	117		Allouez25	50c.	600.
Nashua & Lowell, 100	195	20	RR. 68, reg., '97,Q-F Conv 68,g.rg.'94M&8	10712		STOCKS.	221	223	Atlautio25	9	10
N'squehoning Vall'y50 New Jersey & N. Y	3 04		6s,g.,cp.&rg'97J&D Cons.M.,19117sJ&D		11219	American Bell100 Amer. Speaking100			Brunsw'k Antimony.5 Calumet & Hecta25	198	200
N. Jersey Southern	58	78	Penn6s, coup., 1910		80	Erre	33 75c.	100	Catalpa 8llver 10	250. 15	27c.
N. News & Miss. Val. Co	111111		Schuylkill Nav.— 1st M., 6s, 1897.Q-M			Mexican New England	40	41	Central25 Copper Falls50		
N.Y.Cent.& H.Rlv.100 N.Y.Ch.& St.L. ass.100	173		2d M., 6s, 1907J&J			Tropleal10	50c	70c.	Hnron25	11	314
do Pref., assent. 100	31	313 ₈	Mort. 6s, cp., '95 J&J 6s, imp., cp., '80 M&N			LIGHT STOCKS.			Minnesota25 National25	50e. 40c.	60c.
N. Y. City & Northern. N. Y. & Harlem50			6s,bt&car,1913M&N 7s,bt&car,1915M&N			Brush, Balt100 Brush Illuninat's 100		75 97	Osceola	21	22
N.Y.Lack.&West100 N.Y.L.Erie&West.100	2,08	103 293	Busq6s,cp.,1918J&J			Edison	130	170	Pewabie	1½ 50½	
do Pref.100	6512	66	78. conp., 1902J&J CANAL STOCKS.			United States	85 35	50	Ridge. 25 Famarack 25 MANUPACT'ING	50c.	75c. 99
N.Y. & N.England 100 do Pref.100	103	105	Chesapeake & Del50	: 00	0.21.	United States Ill. Co	84		MANUFACTING	93	33
N.Y. N H.& Hartf.160 N.Y. Ont. & West100	1678	1714	Del. & Hudson100 Del. Div. leased, 850	\$ 98	9819	TRUST CO.28 STOCKS, N.Y. Am. Loan & Trust.100	1		Am. Linea (Fall Riv.)	700	775
N. Y. Penn. & Ohlo			Lebigh Navigation50	3 47		Am. Loan & Trust.100 Brooklyn Trust25	260	120 270			1334
N.Y. Susq. & Western.	834	9	Morris, guar., 4100 do pf., guar.10100	200		Brooklyn Trust25 Central100	455	270	Amory (N. H.)	11634	117
N.Y. West Shore & B.	2712	29	Schuylkill Nav50	5		Farmers' Loan & Tr.25 Knickerboeker 100	425		Appleton (Mass.) . 1000	690	700
Nort.& West,, com. 100	1419			> 5		Knickerboeker 100 Long Island 130 Mercantile 100	158 190	200	TO CAN THEN A A I T. CATH THE A +1	98	1200
No. Pennsylvania50	3	42 ¹ 8	MISC'LLANEOUS BONDS.			Metropolitan100	145	200	Barnard Mfg. (F. R.) Bates (Me.)100	13519	80 136
Northern Central50 North'n N. Hamp.100	68 91	87 145	Canton(Balt.) 6s,g., '04			N. Y. Guar. & Ind100 N. Y. Life & Trust.100	115 550		Boott Cot. (Mass.) 1000		1325 12719
North'n Pac., com. 100	24	244	Un. RR.,1st, end.,6s. Col.Coal& Iron—1st,6s	******	100	Union100 United States100	425		Border City Mfg. (F.R.) Boston Co. (Mass.) 1000	1150	1175
Norw.& Worcester.100	172	50 kg	Cov.&Cin.Bge. 58,3-5 y 58, 5 yearsM&S	100	10015			560	Boston Belting100 Bost. Duck (Mass.)700	900	156 925
Ogd. & L. Champ.100	12	15	Hend'u Bridge6s,1931		10734	N.Y. & BIPKLYN HORSE RRS. (See Local Securities in			Chace (Fall Riv.) .100	90	92
Ohio & Miss	180	82	Or. Imp., 1st, 6s, 1910 Oreg.R.& N.1st.6s,J&J	10814	93 ¹ 4 109	CHRONICLE cach w'k,			Chicopee (Mass.)100 Cocheco (N.H.)500	495	500
Ohio Southern100 Old Colony100	175	12 176	Dehenture 7s, 1888. Con. 5s 1925 J.&D		100	except first of month.)			Collins Co. (Conn.)10 Continental Me.). 100	7	504
Oregon Short Line Oregon Trans-Cont	174	174	Pullm'n Palace Car-			GAS STOCKS.	EO	F01	Continental (Me.). 100 Cres't Milis (F. R.) 100		70 60
Oswego & Syr., guar Pennsylvania RR50	120		3d series, 8s,'87F&A 4th do 8s,'92F&A			Balt. Consol. Gas Boston Gaslight500		581g	Crystal Spr. Bl.(F.R.). Davol Mills (F. R.) 100		60
Fensacola & Atlantio	0	8	Deb'nt're,7s,'88A&O St. I., Bridge & Tun—			East Boston25 Roxbury100	224	42 226	Dongl's Axe (Mass)100 Dwight (Mass.). 500	750	760
Petershurg 100	214	2112	1st. 7e. g, 1929.A&O Tenn.C.&L.,con.6s	1132	134	South Boston 100 Brookline, Mass 100	115	120	Everett (Mass.)100	7ā	77
Phus. & Erie50	1 2	2819	South Pilts, 1st, 6s		105	Cambridge, Mass 100	190	108 191	F. R. Machine Co 100 F. R. Merino Co 100		
Phil. Germ. & Nor50 Phila. & Read ass. pd. 50	60%		Bir. Div. 1st,6s, 1917	75	7710	Chelsea, Mass100 Dorchester, Mass100	112	113	Flint Mills (F. R.) 100	8712	9812
do Pref50 Phlla. Wllm.& Balt.50	9		MISCILLANEOUS			Jamaica Pl'n, Mass100	160	161	Franklin (Me.)100		11212
Pitts. Cin. & St. L50	\$ 5	10	Amer.Cotton Oil trusis		2912	Lawrence, Mass100 Lowell100	145 2211 ₂	147 223	Granite (F.R.)1000 Great Falls (N. H.)100	230 871 ₉	245 88
Pitts. & Con., l'sed. 50 Pitts. Ft. W. & C., guar. 7		150	Aspinwall Land10 Boston Land10		714 714	Lowell100 Lynn, Mass., G. L100 Mald. & Melrose100	11812	119	Hamilton (Mass.) 1000 Hartf. Carpet (Ct.) 100	770	780 195
Port.Baco & Ports, lad 6	130	132	Boston Water Power	73	8	Newton & Wat'n100	142	108 ¹ 2	Hill (Me)100	824	
Ports. Gt.F. & Con. 100	85	95	Brookline (Mass.)L'd 5 Canton Co. (Bait.).100	40	434	8alem, Mass., 100 Brouklyn, L. I25	112	114	Jackson (N. H.)1000	2.25	1030
Prov. & Wore'ster. 100 Rens. & Saratoga 100		161	Cev. & Cin. Bridge, pf. Esst Boston Land.	210	4.7	Citlzens', Brooklyn.20	50	55	King Philip (F. R.) 100	100	105
Rich. & Alleg., rec Rich. F. & P., com. 100	21 ₂	219	Frenchman's Bay Ld.	619	4.7 ₈ 63 ₄	Metropolitan, B'klyn. Nassan, Brooklyn25	100	80	Laconia (Me)400 Laccaster M.(N.H) 400	465 600	610
do Guar. 7.100	*152	******	Joliet Steel Co100 Keeley Motor	110	15	People's, Brouklyn.10 Williamsb'g, B'klyn 50	112	61 116	L'rel Lake Mills (F. R.) Lawrence (Mass.) 1000	75	1600
do do 6 Richmond & P'b'g.100		112	Maverick Land 10	24	212	Charlest'n, S.C., Gas. 25 Chicago G.& Coke. 100	18		Lowell (Mass)690 Lowell Bleachery 200	745	750 148
Fuch. & West Point.	24.9	2458	N.E.Mtg.8ccur./Bost. N. Hampshire Land 25	95 250	100 50c.	Chicago G.& Coke. 100 Cincinnati G. & Coke.	210 x1811 _s	1824	Lowell Mach.Shop.500	825	850
Richmond York R.&C.	521 ₂ 95	53 100	N.Y.& Tex.Ld.,Lim. 50 Land sorip			Cincinnati G. & Coke. Hartford, Ct., G. L. 25 Jersey C. & Hobok'n 20 People's, Jersey C Louisville G. I Central of N. Y50 Consolidated, N. Y. 100 Equitable, N. Y Mutual of N. Y N. Orleans G. L 100	160	33	Lyman M. (Mass.).100 Manchester (N.H.) 100	701 ₉ 1541 ₉	
Rome & Decatur Rome W. & Ogd100	1		Oregon Improvement.	35	36	People's, Jersey C	70		Mass. Cotton1000	1010	1015
Rutiand100	80	82	Oregon Ry. & N.Co.100 Pacific Mail 88. Co.100	86 38 3 6	871 ₉ 395 ₈	Central of N. Y50	109	110	Mass. Colton1000 Mechanica' (F. R.) 100 Merchants' (F. R.) 100	105	110
do Pref., 7100 t. Joseph & G'd Isl'd.	38 15	39	Philadel. Co. Nat. Gas. Philm'n Palace Car100	9712	9319	Consolidated, N.Y.100	71	60 72	Marrimack(Mass)1000	1440	1230
ot.LouisAit.&T.H.100	35	36	San Diego Land	49	50	Mutual of N. Y100	90	115	Metacomet (F.R.) .100 Middlesex (Mass.) .100	18219	184
St. L. Ark. & Texas	134	80 13 ¹ g	St. Louis B'dge, 1st prof 2d pref. certificates.	150	106 52	N. Orleans G. L 100 Portland, Ms., G. L. 50	65	70	Narragaus'tt(F.R.)100 Nashua (N. H.)500	510	515
do Pref100	3312	36 681g	St. Louis Tunnel RR St. Louis Transfer Co.	1105	109	St. Louis Gas Fr100	674	70	Naumkeag (Mass.)10)	107	107 ¹ 2 95
St. T. Van. & F. H	109	115	Uolon St'k Yds. & Tr. Co		75 115	Laclede, St. Louis. 100 United Gas Imp., Phil. Washiron City G. 1, 20		*****	N. E. Giass (Mass.)375 Newmarket500	90 317	320
Bi, ti van, je ti pi	29		West End Land (Bust,)	913g	2120	Washiron City G. 1,20	3758	3618	Panifin (Mass.) 1000		1640

GENERAL QUOTATIONS OF STOCKS AND BONDS-Concluded.

For Explanations See Votes at Hoad of First Page of Quotations.

		For	Explanitions See '	Vaces	RC 1E	oal of Wirst Page	of Qu	totati	ons.		
MANUFAC'ING STOCKS.	Bld.	Ask.	BANK STOCKS.	Bid.	Ank.	BANK STOCKS.	Bid.	Aak.	INSURANCE STOCKS.	md.	Ask.
Pepperell (Me.)500	109	110	Continental Nat100	117	120	Park100	172	150	Hartford, Conn.		
Pocasset (F. R.) 100 Rich. Bord'n(F. R.) 100	65	70	First National100 Fort Dearborn Nat	230 102	110	People's25 Phenix20	160	115	Ætna Fire100 Connecticut106	249	255 1144
Robeson (F. Riv.) 1000	104		Hido and Leather 100 Merchants' Nat 100	140		Produce Exchange	112	114	Hartford100 National100	280	291
Salmon Falls (N.11.) 300	251	260	Metropolitan Nat. 100	160	175	Second National100	225		Orient100		132 79
Sandw.Glass(Mass.)80 Shove (Fall Riv.), 100	25 75	28 80	Nat. Bk. of Amer. 100 Nat. B'k of Hilmots. 100	170		Seventh Ward100 Shoo & Leather100	115	145	Phonix100 Steam Boller50	\$75	198
Stade (Fali Riv.) 100 Stafford (Fali Riv.) 100	108	60	Northwestorn Nat. 100 Union National100	700 185	200	St. Nicholas100 State of N. Y100	120	128 127	Commercial Union. 25	21	22
Btark Mills (N.H.) 1000 Tecumseh (F. R.). 100	100	1200 102	Un.Stock Y'ds Nat.100 Cincinnati.	*****	2.0	Tradesmen's40 United States Nat.100	210		funding50 fmperial Fire25	74 155	76 160
Thorndike(Mass.) 1000	$\frac{1195}{112}$	12 0	Atlas National		95 65	Philadelphia.	93	96	Lancashire F. & L25 London Ass. Corp. 1212	51	53
Troy C. & W.(F.R.) 500 Union C.Mr. (F.R.) 100 Wampanoag (F.R.) 100 Washingt'n (Mass.) 100	212	350 215	Citizena National	174	180	B'k of N. America . 100 City National 50		348	Liv. & Lond. & Globe. 2 North'n Fire & Life5	324 55	331 ₉ 56
Wampanoag(F.R.) 100	1474		First National	270 185	289	Columbian100 Commercial Nat50	60		North Brit. & Mer. 8% Queen Fire & Life1	314	334
Weed Sew. M'e (Ct.)25 Weetamoe (F. R.)100 Willim'tic Linon(Ct)25		60	Gorman National Market National	*****	100	Common wealth Nat 50 Consolidation Nat. 30	75	45	Royal Insurance3		
Willim'tic Linon(Ct)25	45	1010	Merchants' National	140 120	145	Corn Exchange Nat.50		6212	Crescent Mutual 100 Factors' and Tr 100		32 70
BANK STOCKS.	1000	1010	Netropolitan Nat Nnt. Lat. & Bk.of Com.		,285	Eighth Nat100 First Nat100	108		Firemen's 50		7C
Bank of Bahmure 100		142	Onio Valley Nat'l Queen City National	12749 70	75	Farmors'&Mech.N.100 Fourth St. Nat'l100	165 107		Germania100	70	754
Bank of Commerce. 15 Citizens'		104	Third National	191	200 145	Independence100 Girard National40	110	112	Home		80
Farmers' B'k of Md.30	31	135	Western German Bank	220	235	Kensington Nat50 Keystone Nat'l50	******	56	Lafayette 50 Morchants' Mutual 100	674 514	
Farmers' & Merch 40 Farmers' & Planters' 25	57	59 lg	Ætna Nat100 American Nat50	100	110 70	Keystone Nat't50 Manufact'r'rs' Nat.100 Mechanics' Nat100 Merchanics' Nat		130	Mochanics' & Tr 100 New Orl's Ins. Ass'n 30	102	108
First Nat. of Balt. 100 Franklin		46 129	Charter Oak Nat100 City100	89	120	Merchants' Nat Nat. B'k Commerce.50			New Orl's Ins. Co 50 People's	23	2519
German American Howard1		98	Jounecticut River 50 Far. & Mech. Nat. 100	48	105	Nat.B'k Germant'n.50 Nat.B'k N. Liberties 50			San Mutual 100 Teutonia 100		122
Marine 30 Mechanics' 10	37	13	First Nat100	100	10112	Nat. B'k Republic 100			New York. Alliance1000		150
merchants100	124	132	Hartford Nat100 Moreantile Nat100	155	95	National Security. 100 Penn National50	70	91	American50	150	170
People's20	20	126 2012	National Exchange.50 Phoenix Nat100	125	130	Philadelphia Nat100 Second Nat100			American Exch100 Bowery25	150	165
Second National100 Third National100	150		Stato	95 250	300	Seventh Nat100 Sixth Nat100		*****	Broadway25 Brooklyn17	100	190
Union	******	84	Louisville. B'nk of Commerce	122	123	Southwark Nat50 Tenth Nat. Back	125		Citizens'20 City70	115	120
Atlantic			Bank of Kentucky100 Bank of Louisville100		161	Third Nat50 Western Nat50	110	120	Clinton100 Commercial50	100	110 35
Atlas	134	135	Ditizens' National 100 City Nat100		129	West Philadelphia.100 Portland, Mo.			Continental100	80	100
Boston Nat100		124	Falls City Tobacco100	108	109	Cumberland Nat40	50 162	51 163	Eagle40 Empire City100	240	280 100
Boylston 100 Broadway 100 Bunker Hill 100	1343 ₄ 102		Farmers' of Ky100 Farmers' & Drov100	109	101	Canal Nat100 Caseo Nat100	150	152	Exchange30	100	110-
Central100	187 125	190 130	First Nat100 German Ins. Co.'s.100	170 125	171	First Nat100 Merchante' Nat75	123	124	Fire Association 100	30 97	50-
City	107	107½ 131	German National. 100	137 143	140	National Traders'.100 Elchmond, Va.		142	Firemen's17 German-American 100	300	102 315
Commerce 100 Commonwealth 100	1274 1374	128	Kentucky Nat100 Louisv. Banking Co.40	137 253	138 257	City Bank 25 First Nat 100	29 ¹ / ₂		Germania50 Globe50	110	160
Continental100 Eagle100	121 ¹ 2 105 ¹ 2	123	Masonic100 Merchants' Nat100		139	First Nat100 Merchants' Nat100 Nat. Bk of Virginia100	135 1034	138	Greenwich25 Guardian100	220	250 70
Etlot 100 Everett 100	133 98 h	134	Northern of Ky 100 People's Bank	124	126 120	Planters' Nat100 State Bank of Va.100			Hamilton	110	125
Exchange 100 Faneuil Hall 100	1274	128	Second Nat100	118	119	St. Louis. B'k of Commerce. 100			Howard40	130 50	140
TEREST DISTUDDET TOUR	2214		Security100 Third National100	140	141	Commercial100	325		Jefferson30 Kings Co. (B'klyn) .20	110	130
Fourth National 100	127 111	130	Nesv Orleans.		118	Continental 100 Franklin 100	1 173		Knickerbocker30	85 75	93
Globe	95	102½ 96	Canal & Banking. 100 Citizene'100	82	10	Fourth National100 International100	90	100	Lafayette (B'klyn) .50 Liberty		91
Hide & Leather 100	122 ¹ 9	124	Germania Nat100 Hibernia Nat100	1404	150	Mechanice'100 Merchants' Nat100	126	128	Manuf. & Builders'100	TIO	130
Lincoln 100	11342	114	Louisiana Nat100 Metropolitan100		140	St. Louis National.100 Third National100	130	11419	Mechanics' (B'klyn)50 Mercantile50	50 50	70
Manufacturers'100 Market100	96 93	98	Mutual Nat100 New Orleans Nat100	123		San Francisco. Bank of California			Merchants'50 Montauk (B'klyn) 50	80	100
Market(Brighton) 100 Massachusetts 250	141 105 4	143	People's50 State Nat100x	_8¥	60 1061 ₂	First Nat. Gold100 Grangers' Bank			Nassau (B'klyn)50	100	110
Maverick. 100 Mechanics' (So. B.) 100	22212	225	Union Nst100	1031	10512	Pacific			N. Y. Equitable35 New York Fire100	160 90	175
Merchandise 100	102	10212	New York.	1174	1 4 9	FIRE INSURICE			Niagara50 North River25	160	170
Metropolitan 100	140	118	American Exoh'ge100 Broadway25	201	267	STOCKS. Baltimore.	-	0	Pacific25	170	180-
Monument 100 Mt. Vernon 100	13719		Butchers'& Drovers25 Central National100		135	Associate Firemen's.5 Baltimore Fire Ins.10	71g	28	Park	170	180
New England100 North100	152 133	1521 ₃ 136	Chatham 25	212		Firemen's Insur'ce .18 Howard Fire5		1812	People's50 Phenix (B'kiyn)50	55	60
OldBoston50	106 59	1061 ₃	Chemical100 City100	300		Maryland Fire10 Merchauts' Mutual.50	4	60	Rutgers' 25 standard 50	100	110-
Redemption 100	162 1274	16219	Citizens25 Commuerce100	138	170	National Fire10 Boston.	• • • • • • • • • • • • • • • • • • • •	512	Sterling	110	124
Republic106		141	Continental100 Corn Exchange100	*	122	American F. & M. 100 Boston100	127	123	United States25 Westchester10	140	180
Revere	15019	151	East River25			Boyletou100 Dwelling House100	95	97 93	Williamsburg City 50	160	285
Becurity100	153 ¹ 9 185 1261a	195	Eleventh Ward25 First National100	1550		Eliot100 Firemen's100	121	123			
Shoe & Leather100	104	127 1 ₉ 104 1 ₉ 120	Fourth National100	155		Manufacturers'100	41	414	1		
State	117	11174	Gallatin National50	1210		Mass. Mutual100 Mercantile F. & M.100	128	129			
Traders' 100	1001 ₉	101	Garneld100 German American75	112		North American100	100	103			
Union 100	1024	10234	Germania100 Green wich25	110		Prescott	379	10!			
Washington. 100 Webster. 100	127	128	Hanover100 [mporters' & Tr100			Washington :100 Cincinnati.	98	99			
Brooklyn. 100	140		Irving50 Leather Manufts100	140	203	Amazon(new stock) 20 Aurora20		102			
First National 50 Fulton 40	315 160		Manhattan 50		164	Cincinnati25 Citizene'20		150			
City National 50	310		Market100 Mechanics'25 Mechanics'& Tr25		170	Commercial	230	100			
Commercial 60 Long Island 100	118		Mercantile100	140		Enterprise 20	65	75			
Manufacturers'	128 210	225	Merchants'50 Merchants' Exch'e 50	110		Farmers' fos. Co20	85	120			
Charleston.	210	220	Metropolitan 100 Nassau50	18	24	Fidelity100		140			
B'k of Chas. (NBA) 100 First Nat. Chas 100	131 195		New York100 N. Y. Nat. Exch'ge100		128	Germania20		1004			
People's National. 100 Chicago.		215	New York County. 100	200		Merchants'& Manuf 20 Miami Valley50)				
American Exch. Nat Atlas National	123	124	Ninth National100 North America 70	124		National 100 Security 100	150	160			
Chicago Nat100 Commercial Nat 100	155	112	North River30 Oriental25	185		Washington 20 Western 25		135			
Company of the	- 41.5		00 nomilai; no .4te trat		_	1 Last price this week			tions por share.	3	1 .1
		7 11	OF HOMIL OIL MO 1446 ILVE								,

Investment Kailroad 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., January, March, May, July, September and November, and is furnished without extra charge to altregular subscribers of the Chronicle. Extra copies are sold to subscribers of the Ohronicle at 50 cents each, and to others a \$1 per copy.

ANNUAL REPORTS.

Cinclinati Indianapolis St. Louis & Chicago. (For the year ending June 30, 1887.)

The report of this company for the fiscal year ending June 30 has just been issued, and it is one of the railroad documents that presents an excellent exhibit for that year. The company has been prominent for its success in negotiating the new 4 per cent bonds to replace the old seven per cents maturing, thus making a large saving in the annual interest charge. The report of President M. E. Ingalls in full will be found on a subsequent page of the CHRONICLE, under the title "Reports and Documents.

The comparative statistics of operations and income, and the balance sheet, for four years, have been compiled for the CHRONICLE, as follows:

OPERATIONS AND FISCAL RESULTS. 1883-84. 1834-85. 1885-86. 343 Av. rate p. ton p. m.
Earnings—
Passenger.
Freight.
Mail,expr's,t'uts,&c. \$ 833,066 1,439,548 225,975 \$ 795,553 1,543,129 257,177 773,146 1,754,830 224,916 \$ 729,534 1,540,902 256,498 Tot. gross earn's. Oper. exp. & taxes. 595.859 2,752,892 1,700,596 1,660,181 Net carnings..... 903,190 935,678 986,872 1.052.296 P.c. of op. ex. to carns 63.85 63.95 60.94 61.77 INCOME ACCOUNT 1883-84. 1884-85 1985-86. 188€-87. Net earnings....

Disbursements—
Interest on bonds.
Dividends
Rate of dividends
Miscellaneous. 903,190 935,678 998,872 1,052,296 624,234 210,000 626,233 624,482 (3 p. e) 18,814 29,015 Tot. disbursem'ts... 631,487 653.527 853,078 991,349 Balance, surplus..... 271,703 232,151 133,794 60,947 GENERAL BALANCE AT CLOSE OF EACH FISCAL YEAR. 1883-84. 1885-86. 1886-87.

Assels—

RR. and equipment.
Sundry securities.
Bond redemp'n, &o.
Materials, &c.
Sundry accounts.
\$
13,235,634
1,847,356 \$ 13,272,936 1,885,006 13,497,419 3,149,030 1,090,142 149,953 44,768 614,428 11,827 97,787 712,054 38,298 *1,494,978 . 145,748 Total 15,927,516

Liabilities 5
oek 7,000,000
unded debt 7,454,500 15,751,013 16,006,081 19,527,570 7,000,000 7,430,000 \$ 7,000,000 7,445,500 Funded debt.....
Stock subscription.
Bulls payable.
Accounts payablet.
Unpaid interest, &c. 7,000,000 9,035,750 1,851,060 469,218 210,817 57,505 110,128 025,348 132,829 58,288 224,755 66,115 127,278 1,157,933 310,781 49,429 58,671 1,218,881 Sandry accounts.... Profit and loss..... 1,024,139 Total......... 15,927,516 15,754,013 16,006,031 19,527,572

*The principal items are: Advances, \$527.382; bills receivable, \$376,142; due from sundry persons and companies, \$380,837.
† Includes June pay rolls and supplies.

Nashville Chattaneoga & St. Louis Rallway. (For the year ending June 30, 1887.)

The statistics for the year ending June 30, 1887, were furnished the CHRONICLE at an early date and published in the issue of August 20, on page 259. The annual report just out has the following remarks:

"The increase in floating debt was incurred by payment of the United States for \$158,600 page, due coupons

"The increase in floating debt was incurred by payment of claim of the United States for \$153,600 past-due coupons, which was heretofore included in interest liability, and for advances to build branches, upon which bonds will be issued in November next, when the roads are completed. These bonds have already been placed at a very satisfactory price, realizing above par, and the amount received upon their delivery will reduce the floating debt to less than \$300,000, which amount is accounted for by advances made to the Duck River Valley Railroad Company for construction of the extension from Petersburg to Fayetteville, for which this company holds \$144,500 Duck River Valley Railroad bonds; and by the cost of seven and a half shares in lease of the Western & Atlantic Railroad, after deducting dividends received from this investment.

ceived from this investment,
"In 1880 the United States presented for payment coupens amounting to \$153,600, which matured between July, 1862,

and January, 1866, upon bonds issued by the Nashville & Chattanooga Railroad Company, and demanded interest upon each instalment from maturity. This company denied its liability, and suit was brought by the Government in 1881. The case was tried before the United States Circuit Court, at Nashville, in 1883, and judgment rendered in favor of the company; but upon appeal to the Supreme Court of the United States, the decision was reversed." * * * * In November last the company entered into a contract with the Tennessee Coal & Iron Railroad Company for the purchase of their railroad, which extends from its junction with the N. C. & St. L. Railway, near Cowan, Tenn., eighteen miles to the Tennessee Company's mines, at Tracy City, and agreed to issue and deliver to the Tenn. C. I. & R. Company, in payment therefor, \$500,000 bonds secured by mortgage upon the property purchased. The company took possession of the road November 1st, 1886, and the surplus for the eight months, after paying all expenses, interest and taxes, has been \$9,252, which would indicate that, with the other advantages derived from the possession of the road, its purchase was a judicious investment. judicious investment.

The Huntsville extension from Elora, on the Fayetteville Branch, to Huntsville, Ala., was begun about March 1st last, and the track will be completed to Huntsville during October. The road is 26 S miles long, making the distance from Nashville to Huntsville 130 3 miles.

ville to Huntsville 130 3 miles.

The Jasper branch has been extended from Victoria to the Whitwell Mines, a distance of four miles, for the purpose of rendering available the coal deposits of this section, from which the Tenn. Coal I. & R. Co. will ship from 200 to 300 tons of coal per day. It was thought to be the interest of this company to further extend the road up the Sequatchie Valley about 14 miles to Dunlap.

The Bon Air extension of the McMinuville Branch from its terminus at Sparta, Tenn., six and three-quarter miles to the coal fields of the Bon Air Coal Company, at Bon Air, will be finished in December next.

finished in December next.

Surveys have been made looking to the extension of the

Surveys have been made looking to the extension of the Centerville branch from its present terminus at the Lewis County line southwardly about eighteen miles to extensive iron ore beds and timber lands on Allen's Creek.

"In October, 1886 the directors felt justified, from the earnings of the road, in ccm nencing the payment of quarterly dividends of one per cert upon the capital stock. This has been regularly declared since, and, with the present receipts, can be continued and the floating debt liquidated in a short time" time.

GENERAL INVESTMENT NEWS.

Rallroad Net Earnings.-The following table shows the

latest reports of net earnings not heretofore published.							
	Aug	ust.	- Jan. 1 (o Aug. 31.~			
	1897.	1886.	1887.	189 6.			
Name of Road.	\$ 010	257,734	\$	\$			
Buff. N. Y. & Phila. Gross.	290,012		1,807,106	1,701,080			
Canadian PacificGross.	99,159	74.710 922.133	363,720	334,870			
Net		380.032	6.841,262 $1.718.935$	6 080,823 2,131,869			
Cleve. Col. Cin. & In. Gross.	437,191	408,633	2,861,902	2,575,897			
Net		180,232	1,054,203	883,601			
Det. Bay City & Alp. Gress.	52,805		322,864	*******			
Net	20,786		150,226				
Ft. Worth & Denv. C. Gross.	68.039	37,599	426,656	242,636			
Net	\$3,883	15,726	174,741	90,159			
"Gr. Rapids & Ind Gross.	286,966	242,479	1,888,929	1,562,483			
Memphis & Charl Gross.	110,866 139,087	91.399 119.375	0:9,637	499 502			
Net	21,584	46,183	1,024,125	8 9,844			
N. Y. L. E. & West. Gross.			15,758,180	202,532 14,494,111			
Net	611,768	573,093	4,494,968	3,982,378			
N. Y. & New Eng . Gross.		379,513		2,515,873			
Net		157,490		859,960			
N. Y. Ont. & West. Gross.	178,171	146,660	996,712	879,350			
Net	56,851	42,880		115,670			
N. Y. Phil. & Norf. Gross.	49,267	32,369		281,355			
Net	9,082 335,032	5,582	62,440	45,793			
Norfolk & Western Gross. Net	169,615	287,407 122,919	2,5:9.580 1,023,992	1,993,076			
Northern Central. Gross.	608,628	502,027	4.226.557	782,129 3,533,889			
Net	219,102	198, 31	1,663,319	1,219,868			
Northern Pacific Gross.			7,919,316	7,316,641			
Net	601,906	658,953	3,062,329	3,353,726			
Pennsylvania Gross.	5,022,912	4,585,300	36,047,106	32,192,231			
Net	1,907,536	1,905,045	12,365,460	11,155,297			
PetersburgGross.	27,589	25,537					
Phlla. & Eric Gress.	10,222	9,298	0.000.400	0.040.000			
Net	381,051 146,761	349,521 144,554	2,632,428 1,089,994	2,340.728			
Phila. & Reading Gross.	2 055 761 1	801 207		966,617 $12,360,227$			
Net	1,127,465	760,029	7,2,9,928	4,901.118			
Ph. & R. Coal & Ir. Gross.	1,979,716	.501.421	11,404,201	9,229,660			
Net	233,2734	f. 181,541		f.1538,254			
Richm. & PetersbGress.	19,131	17,337	******	*******			
Net	8,006	9,652	******	*******			
	Ju		-Jan. 110	July 31			
	1887.	1896.	1887.	1886.			
Name of Road.	\$ 4	\$	\$	\$			
Cio. Ind. St. L. & C. Gross.	214,3-4	213,631	1,500,111	1,416,199			
Net	86,067	85,485	574,279	512,731			

* All lines operated.

* All lines operated.

Alabama New Orleans Texas & Pacific Junction Railways.—An extraordinary general meeting of this company was to be held in London for the purpose of considering a resolution to the effect that the company cannot, by reason of its liabilities, continue its husiness, and that it is advisable to wind up the same voluntarily. It was proposed to appoint as liquidator Captain Francis Pavy, who has already teen appointed Receiver on behalf of the debenture holders. A circular to the shareholders stated that the company was unable to meet its maturing coupons.

linffalo New York & Philadelphia.—The gross and nece arnings for August, and from Oct. 1 to August 31, were as follows:

Gross earnings Operating expenses	1887.	1886. \$257.734	\$2,437,940	1883-6. \$2,360,289
Net earnings	\$19,159	\$74,710	\$103,961	\$512,572

Central lows.—The sale of the Central lows main line under forcelosure has been postposed until October 20 by the Master. Conferences are being held between the opposing interests controlling the first mortgage bonds, and the oplnion is expressed that a mutual understanding will be reached before the day of sale.

Chester Valley,—There was a hearing in Philadelphia before Special Master Dallas in the matter of the petition of Col. James Boyd, trustee of the Chester Valley Railroad first mortgage, to sell the road without resorting to foreclosure. He was given permission without objection to exercise such powers as were vested in him by the mortgage.

Chicago Burlington & Northern.—A Chicago dispatch says that the Supreme Court of Illinois has just given a decision against the company in the case involving its right of way between Duluth and Galena. This decision will necessitate the giving up of 12 miles of track over the Illinois Central road and which cost the Chicago Burlington & Northern road over \$100,000. The officials of the latter road say, however, that if a rebearing of the case is not granted they will build 12 miles of new track on their own right of way.

Cincinnati Hamilton & Dayton.—In the proceedings before the Ohio Court regarding the appointment of a receiver for this company the following abstract of account with H. S. Ives & Co. from Aug. 12, 1886, was put in by F. H. Short, the Assistant Treasurer.

Deposited by Assistant Treasurer, 1886, viz:	
August 12, on opening of account	\$225,003
Eastern drafts collected	159,174

Checks and drafts drawn by Assistant Treasurer, vi	Z:
For conpons	\$395,010
For dividends due May 1, 1887	790
For transfers to Cincionati banks	235,000
For account purchase T. H. & I. stock	127,560
For Emery claim C. H. & I. RR	15.487
For guarantee C. R. & Fort Wayne interest	5,278
For Cambria Iron Co., steel rails.	67,693
For vouchers, account equipment	248,619
For current vouchers, supplies	70,324
Total	\$1,243,975
Ewages of altegre and drafts over his deposits	@120 0-A

Proceeds of bonds and stocks sold in New York and deposited there:

recu enerc.	
65 C. H. & D. bonds, 5 per cent	\$70,758
2,000 C. H. & D. 412 per cent	2.011.342
65 Cincionali Richmond & Chicago RR	68,250
4.782 shares Cincinnati Hamilton & Day, common stock	621,666
28 do do do do do	3,500
2.000 Dayton & Michigan stock	75,000
-,	,

Commission paid for sale of bonds	. \$150,000	, ,
W. N. Crouiwell		225,000
		C35 533

Excess of	checks and	drafts over	Ives & Co.	deposits	\$2,625,511 453,074

Balance	89 179 122
2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	Quit airein
Add interest on current account	31.043
	,

August 12, 1887, balance due from H. S. Ives & Co	\$2,203,482
Amount for stock and bonds and laterest, as above	2,881,557
Amount received on account of same, viz., excess of checks and drafts. \$453,074	

FINANCIAL EXHIBIT CINCINNATI HAMILTON & DAYTON RAILROAD COMPANY TO JUNE 30, 1887.

Assets.		Liabilities.
Construction	\$1,357,322	2d mort. bonds \$2,000,000
Equipment	2,407,527	8tock 4,000,000
Real estate	748,467	Stock preferred 1.0: 0,000
Supplies, &c	273,201	Consultdated bonds 2,894,000
Bitts receivable	1.717	Surplus carulags 3,799 653
Stocks and londs	857,816	C. R & C. RR 263,282
Due from railroads,&c	231,190	Coupons unpaid-
Due from U.S. I'. O	12 293	Duo \$14,087
C. R. & Ft. W. ER	353,790	Accru'd, not
D. & M. Lessots	706,696	due239,814- 283,901
C. H. & L. R.R	1,451,616	Dividends unpaid—
R. & R. Transfer Co	12,750	Due \$8,631
Due from agents, &c	200,433	Accru'd, not
Toledo Elevator	64,957	dne132,850- 139,181
Cash and cash assets.	2.359.917	Due ratiroads, &c 112.179
Henry S. Ires & Co., tr.	889,500	14ma shop 749
L. & C. & D. RR	7,500	Accounts payable,&c. 382,276
Surplus of assets	4,007,941	Bills payable, &o 60,000
		Mana 1 Ca
		Total—Cr\$14,940,529
		Assets over liab'lties 4,067,941
Total assets	\$14,910,519	Net liabilsitie \$10,872,593

Cincinnati Indianapolis St. Louis & Chicago.—The gross and net earnings and charges for July, the first month of the fiscal year, were as below given:

	July	
	1857.	
Gross carnings	\$214,394	9213,631
Operating exponses and taxes	13 :,117	133,061
Not eachings	\$91,067	\$30,50
Fixed charges, less miscellaneous tocome	33,333	17,9 25
Surplus	\$.7.731	\$ 2,645

Cleveland Columbus Chechanati & Indianapolis, -The carnings, expenses, &c., of this road for August and for eight mouths, obtained for publication in the Chronicle, were as follows:

TOTIONS!				
	Aug	218'	-Jun. 1 to A	ugust 3'
	1887.	1896	1887.	1HHC.
Gross earnings	.8437.191	8104,533	87,941,002	\$2,575,896
Operating expenses		228,306	1.807,690	1,692,292
37-3	0300 300	\$150,232	\$1,454,203	\$483,601
Net carnings				
interest, taxes, etc	. 68,591	60,704	517,678	552,545
	-			
Balance	\$118,115	\$110,523	\$506,125	\$331,059
Additions to property	7.200	22,626	*416,787	143,108
	04100.0	TON 000	010.700	2105 454
Balance	8110,919	\$97,902	\$50,733	\$197,451

*Tuis item includes \$364,002 spent for new cars, \$33,250 for new englues and \$19,535 for purchase of real estate.

Fort Worth & Denver City.—The gross and net earnings for August and from Nov. 1 to August 31 are as follow:

	A14	nest,	-Nov. 1 10	Aug 31
	1897.	1886.	1836-7.	1895-6.
Gross earnings	\$68,039	\$37,599	\$325,382	\$119,511
Operating expenses		21,873	19 ,525	204,640
Net earnings	\$33,583	\$15.723	\$228.857	\$114,971

Houston & Texas Central.—It is reported that the several interests have been in conference, and have substantially reached an agreement which will shortly be made public.

Louisville New Albany & Chicago.—This railroad is at work on its new line from Bainbridge to Brazil, Ind.

Memphis & Charleston.—The gross and net earnings for August and for two months from July 1 have been as below:

	Augu	st	-2 m's. July 11	lo Jug. 31.
	1887.	1886.	1887.	1886.
Gross earning	8 \$139,687	\$119,375	\$366,984	\$214,838
Oper, expense	8 *117,503	73,192	190,427	148,063
Net earnin	gs \$21,584	\$46,193	\$76,557	\$60,773

* Spent \$22,000 for new equipment.

Mexican Central.—The payment of subsidy to this company was suspended June 21, 1885, and resumed at a reduced rate July 1, 1886, and has since continued in accordance with the agreement which was embodied in the law of June 80, 1886. The collections up to the present time have been as below:

Delow.	
To July 1, 1885	\$3,724,055 31
July 1, 1886, to Dec. 31, 1886, at 4 per cent	58,437 40-
Jan. 1, 1887, to June 30, 1887, at 1 per cent	82,784 90
July, 1887, at 2 per cent	
August (so far as heard from), at 2 per cent	27,000 00

Total.....\$3,920,61:93

New York Lake Eric & Western.—The gross and not earnings for August and from Oct. 1 to August 51 were as follows, including 68 p. c. of the earnings of the N. Y. Penn. & O., the other 32 p. c. being paid as rental:

A ·	67.4			
	Aug	nest,	Oct. 1 to	Aug. 31
	1887.	1386.	1886-7.	1885-ii.
Gross carnings	\$2.180,675	\$2,051,895	\$22,026,699	\$212(0,171
Operating expens.		1,478,602	15,557,563	11,478,050
Not comings	9811 789	\$5.73.003	\$ 467 197	85.7×2.11.1

New York Outario & Western.—The gross and net earnings for August and from October 1 to August 31 have been obtained for the CHRONICLE as follows:—

		gust.	-Oct 1 to	Aug. 31
	1887.	1886.	1886-7.	1 ₹ 5-6.
Gross earnings	\$178,171	\$146,659	\$1,323,821	\$1,360,952
Operating expenses	121,320	103,780	1,122,553	1,171,368
Net carnings	\$56,951	\$12.879	\$201,268	\$189,584

Northern Pacific.—The gross and net earnings for Aug. and for two months from July 1 have been as follows:

~— —A10	10	-2 Mos. July 1 !	lo Aug. 31.~
1887.	1886.	1887.	1354.
Gross carnings., \$1,299,586	\$1,226,358	\$2,502,103	\$2,324,381
Operat. expenses 697,630	567,105	1,354,533	1,132,004
			0. 200 200
Net earnings \$601,906	\$653,953	\$1,117,624	\$1,193,480
Land sales 87,317 acres;	amount of	sales including	town lots,
An 4910 009			

Pennsylvania Raliroad.—The gross and net earnings for August and for eight months, January 1 to August 31, were as below stated. On the lines west of Pittsburg & Eric the net result, after payment of interest and all charges, is shown in the second table.

	LINES EAST OF	PITTSDURO A	ND ERIE.
	Gross Ea	rnings	Net Earnings.
	1887.	18-6.	
Jan. 1 to June 30	\$26,370,724	4,356,677	1,873,541 1,590,628
July Angust	4,654,370 5,022,012	4,585,390	1.907.336 1.903,015
Dillings	0,022,012	2000000	
		202 10 1021	\$12,365,460 \$11.155,297
Total S months	\$36,017,100	\$32,192,231	\$12,000,000 \$111.000,001

LINES WEST OF PITTSBURG & ERIE.

Net surplus or deficit after payment of charges.

Jar. I to June 30. Sur. \$410.484
July Sur. 87,008
August Sur. 282,455 1886.
Def. \$514.923
Sur. 262,508
Sur. 78,651 Diff. in 1887. n. \$925,407 is. 175,500 n. 203,804 Gain. Loss. Gain. Sur. Def. \$173,764 Gain. Total, 8 mps Sur. \$779,947

Phlladelphla & Reading.—The gross and net earnings for August, and from Dec. 1 to August 31, have been as below given. The net earnings of both companies aggregated \$1,360,738 in August, 1887, against \$578,488 in August, 1886; for the nine months, net in 1886-7 were \$8,552,753, against \$4,018,071 in 1885-6.

RAILROAD CO. AALEROAD CO, 449934. 9m/s. Dec. 1to Aug.31, 1887. 1886. 1896-7. 1845-6. Gross earnings.....\$2,055,764 \$1,801,207 \$15,611,631 \$14,009,002 Operating expenses. 928,299 1,041,177 7,693,412 8,377,107

Net earnings\$1,127,465 \$760,030 \$7,918,219 \$5,631,995

COAL & IRON CO. ORL & IRON CO.

August. 9 mos., Dec.1 to Aug. 31.

1887. 1886. 1886-7. 1885-6.

Gross earnings..... \$1,979,716 \$1,501.421 \$12,746,726 10.574.917

Operating expenses 1,746,443 1,682,962 12,112,193 12.189,740

Net earnings.... \$233,273 def.\$181,541 \$634,533 def.\$1,613,823 The receivers of the Reading Company have decided to pay the October interest on the \$10,000,000 improvement loan due October 1. They will also purchase interest on the divisional coal mortgages on and after October 10 as follows: Swatara at 6 per cent, Houtz, Meyer & Kinnear at 5 per cent,

Salem Coal Company at 4 cent, Summit at 3 per cent,
The only obstacle that appears to stand in the way of the
Reading reorganization now is the holding out of the owners
of some \$4,300,000 of first series fives, who demand par for
their bonds. It seems probable that some method of compromise will be arrived at.

Rome & Decatur.—The Daily Commercial Bulletin says:
"When the firm of Grovesteen & Pell failed they had on hand "When the firm of Grovesteen & Pell failed they had on hand \$625,000 worth of the Rome & Decatur Railroad Company's first mortgage bonds, and 3.328 shares of the same company's stock, of a nominal value of \$332,800. The Rome & Decatur owns the right of way from Rome, Ga., to Decatur, Ala., though its route between these two points is not a direct one, except from Rome southwest to Gadsden, Ala. From Gadsden the line is irregularly laid out, taking in Atalla, Guntersville and other minor towns. The total projected length of the road is 135 miles, of which 61 miles from Rome to Atalla have been completed during the past summer. The remainthe road is 135 miles, of which 61 miles from Rome to Atalla have been completed during the past summer. The remaining 74 miles are now surveyed, and it is thought will be soon completed. Meanwhile the question is being agitated both here and in the South of what will become of the company's accurities held by Grovesteen & Pell, which are sufficient in amount to carry with them more than the balance of voting power, and to give the management of the road into the hands of whoever secures them." * * "The only roads to whom it would seem that the Rome & Decatur would be specially valuable are the Georgia Central and the East Tennessee Viewelling and & Georgia division of the Rehmond Terminal system. ginia & Georgia division of the Richmond Terminal system.
The Western & Atlantic, which is under Georgia Central control, already has a line been built from Kingston, Ga., about the Mine west as Polymer Could the Minestern with the Minestern ten miles west to Rome. Could the Kingston line control and complete the Rome & Decatur it would be able to very successfully compete in the matter of distance with the more roundabout lines from Atlanta to Decatur.

Shenandoah Valley.—The time for the deposit of general mortgage bonds has been extended to Oct. 15.

Stock Exchange-New Securities Listed .ing Committee of the Stock Exchange have added the follow-

ing Committee of the Stock Exchange have added the following securities to the list:

NORTHERN PACIFIC—First mortgage sinking fund 6 per cent gold bonds of the Helena Boulder Valley & Butte Railroad \$260,000, maxing the total listed to date \$600,000.

UNITED STATES EXPRESS COMPANY—\$3,000,000 additional common stock, making the total amount listed \$10,000,000.

SILENANDOAH VALLEY RAILROAD—\$4,113,000 of the engraved certificates of the Central Trust Company, representing the general mortgage 6 per cent bonds of the railroad.

ST. PAUL & NORTHERN PACIFIC RAILWAY—\$300,000 additional general mortgage 6 per cent bonds, and the registered certificates into which they may be converted, making the total amount listed \$6,300,000.

CHICAGO ROCK ISLAND & PACIFIC RAILWAY—\$1,100,000 first

CHICAGO ROCK ISLAND & PACIFIC RAILWAY—\$1,100,000 first mortgage extension and collateral five per cent bonds, making

the total amount listed \$13,960,000.

PHILADELPHIA (GAS) COMPANY—\$1,000,000 additional capital stock. making the total amount listed \$7,500,000.

NEW YORK TEXAS & MEXICAN RAILWAY—\$1,442,500 first mortgage six per cent gold bonds (reduced to four per cent, and so stamped), to be known as "New York Texas & Mexican Guaranteed four per cent bonds." The six per cents were stricken from the list.

Were stricken from the list.

1 Wabash.—It is reported (by Kiernan) that the Wabash matter is practically settled, and that the first and second mortgage bondholders' committee have agreed upon a plan satisfactory to both parties. This contemplates the issue of a first mortgage 5 per cent bond on the whole system east and west of the Mississippi River to pay off the Wabash firsts and Great Western firsts; also a second mortgage 5 per cent bond on the same property to take up the Toledo & Wabash seconds, Great Western seconds consolidated and the 7s of 1879. 1879,

Reports and Documents.

REPORT TO THE STOCKHOLDERS OF THE

CINCINNATI INDIANAPOLIS ST. LOUIS & CHICAGO RAILWAY COMPANY,

FOR THE YEAR ENDING JUNE 30, 1887.

The gross income of the Company for the fiscal year ending The gross income of the Company for the fiscal year ending June 30, 1887, was two million seven hundred and fifty-two thousand eight hundred and ninety-two dollars and sixty-seven cents (\$2,752,892 67). The cost of operating the Railway was one million six hundred and forty-one thousand six hundred and eleven dollars and twenty-one cents (\$1,641,611 21), leaving a net income of one million one hundred and eleven thousand two hundred and eighty-one dollars and forty-six cents (\$1,111,281 46), out of which interest, taxes and dividends were paid. Four dividends were paid upon the stock, one of 1 per cent and three of 1½ per cent, aggregating 4% per cent. gating 4¾ per cent.

The amount charged for interest is very large, for the reason

that as old bonds were taken up in the refunding operations alluded to hereafter, the interest to date was charged up, although it might not be due. This brought more than the

although it might not be due. This brought more than the average amount into this year. Notwithstanding this there was a very respectable balance left after all payments, which has been carried to the credit of the profit and loss account. The percentage of operating

expenses was 50.63.

The results for the year are very satisfactory. We have had fair rates and a good volume of traffic.

The policy of the management in the past, to furnish the public the safest and best accommodations possible, has been continued. continued.

The contract for replacing all the wooden bridges of the main line with heavy iron structures, that was mentioned in the last report, has been nearly completed. A small portion

will go into the present year.

Sixty-nine hundred and seventy-six (6,976) yards of heavy masonry have been built to take the place of that which was

and light.

Nineteen miles of 56-lb. steel has been taken from the main line and put on the branches, and new 67-lb. steel laid in its place. Wharton switches have been substituted for the in its place. Wharton switches have been old ones as fast as they needed renewing.

The plan of reducing grades and curvatures, wherever it could be done without too great expense, has been followed. Sixteen thousand nine hundred and thirty-eight (16,938)

cars of new ballast have been distributed along the line.

Two new postal cars, four locomotives and two hundred freight cars have been added to the equip nent.

The double track west from Cincinnati has been extended

three and a half miles.

New side tracks to accommodate the husiness and facilitate the handling of trains have been put in at various points along the line, aggregating altogether thirty thou and six hundred and eighty-one (30,681) feet, or nearly six miles of track.

The number of miles of railway operated by the Company

track.

The number of miles of railway operated by the Company during the year has been 412 6-10.

The earnings reported are for 298 miles only. The Kankakee and Seneca Railroad, 42½ miles in length, is owned jointly by this Company and the Chicago Rock Island & Pacific Railway, and its earnings and accounts have been kept entirely separate. The earnings of the Vernon Greensburg & Rushville Railroad, 45.6 miles in length, in previous years have been included in those of our main line, as our Company had a five years' contract to operate it. On the expiration of this contract last October, a new arrangement was made, by which it was operated by this Company for the account of the bond and stockholders, with separate accounts, Our Company owns all of its bonds and over two-thirds of its stock, hut its earnings and expenses were kept seperate, to satisfy a minority of the stockholders. Since the first of November it has just about earned its operating expenses, the advantage to our Company being in the business it gives us.

The Columbus Hope & Greensburg Railroad, 26½ miles in length, has always been operated by our Company for the benefit of its owners, with separate accounts, all of its bonds and nearly all of its stocks being owned by this Company. The only way that it affects the statements hererein is in the fact that its net results have been credited to the earnings of our Company.

fact that its net results have been credited to the earnings of

our Company.

The gross earnings of the Kankakee & Seneca Railroad for the year were seventy-three thousand five hundred and ninetythe year were seventy-three thousand live hundred and finety-two dollars and forty-six cents (\$73,59246); of the Columbus Hope & Greensburg Railroad, thirty-three thousand five hundred and eighty-three dollars and sixty-nine cents (\$33,58369); of the Vernon Greensburg & Rushville Railroad, for eight months, twenty-two thousand four hundred and twenty-six dollars and ninety-two cents (\$22,42692). Adding this to the income reported, two million seven hundred and fifty-two thousand eight hundred and ninety-two dollars and sixtythousand eight hundred and ninety-two dollars and sixty-seven cents (\$2,752,892 67), makes two million eight hundred and eighty-two thousand four hundred and ninety-five dollars and fourteen cents (\$2,882,495 14) as the gross income of the

entire system.

A contract was made last spring for building a new line, one mile in length, at North Bend, thus taking out considerable curvature and grade, and avoiding the only tunnel on the

This improvement is expected to cost about one hundred thousand dollars (\$100,000), and is now well under way.

A loan was also made to parties proposing to build a railway from Lawrenceburg on our line to Louisville, by which they agreed to construct the portion of the road from Lawrenceburg to Aurora (about four miles) this summer, and give the business to our Company. This part of the line is nearly finished, and will be a valuable feeder to our road.

Large sums have been expended during the year for lands in the cities of Cincinnati and Indianapolis, and along the line, to accommodate the future traffic of the road.

Our trains have been managed with their usual regularity and freedom from accident.

Our arrangements for traffic and business with other lines

Our arrangements for traffic and business with other lines have remained mutually satisfactory, except as to the Terre Hante & Indianapolis Railroad.

The new management of that company threw off our trains for St. Louis, but as the Indianapolis & St. Louis at once gave us as good service, with more husiness, we were not troubled

except by temporary annoyance.

This would not be alluded to here at length, except that some of our stockholders have thought it was a serious blow to our business, when the fact is we always gave that Company much more traffic than we received. This of course we can control, while the Indianapolis & St. Louis have a much better local line, and consequently have more paying traffic to give us in return.

can control, while the Indianapolis & St. Louis have a much better local line, and consequently have more paying traffic to give us in return.

Since the close of the fiscal year the country tributary to our road has experienced a very severe drought, which has materially injured the corn crop. This will tend to lessen our earnings somewhat the coming year, but will not be severely felt if general business continues good.

The property of the Company at the close of the year consists of 391 miles of main track, 8 miles of double track, and 105 miles of sidings; or 504 miles of track altogether, with its depots, stations and lands; 81 locomotives, 90 passenger, parlor, chair, postal and baggage cars, and 3,253 freight cars.

The total tons of freight carried one mile during the year was 207,270,762, an increase over the previous year of 19 92-100 per cent. The rate per ton per mile was 84-100, a decrease of 4-100 from the previous year. This largely increased tonnage was handled without any increase of mileage of freight trains.

The number of passengers carried one mile was 33,778,236, an increase of 6 17-100 per cent; while the rate received per passenger per mile was 2 28-190, a decrease of 1-100. The earnings per mile from all trains on the road, freight and passenger, was \$1-61; from freight trains alone, \$2.12; from passenger trains. \$1-11. This includes commutation and branch, as well as through trains

In the last report the refunding of the old bonds was alluded to at length, and the fact stated that one million of new four per cents had been sold. Some months thereafter two millions more of the new fours were exchanged by the Company for an equal amount of old bonds. This left about seven millions of old bonds outstanding. In February last a contract was made with Drexel, Morgan & Company, of New York, for themselves and friends, by which they undertook to make the exchange and conversions as the agents of the Company for a period of five years. This is a very valuable contract for this Company, as the

There are eight hundred and fifty-seven thousand of sixes, which are being rapidly exchanged for the fours, as the Company has the right to call a certain number each year at 105 for the sinking fund, and this renders them an undesirable

bond for investors to hold.

This leaves only one million and three-quarters of old bonds out, which are of different issues and due at different times. Each month they are being exchanged by the holders, who find it desirable to get a long bond with interest payable in gold, and that is marketable.

gold, and that is marketable.

The large premium which they receive for the conversion is also an additional inducement to make the exchange.

The Company has on hand in loans and securities that can be converted into cash sufficient funds to pay the premium and commission on a loutstanding bonds.

Its income from loans and investments will more than pay the excess of interest on the balance of the old bonds outstanding, so that starting with the present fiscal year the Company has only to provide out of earnings of the Railway for its entire interest, four hundred thousand dollars (\$400,000) per annum. per annum.

The balance of earnings can be divided among the stockholders or used for improvements, as may be determined.

We may therefore congratulate the stockholders that the refunding operations, so far as they affect their income, are substantially and successfully concluded.

To provide for the premiums for this exchange, and the purchase of lands and equipment, and the payment of necessary improvements, three millions of stock was issued to the stockholders of record at par, giving them credit, however,

for a portion of the dividends that had been earned and not paid, and allowing them to take the new stock after that credit at 65 per cent of its par value. All was taken except 600 shares, which were left over in the way of fractions and of stock helders who did not respond. That the course of the Company has been conservative for the last eighteen mouths in its action, a glance at its comparative condition will show. When it commenced the refunding process its fixed charges were six hundred and thirty-nine thousand four hundred and sixteen dollars and fifty-four cents (\$639,416.54), and it had seven million dollars (\$7,000,000) of capital. To-day the fixed charges, less income from investments, are four hundred thousand dollars (\$400,000), and it has ten million of stock, showing that it could pay from reduction of interest, 5 per cent on the new stock, and still have a large surplus each year. In addition to this it has invested largely in Improvements and new equipment and real estate, all of which will add greatly to the value of the Company and its facilities for doing business. paid, and allowing them to take the new stock after business.

For the Directors, M. E. INGALLS, President. CINCINNATI, O., September 1887.

ABSTRACTS OF RAILROAD MORTGAGES.

We publish this week abstracts of the 1st Mortgage on the Fort Worth & Denver City Railway, dated December 29, 1881, of the 1st Mortgage on the Nebraska Extension of the Chicago Burlington & Quincy Railroad dated May 2, 1887, and of the 1st Mortgage on the Pittsburg & Western Railway, dated July 1, 1887.

PITTSBURG & WESTERN RAILWAY.

FIRST MORTGAGE ON THE PITTSBURG & WESTERN RAILWAY, TO SECURE GOLD BONDS DUE JULY 1, 1917

Date.—July 1, 1887.

Parties.—The Pittsburg & Western Railway Company, of the first part, and the Mercantile Trust Company, Trustee, of the second part.

Property Covered.—The mortgage covers the whole line of Property Covered.—The mortgage covers the whole line of railroad of the company, built or to be built, its rolling-stock, and all interest, property, assets, rights and franchises, and all and singular its real estate, leases, etc., whether any of the above be now possessed or hereafter acquired, and the lease of the Pittsburg Cleveland & Toledo Railroad, dated July 11, 1884; the lease of the Pittsburg Painesville & Fairport Railroad, dated October 7, 1886; the right to use the tracks of the Western Panylarnia Railroad Construction of the Western Panylarnia Railroad Construction of the Pittsburg Panylarnia Railroad Construction of the Pit road, dated October 7, 1886; the right to use the tracks of the Western Pennsylvania Railroad Company between Pine Creek and Willow Grove, under an agreement with the Pennsylvania Railroad Company, dated August 15, 1882. And the rights of the company in the following contracts: A contract dated April 27, 1882, with the Baltimore & Ohio Railroad. Company, giving the right to use the tracks of the Pittsburg: Junction Railroad, leased by it; the contract for interchange of traffic with the Big Level & Kinzua Railroad Company and the Bradford Bordell & Kinzua Railroad Company, dated April 10, 1886; a traffic agreement with the Baltimore & Ohio Railroad Company, dated June 6, 1882; that with the Shenango & Alicgheny Railroad and the West Penn & Shenango Connecting railroad companies, dated August 15, 1884; that with the Bradford Bordell & Kinzua Railroad Company dated December 1, 1886; that with the New York Lake Eric & Western Railroad and the New York Lake Eric & Western Coal & Railroad companies, dated August 15, 1884; an agreement with the Western Union Telegraph Company, dated. October 30, 1882. All the title of the company in the lands and rights of way of the Pittsburg Youngstown & Chicago Railroad Company, or of the Pittsburg Cleveland & Toledo Railroad Company, between New Castle Junction, Lawrence County, Pennsylvania, and Youngstown, Mahoning County, Ohio, secured by a deed dated September 30, 1882. And also the title to certain real estate described at length in the mortgage. The description of the property in the mortgage is in much detail, and instead of attempting to condense it, we give a brief statement of it obtained from the office of the company as below.

The railway owned by the Pittsburg & Western Railway Western Pennsylvania Railroad Company between Pine Creek company as below.

The railway owned by the Pittsburg & Western Railway Company as below.

The railway owned by the Pittsburg & Western Railway Company consists of a standard gauge line extending from the lower part of Allegheny City, in the State of Pennsylvania, to Sandusky Street, about 3 miles, and from Sandusky Street (opposite Eighth street, Pittsburg, to New Castle, in the same State, a distance of about 60 miles; also a standard gauge line with third rail for narrow gauge extending from Callery Junction (a point about 26 miles from Allegheny City) to Butler, in the State of Pennsylvania, about 15 miles, and thence a narrow gauge railway to Mount Jewett, a distance of 124 miles, about 70 miles of which is graded for standard track; also, three small branches, in all about 10 miles, making altogether 212 miles of railway in operation owned by the company. It owns the right of way and runs along almost the entire water front of Allegheny City, about 7 miles, and further, owns over 100 acres of terminal property in said city. It also owns a right of way and franchises to construct a railway from New Cas'le to Youngstown, State of Ohio (a distance of 17 miles); also terminal property of about 40 acres at the lastnamed place. The company operates under lease the Pittsburg Carvelord & Telecha Pailway Company averaging from named place. The company operates under lease the Pittsburg Cleveland & Toledo Railway Company, extending from New Castle Junction to Akron, a distance of about 77 miles

and the Pittsburg Painesville & Fairport RR. Co., extending from Niles, on the Pittsburg Cleveland & Toledo, to Fairport, on Lake Erie, a distance of about 54 miles. All the railroads above indicated form connecting lines, with the exception of about 1½ miles in Allegheny County, where the Pittsburg & Western Company runs over the tracks of the West Pennsylvania RR. Company, but for which it is now seeking to provide its own tracks, having secured most of the right of way. The equipment of the company is subject to car-trusts of \$426.991 54. \$426,991 54.

THE BOXD. First Mortgage Gold Bond.

First Mortgage Gold Bond.

Date.—July 1. 1887.

Amount Authorized.—\$10,000.000—\$300,000 to be reserved to take up \$300,000 fo bonds issued under the mortgages dated October 15, 1850, and Juoe 1. 1578; \$1,000.000 to be held unissued till July 1. 1892, unless the trustees under a deed of trust dated July 1. 1887 (by the terms of which the railroad company is to hold a crtain amount of stock unissued til July 1, 1892, authorize their previousissue, and then only to be lasuodfor adultional rolling stock and betterments, for the payment of prior encumbrances, or to an amount equal to the amount represented by receiver's certificates.

Denomination.—\$1,000 cach.

Coupon or Registered.—Coupon, but may be registered.

Principal Payable.—The principal is payable free of all taxes July 1, 1917, in gold cold of the United States, of the present standard of weight and flueness, at the office or agency of the company in New York City.

Interest Payable.—The interest is 4 per cent per annum, payable January I and July 1, free of all taxes, in like gold colo, in New York City.

Cancellation of Coupons.—Coupons paid on maturity shall be canceled.

Cancellation of Coupons.—Coupons paid on maturity shall be canceled and shall not be kept alive as a lieu upon the mortgaged premises, No advance or loan upon them shall operate to keep them in force.

Cancellation of Coupons.—Coupons paid on maturity shall be canceled and shall not be kept alive as a hen upon the mortgaged premises, No advance or loan upon them shall operate to keep them in force.

Default.—In case of default of interest or principal, or of failure to observe any other covenant hereunder, continued for over six months, the Trustee may in its own discretion, and upon the written request of holders of a majority in amount of the bonds shall, take possession of and operate the property, and it shall apply the net proceeds therefrom to the payment, first, of the interest in the order of its maturity, and secondly, of the principal, if it shall have become due by lapse of time or otherwise, as herein provided; or the Trustee may in its discretion, and upon the written request of the holders of a majority of the bonds outstanding shall, proceed to sell all the property hereby mortgaged at public auction, and it shall apply the net proceeds therefrom, first, to the payment of the interest due in the order of its maturity, and, secondly, of the principal; or the Trustee may in its discretion, and shall upon the request of a majority of the bonds outstanding, proceed to enforce the rights of the bondholders hereunder by a suit in equity or law, for such remedy as the Trustee shall deem most expelient; it being understood that the remedies hereinbefore granted are intended to be exclusive of all other remedies allowed by law, and that no bondholder shall have the right to institute any proceedings at equity or law, in case of default, until a majority in amount of the holders of the bonds lave in writing requested the frustee to exercise the powers hereinbefore granted, and have allowed the Trustee a reasonable opportunity to comply therewith.

It is further granted that in case of default of interest continued as beforesaid, or in the event of the Trustee making an entry upon the property, or selling the same, the whole principal sum of the bonds outstanding shall, at the option of the Trustee on it

said majority may deem proper.

and amount of the bonds outstanding may reverse the declaration of the Trustee on waive can default to such conditions as said majority may deem proper.

At any sale of the property the Trustee may, on request of three-fourths in amount of the outstanding bonds, purchase the same at a reasonable price, if but a portion be sold, or if the whole be sold at a price not exceeding the total amount of the outstanding bonds and the accrued interest thereor; and bonds of this issue may be used towards payment therefor; the amount of the bonds or coupons so to be turned in to be determined by the Trustee or by the court. But it is provided that it shall be lawful for the Trustee to convey all the real estate described in the mortgage, situated in the City of Youngstown, Ohio, to the Trumbull & Mahoning Railroad Company, for a fair equivalenthic ash, or the stock and bonds to be held as additional security for this mortgage.

Sale of Lands.—The proceeds from the sale of all lands for which it shall not be necessary within a reasonable price of bonds issued hereunder; otherwise they shall be invested in securities lawful for the investment of savings banks under the laws of New York. Bonds of this issue so purchased shall be applied by the Trustee, on less the default be waived, to sell the property the fundance of the purchase at a reasonable price of bonds issued hereunder; otherwise they shall be invested in securities lawful for the investment of savings banks under the laws of New York. Bonds of this issue so purchased shall be applied by the Crustee and the same of the purchase at a reasonable price of bonds issued hereunder; otherwise they shall be invested in securities lawful for the investment of savings banks under the laws of New York. Bonds of this issue so purchased shall be applied to the purchase at a reasonable price of bonds issued hereunder; otherwise they shall be invested in securities lawful for the investment of savings banks under the laws of New York. Bonds of this issue so purchased shall be appl

cent of the bonds outstanding. When necessary, a new trustee shall be appointed by an instrument in writing by a majority in amount of holders of the outstanding bonds with the assent of the company, and until such appointment be so made the directors of the company may appoint a trustee to fill the place for the time being. Should any appointment be thus made by the company it shall be allowable for any court of competent jurisdiction, upon the application of a majority in amount of the bondholders, to annul such appointment, and to appoint the trustee nominated by such majority.

FORT WORTH & DENVER CITY RAILWAY,

FIRST MORTGAGE ON THE FORT WORTH & DENVER CITY RAILWAY, TO SECURE GOLD BONDS DUE DECEMBER 1, 1921.

Date.-December 29, 1881; of supplemental deed March,

Parties—The Fort Worth & Denver City Railway Company, of the first part, and the Mercantile Trust Company, of New York, Trustee, of the second part.

Property Covered.—All the railroads of the Company, and all future extensions and branches thereof, in respect whereof bonds may be issued hereunder, constructed or to be constructed from Fort Worth, Texas, northwesterly in the State of Texas to the Canadian River, into and through the Counties of Tarrant, Clay, Cottle, Potter, Donley, etc., and all lands, bridges, buildings, rolling stock, materials, etc., whether now held or hereafter acquired for use in connection with said railroads; and all franchises, etc., now held or hereafter acquired, and all incomes, etc., from the property; also all lands which the Company may acquire from the State of Texas, by reason of the construction of its road, But it is provided that the Company may dispose of the lands so acquired for the best price it can obtain, the proceeds from any such sales being applied to the payment of interest on the bonds secured hereby. But if the Company, instead of selling the lands, shall perfect its title thereto, the lands shall be embraced in this mortgage, and shall only be sold at a price approved by the Trustee, and in this case if the Company shall fix it. It is provided, however, that if the Company shall determine to acquire or build new road without the issue of bonds hereunder in respect thereto, the lien of this indenture shall not extend to any such lines.

THE BOND.

First Muterace Guld Bond. Property Covered.—All the railroads of the Company, and

of bonds hereunder in respect thereto, the lien of this indenture shall not extend to any such lines.

THE BOND.

First Mortgage Gold Bond.

Dale,—December 29, 1881.

Denomination.—\$1,000 each.

Amount subnorized—Originally \$25,000 per mile; but the supplemental deed limited the lissue on the main line from Quana to the Canadian River and beyond to \$16,000 per mile at different littles, of the Canadian River and beyond to \$16,000 per mile at the total issue of bonds on the line, whin completed to the Canadian River, to \$1,000 per mile. The supplemental deed provides that bonds shall not be lissued on any new road or honds, except \$5 far as since newly required branch shall be a part of no more than of the company. The original mortgage provides for the issue of bonds to par for from and steel rails, and also on "difficult and expensive parts of the time" before the whole section is completed, but such issue to be averaged on the whole sizetion is completed, but such issue to be averaged on the whole line so as no to exceed 2 1,000 per mile in the line.

Principal Payable.—The principal is payable December 1, 1921, in United States gold coin, of or equal to the pre-ent standard of vicility at Payable.—The Interest is 6 per cent para num, payable Jone 1 and December 1, at sald financial agoney of the complete in New York City.

Interest Pay ble.—The Interest is 6 per cent para num, payable Jone 1 and December 1, at sald financial agoney of the complete in the payable of the bonds shall be continued for six months after a demand in writing has been made therefor, it shall be lawful for the Trustee, unless a majority in interest of the bond-holders prefer to waive such default, to take possession of the property and to operate the same; and it shall apply the net proceeds therefrom to the payment of interest in arrear, which shall become due, in the order in which it shall be or become due, and after the payment of all said interest to the payment ratably of such of the principal as may be due and unpaid. The compa

within their power, shall be called by the Trustee or in such manner as a majority in interest of the bondholders shall decide; and until the said bondholders shall so act such powers may be exercised by the Trustee. But it is understood that no act of the Trustee or of a majority of the bondholders shall affect the rights of any non-assenting bondholders, except to the extent herein allowed.

Trustees.—The Trustee may be removed and a successor appointed at any time by any court of competent jurisdiction upon application of a majority in interest of the holders of outstanding bonds, and it is also provided that said majority by an instrument in writing, without calling a meeting for the purpose, may remove the said Trustee.

NEBRASKA EXTENSION OF CHICAGO BURLINGTON & QUINCY RAILROAD.

MORTGAGE ON THE NEBRASKA EXTENSION OF THE CHICAGO BURLINGTON & QUINCY RAILROAD, TO SECURE SINKING FUND BONDS DUE MAY 1, 1927.

Date.-May 2, 1887.

Parties.—The Chicago Burlington & Quincy Railroad Company, of the first part, and the New England Trust Company of Massachusetts, Trustee, of the second part.

Property Covered.—The section of the Republican Valley Railroad between Hastings, Adams Co., and Aurora, Hamilton Co., Nebraska, about 27.75 miles, free of incumbrance; also, all standard gauge railroads and their branches in the States of Nebraska, Kansas or Colorado, or the Territories of Wyoming or Dakota, and the property and franchises appurtenant thereto, of which the first party may become the owner in fee, and which it shall convey to the Trustce as hereinafter provided; and all the bonds issued by the Nebraska & Colorado Railroad Company, and the Grand Island & Wyoming Central Railroad Company, and the Omaha & North Platte Railroad Company, which are described in the mortgage, and all of which satisfy the requirements below, amounting in the aggregate to \$11,784,400; and also all other 1st mortgage bonds owned by the first party and issued on railroads which are extensions of its system in the said States and Territories, as sball hereafter be deposited with the Trustee; provided said bonds bear not less than five per cent interest and do not mature before May 1, 1927, and are secured by a first mortgage upon the railroad properties and Property Covered .- The section of the Republican Valley secured by a first mortgage upon the railroad properties and franchises; and provided, further, such bonds shall not exceed \$20,000 per mile for single track railroad and \$10,000 addi-

\$20,000 per mile for single track railroad and \$10,000 additional for second track, not including side and spur tracks.

The first party may also convey to the Trustee any other railroads of standard gauge, free from incumbrances, which are extensions of its own system; provided the mileage of the railroads so conveyed to the Trustee, together with the mileage of the railroads by which the deposited bonds are secured shall not exceed 1,500 miles of single track, and an equal amount of second track.

The first party agrees that all its rolling stock set apart for

The first party agrees that all its rolling stock set apart for use on its railroads in the above-mentioned States and Territories shall be suitably designated, and the first party hereby transfers to the Trustee such proportionate share of said equipment as the mileage of the railroads now or hereafter covered by this instrument, or by the mortgages to secure bonds de-posited with the Trustee, bears to the total mileage of the roads of the first party in said States and Territories.

THE BOND.

Nebraska Extension Mertgage Sinking Fund Bond.

Nobraska Extension Mortgage Sinking Fund Bond.

Date.—May 2, 1887.

Denomination.—Coupen, \$1,000; registered, \$5,000.

Amound Authorized —\$20,000 per mile for slogle track road and \$10,000 per ville additional for second track, not including spar and side tracks conveyed as heretabefore stipulated to the trustee; and also an amount equal at par to the aggregate amount of bonds deposited with the trustee.

Coupon or Registered.—Coupon and registered. Coupon bonds may be registered as to principal, or five of them may be exchanged for a registered bond.

Interest Payable.—The interest is not to exceed 4 per cent per annum, and is payable May 1 and November 1, in lawful money of the United States of America, at the office of the company in Bosten, Mass., or at its agency in New York City, or wherever else the directors may designate.

Principal Poyable.—The principal is payable May 1, 1927, in lawful money of the United states of America at the office of the company in Bosten, Mass.

Sinking Fund.—The first party agrees to set aside on May 1 in each year a sum equal to one per cent of the parcha-e of such bonds at a price not exceeding 110 and accrued laterest. But if in response to advertisement there shall not be sufficient renders to absorb sale smos, the amount thereof nnexpeade is shall be returned to the company's general funds, and the obligation to purchase bonds therewith shall coase. Bonds purchas d shall be canceled.

D fault.—In case of default of principal or interest of any of any of the bonds secured hereby, for three months, the Trustee may, and upon the written request of the holders of 1-10 of the outstanding bonds shall, sell at public auction all the bonds held as security (but if the obligors in said bonds shall be in default, the Trustee, if it is deemed best, shall instead take proper legal proceedings to foreclose the mortgage by which those bonds are secured); and if permitted by law foreclose by sale, and if not so permitted by appropriate legal proceedings, any railroads that may be subject to this indenture. The net proceeds shall be applied to the payment ratably of interest and principal of the bonds secured hereby, whether due or not.

Trustees.—In the event of the resignation or imblifty to act Trustees.—In the event of the resignation or imblifty to act of any trustee the first party shall, by a vote of its directors, proceed to designate a successor, and unless the holders of a majority of the bonds shall, within thirty days of last notification by advertisement, dissent, the same shall stand. In case of dissent as aforesaid and no agreement is reached by said parties within sixty days, then, upon the application of any bondholder, or the party of the first part, a new trustee may be appointed by any court having jurisdiction.

Either the first party or a majority in interest of the bondholders may remove a trustee and designate a successor, provided the directors of the first party and a majority of the bondholders assent to such change.

THE SHEFFIELD & BIRMINGHAM COAL, IRON & RAILWAY COMPANY.

RAILWAY COMPANY.

The following statement regarding this company gives an account of its charter rights, its status and prospects:

The Sheffield & Birmingham Coal, Iron & Railway Company was granted a most liberal charter by special act of the General Assembly of the State of Alabama. Its franchise permits it to own and run railroads, build branches to the same, build and operate iron furnaces, machine shops, etc., own and mine coal and other mineral lands, and own and operate steamboat and barge lines. Its property consists of land and mineral rights to the extent of 70,000 acres in the great Worrior Coal Field of Alabama, about seventy miles south of Sheffield; three large blast furnaces with capacity of 140 tons each per day, situated at Sheffield on Tennessee River at the head of navigation below Muscle Shoals, with 60 acres of land in the town of Sheffield, and several hundred feet of river front on the Tennessee River: the site for furnaces is most eligible and convenient for operation and transportation; ninety miles of railroad well built, with steel rails, &c. This road runs south from Sheffield, and through the lands of this company, ninety miles to a junction with the Georgia Pacific Railroad about thirty miles from Branngham. Contract will be made upon favorable terms with that railroad for the running of trains of the S. & B. Railroad into Birmingham. This road also runs through immense deposits of the best brown hematite iron ore, in Franklin County, twenty-five miles south of Sheffield: this ore shows about 56 per cent of

that will be made upon favorable terms with that railroad for the running of trains of the S. & B. Railroad into Birmingham. This road also runs through immense deposits of the best brown hematite iron ore, in Franklin County, twenty-five miles south of Sheffield; this ore shows about 56 per cent of metallic iron of superior quality; in addition to this ore there is an area covering the larger part of three or four counties in Tennessee immediately north of Sheffield, containing almost inexhaustible quantities of similar ore.

The Louisville & Nashville Railroad system now being extended to Sheffield will pass by several large tracts of this ore. Competition for the delivery of ore at Sheffield will be very great, and it is believed that this ore guarant ed to run 50 per cent metallic iron, crushed and washed, can be delivered at the furnaces at Sheffield for \$1.75 per ton of 2,240 lbs.. or possibly something less; and it is believed that coke can be delivered at the furnaces at Sheffield from the lands of the company at about \$2.50 per ton. It is believed that the location of Sheffield on the Tennessee River, giving it advantages of river transportation by steamboats and barge lines to the Western and N. rthern markets at St. Louis, Louisville and Cincinnati, and railroad competition by the Memphis it advantages of river transportation by steamboats and bargo lines to the Western and N. rthern markets at St. Louis, Louis-ville and Cincinnati, andrailroad competition by the Memphis & Charleston and the Louisville & Nashville Railroads, and in view of the nearness and cheapness of superior brown hematite ore, and the price at which coke can be delivered at Sheffield, that Sheffield is the most available place in the country for making coke iron at a good profit. Besides the large amount of mineral freights, coke, coal and brown ore and lumber the Sheffield & Birmingham Railroad will haul to Sheffield and Birmingham and red ore (to mix) from Birmingham to Sheffield, it is expected that this road will do a large business in hauling produce and general merchandise, delivered to it by its railroad and river connections.

A glance at the map in the *In* estors* Supplement* will show the location and importance of this road; it is now completed fifty-two miles, and the balance under contract, except a few miles, and is being completed rapidly; and when completed and reasonably equipped, for a new road will have on it a bonded debt of only \$15,000 per mile of first mortgage 6 per cent bonds and \$10.000 per mile of second mortgage 6 per cent bonds and \$10.000 per mile of second mortgage 6 per cent bonds and \$10.000 of first mortgage 6 per cent bonds and \$10.000 acres of mineral lands and mineral rights, with a sink, fund to be put at interest of 2c, per ton on coal mined and 5c, per ton on pig iron made at their turnaces. The money to complete furnaces and appurtenances, open coal mines and build coke ovens has been provided for by subscription to the above bonds, and the work of completing the furnaces is being pushed. Gordon, Strobel & Laureau of Philadelphia have the contract for their construction; one to be completed on April 9th, 1888; and it is believed that they will come within that time. Iron men say that with the pres-

and the third on August 9th, 1888; and it is believed that they will come within that time. Iron men say that with the present prices of pig iron there is at least \$1 00 net profit per ton making pig iron at Shefileld.

making pig iron at Sheffield.

The capital stock of the Sheffield & Birmingham Coal Iron & Railway Company is \$7,225,000 preferred stock (\$1,125,000 of which is in the Treasury), and \$1,000,000 of restricted common stock. The officers of the Company are: E. W. Cole, President, Nashville, Tenn.; A. Parrish, Vice-President. Philadelphia, Pa.; Henry B. Tompkins, Vice-President and General Connsel. Atlanta, Ga.; Wm. S. Jones, Secretary, Nashville, Tenn.; Chas. D. Woodson, Treasurer, Sheffield, Alabama.

The Commercial Limes.

EPITOME. COMMERCIAL

FRIDAY NIGHT, Sept. 30, 1887.

The money market seems to have received complete relief from the measure adopted by the Secretary of the Treasury, and trade has assumed a better aspect. Speculation for the rise in staples of agriculture has shown more vigor and activity, without, however, accomplishing any very important results. Little is heard of labor troubles. Measures looking to a reduction of Federal taxation are actively discussed, giving promise of possible results in the not distant future. weather has been rainy, delaying cotton picking, but favoring fall seeding.

The speculation in lard for future delivery was quite active early in the week and prices made a slow but steady advance down to the close of yesterday's business, but to-day most of the improvement was lost, the bull party having retired. Laid on the spot advanced on a better demand, but closes dull and weak at 6.70c. for prime city, 6.80@6.871/2c. for prime to choice Western, 7:10c. for refined to the Continent and 7.45c. for refined to South America.

DAILY CLOSING PRICES OF LARD FUTURES.

Saturd'y	. Mond'y.	Tuesd'y.	Wedns'y.		
October deliv'y 6.68	6.75	6.76	6.81	6.83	6.75
Nov. " 6.64	6.70	6.71	6.75	6.77	6.71
Dec. " 6.61	6.70	6.70	6.75	6.77	6:70
January " 6.69	6.75	6.76	6.81	6.8.2	6.75
February if 6.71	6.80	6.82	6:87	6.88	8.82
Mcb. " 6:80	6.58	6.90	6.95	6.98	6.20

Pork declined, leading to more business, but the close is dull, old mess \$14 50@\$14 75, new do. \$15 25@15 50, prime \$14 25@\$14 75 and clear \$16 75@\$17 50. Cutmeats have been quiet and at the close are decidedly lower; pickled bellies 93/@101/c., shoulders 5% @6c. and hams 111/2@12c.; smoked shoulders 7@71/4c. and hams 13@131/2c. Beef remains nearly nominal; extra mess \$7@\$7 50 and packet \$7 50@\$8 per bbl; Iudia mess \$10 50@\$12 per tce. B ef hams dull at \$16@\$16 25 per bbl. Tallow closes quiet at 4@4 1-16c. Stearine is lower Oleomargarine is quoted firmer at 65/263/4c., at 7@73%c. with little doing. Butter is dull at 17@26c. for creamery. Cheese has been quiet; State factory full cream, 10@ 12c., and skims 4@91/c. The swine slaughtered at the principal Western towns from March 1 to S-ptember 28th numbered 4,660,-000, against 4,705,000 same time last year.

The speculation in Rio coffee was fairly active at improving values early in the week, but took a downward turn, and today was quite depressed, closing with sellers at 17.55@17.70c. for November to July. Coffee on the spot has been dull and weak, with fair cargoes Rio quoted at the close down to 191/4c., and Java has sold at 211/2@23c. Raw sugars have been variable, closing stronger at 4 13-16@47sc. for fair refining Cuba and 5 7-16c, for centrifugal, 96 degrees test, with a large business to-day, including a cargo of Brazil 41/2@4 11-16c. asses is quiet. Rice very firm. Teas in steady demand.

The sales of Keniucky tobacco for September were 2,033 hhds., of which 1,633 for export, at steady prices. Seed leaf tobacco continues active, and sales for the week are 2,909 cases, as follows: 564 cases 1886 crop, State Havana seed. 8@20c.; 395 cases 1.86 crop, New England Havana seed, 11@40c.; 100 cases 1885 crop. do. do., private terms; 200 cases 1886 crop, do. seed leaf, 13@20c.; 250 cases 1885 crop, Wisconsin Havana, private terms; 600 cases 1886 crop, do., 7@17c.; 300 cases 1886 crop, Little Dutch, 9@11c.; 300 cases 1886 crop, Ohio, 7@10c., and 200 cases sundries, 7@35c.; also 400 bales Havans, 60@\$1 10, and 350 bales Snmatra, \$1 40@\$1 75.

Spirits turpentine is sparingly offered and firmer at 33c. Rosin is firm at \$1 121/2@1 191/2 for common to good strained. Tar dull at \$210. The speculation in crude petroleum certificates was dull, until to-day, when there was renewed activity and buoysney, closing at 685 @ 6834c. Hops have continued to meet with some export demand at 20@ 22c. for prime to choice, Clover seed sold at 71/4@73/4c. per lb. for prime to choice.

Ocean freights were fairly active in the shipment of corn to Great Britain and wheat to the Continent, but rates were low and the close is dull, at 21/4 l. to Glasgow and 2d. to Hull.

Metals have been dull, but yesterday there were large speculative dealings in ingot copper, mainly at 10 40c. for October, but including a line for April next at 11c. tin is rather firmer, and so is lead, but spelter is dull and COT TON

FRIDAY, P. M., Sept. 30, 1887.
THE MOVEMENT OF THE CROP, as indicated by our telegrams from the South to-night, is given below. For the week ending this evening (Sept. 30), the total receipts have reached 238,745 bales, against 187,740 bales last week, 126,041 bales the previous week, and 85,437 bales three weeks since, making the total receipts since the 1st of September, 1887, 654,776 bales, against 359,325 bales for the same period of 1886, showing an increase since September 1, 1887, of 265,451 bales.

Receipts at-	Sai.	Mon.	Tues.	Wed.	Thurs.	Fri.	Totat.
Galveston	4,969	13,043	3,395	5,936	4,052	5,384	36,784
Indianola, &c.			****	****			
New Orleans	8,624	11,039	14,716	6,078	7,862	12,000	60,319
Mobile	1,072	1,570	2,317	886	618	445	6,908
Florida				****		1,127	1,127
Savannah	7,558	10,320	9,506	8,974	8,032	10,563	54,958
Brunsw'k, &c.	***			****		1,085	1,085
Charleston	4,493	5,833	3,061	4,€93	3,872	6,359	28,331
Pt. Royal, &c.		****				85	85
Wilmington	2,355	2,743	1,837	1,674	1,878	1,930	12,317
Moreh'd C.&c.						33	33
Worfolk	2,276	2,546	4,036	4,409	2,429	3,913	19,609
West Point,&c	2,062	3,250	3,234	1,033	2,030	4,723	16,382
New York					****	100	100
Boston	358	****	120		59	101	636
Baltimore		****				22	22
Philadelp'a, &c.	12	8	4	3		2	29
T	00.500	20.00	40.000	00.541	00.000	45.55	000 546
Totals this week	33,782	50. 9 87	42,226	33,741	30,832	47,777	239,745

For comparison, we give the following table snowing the week's total receipts, the total since S-ptember 1, 1887, and the stock to-night, and the same items for the corresponding periods of

	1	887.	1	886.	Bic	ek.
Sept. 30.	This Week.	Since Sep. 1, 1387.	This Week.	Since Sep. 1, 1886.	1887.	1886.
Galveston	38,784	118,134	33,819	117,392	54,803	60,692
Ind'nola,&c						*****
New Orleans.	60,319	133,877	34,032	72,202	83,246	44,913
Mobile	6,908	20,714	3,059	8,292	6,180	4,451
Florida	1,127	3,869	540	2,079		
Savannah	54,958	168,425	37,495	102,941	89,098	51,865
Br'sw'k, &c	1,085		900	2.000	*****	
Charleston	28,351	91,978	21,304	50 317	43,838	38,496
Pt.Royal,&c	85	*1,249		818	81	469
Wilmington .	12,317	36,723	9.034	12,803	24,527	11,679
M'head C.,&c	33	136	25	51		
Norfolk	19,609	41,233	9.636	15,637	17,247	9,819
W.Point, &c.	16,382	32,961	1,606		_	_,
New York	100	100	784	801	47,004	86,687
Boston	636	677			5,000	5,500
Baltimore	22				1,489	5,805
Philadel'a, &co	29	131	252	9.3	4,417	9,627
Fotal	238, 45	654,776	156.465	399,375	377,639	330,033

" Forrections of previous receipts made by the addition of 1,130 bale at Brunswick and 164 bales at Port Royal.

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

Receipts at-	1887.	1886.	1885.	1884.	1883.	1882.
Galvest'n,&c.	36,784	33,849	27,432	23,401	27.781	30,218
Saw Orleans.	60,319	34,032	29,185	30,156	39,356	27,991
Mobile	6,908	3,059	4,014	6,466	6 818	13,533
Savannah	54,958	37,495	42,301	41,28	31.501	38,633
C sarl'et'n, &c	28,436	24,808	25,114	31,912	27,690	30,409
Wilm'gt'n, &c	12,350	9,079	5,696	6,78	4,734	7,517
Norfolk	19,609	9,698	14,067	18,126	15,258	20,675
W. Point, &c.	16,382	1,606	9,764	- 6,754	6,4 '9	6,424
All others	2,999	2,841	1,640	3,541	2,841	4,485
Fot. this w'k.	238,745	156,465	159,663	1 58,721	165,461	179,883
dinca Sapt. 1.	654,776	389,325	435,129	425,646	434,968	476,840
a due l'alternation de	natada. Is	(dr., martin	a language of the		. shows 40.	ural ha

Wilmington includes Moreh'd City, &c.; West Point includes City Point, The exports for the week ending this evening reach a total of 131,445 bales, of which 92,617 were to Great Britain, 128 to France and 38,700 to the rest of the Continent. Below are the exports for the week and since Sacre aber 1, 1837

Exports	Week Ending Sept. 30. Exported to—				From Sept. 1, 1887, to Sept. 80, 1887 Exported to—			
from-	Great Brit'n.			Zstai Week.	Orea: Britain.	France	Conti- nent.	Total.
Jaiv onton	10,914		3,800	14,714	14,928		3,800	18,028
New Orleans	15,083	.,	8,700	18.793	89,702	4,815	8,583	53,100
Mobile	5,108		*****	5,103	5,103		*****	5,103
Florida	*****							*****
*avannah	11,704		8,501	20,205	11,704		8,501	20,205
Charleston	8,578	*****	13,080	21,653	14 548		17,880	32,448
Wilmington	4,700			4.700	9,800		*****	9,800
Norfolk	6,300		*****	6,400	7,150		*** **	7,150
West Point &o	5,104	******		5,104	5,1/4			5,104
Naw York	15,380	128	8,860	24,477	55,942	817	15,252	72,011
doston	4,791	*****	110	4,9-1	11,803		199	11,502
daltimore	2,931	******	649	3,580	5,1 47	*****	649	5,778
Philadalp's, &c	2,025			2.035	6,561			6,561
Total	92,617	128	38,700	131.445	188,287	5,001	54,864	246,818
Total 1886	43,185	12,741	12,074	68,000	110,853	24,891	21,484	155,231

In addition to above exports, our telegrams to-night also give us the following amounts of cotton on shipboard, not cleared, at the ports named. We add similar figures for New York, which are prepared for our special use by Messrs. Carey, Yale & Lumbert, 21 Beaver Street.

	O1					
Sept. 30, AT-	Great Britain.	France.	Olher Foreign	Voasi- wise.	Total.	Leaving Slock.
New Orleane Mobile Obarieston Savannah Gaiveston Norfoik New York Other ports	10,351 Nane, 6,500 5,3 0 17,494 10,746 5,500 9,000	9,736 None. 2,500 1,500 None. None. 150 None.	10,888 None, 5,000 26,300 1,277 None, 6,100 1,000	974 None, 1,700 4,500 8,915 3,600 None, None,	31,949 None. 15,700 37,800 27,686 14,318 11,750 10,030	51,297 6,180 24,138 51,298 27,117 2,901 35,254 26,273
Total 1887	64,891	13,886	50,765	19,689	149,231	229,458
Total 1896 Total 1895	50,265 45,775	0,47	18,205 28,503	15,487 16,027	90,001 10 ,598	240,029 120,083

The speculation in cotton for future delivery at this marke, The speculation in cotton for future delivery at this marke, opened somewhat depressed on Saturday last, but there was a partial recovery on rumors of frost in the Northern Belt But these prove unfounded, and on Monday there was a decline with a weak closing under unfavorable foreign advice and the very free movement of the crop, causing some of the bulls to lose confidence. On Tuesday a weak opening was followed by an advance due to the continued heavy rains in the followed by an advance due to the continued heavy rains in the Southwest and especially in Texas, with the strong probability that dange had been done, as was the case at about this stage of last season. On Wednesday there was some strength in the near positions but the later options were weaker. Yesterday there was improvement in the later dealings on a demand to cover contracts, especially by Southern operators who had sold short in view of the prospective free movement of the crop. To-day an early decline was quickly recovered, and the close was dearer on a demand to cover contracts. Cutton on the spot has met with only a moderate demand from home spinners, and although stocks continued very small, quotations were reduced 1-16c. on Minday and again on Wednesday. Yesterday good middling was quoted 1 16c. lower. To-day there was a general decline of 1-16c., middling uplands closing at 9½c.

there was a general decline of the sing at 9½c.

The total sales for forward delivery for the week are 458,3°0 bales. For immediate delivery the total sales foot up this week 2,818 bales, including 10 for export, 2,808 for consumption, — for speculation and — in transit. Of the above, 321 bales were to arrive. The following are the official quotations for each day of the past week—Sept. 24 to Sept. 30.

UPLANDS.	Sat.	Mon	Tues	Wed	Th.	Frl.
Ordinary 19 10	7116	7	7	616.e	61616	67a
Strict Ordinary	7916	712	749	7716	1116	7 38
Good Ordinary	819	87 ₁₆	878	93 ₈ 813 ₁₆	2 28	8516
Strict G od OrdinaryLow Middling	981016	914	914	8816	9316	91 ₈
Strict Low Middling	9-4	97 6	9716	938	938	9516
Midding	91116	958	859	9916	9916	912
Good Midding	91516	978	978	91318	934	91116
Strict Good Middling	10116	10 103a	10 1038	91616 10618	91516	078
Middling Fair	111110		11		101618	104
	- r - 1W					10.6
GULF.	Sat.	Mon	Tues	Wed	Th.	Pri.
Ordinary P D	7316	718	718	7116	7116	7
Strict Ordinary	71116	758	758	7918	7916	719
Good Ordinary	858	9v16	8116	812	874	8716
Strict Good Ordinary	9116	9 938	9 938	81316	81618	976
Low Middling	9718 958	3916	9916	9618	95 ₁₆	9716
Middling	91316	934	934	91118	91116	958
Good Middling	10116	10	10	91616	978	91316
Strict Good Middilng	10316		1018	10116	10116	10
Middling Fair	10916		1019	10116	10716	1038
Fair	ITole	1149	1118	11118	11114	11
STAINED.	Sat,	Mon	Tues	Wed	Th.	Fri.
Good Ordinary 81b.	€1316	634	634	611.	61116	65 ₈
Strict Good Ordinary	719	7716	7716	611 ₁₆	738	7616
Low Middling	8716	838	6 3 18			0,16
		9 78 1	€ 3g	8618	8410	814

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,

		SALE	8 OF 8	NBIT.	FUTURES.			
	SPOT MARKET CLOSED	Ex- port.	Con- sump	Spec- ul't'n	Tran- sit.	Total.	Sales.	Deliv- eries.
Mon Taes Wed Taure Fri.	Ensy 2 16 deo. Ensy 2 16 deo. Ensy 9 17 dec. Ensy 9 rev. quo. Ensy 9 16 deo.	10	385		0000	482 467 385 795 373		

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

Now Sales and Prices of Futures are shown by the

								-	
Salessince Sep 1,87.	1	Friday, Sept. 30— Sales, total	Thursday, Sept. 29— Sales, total Prices paid (range) Closing.	Wedn'ad'y, Sept. 28— Sales, total Prices paid (range) Closing.	Tuesdey, Sept. 27— Sales, total Prices puid (range) Closing	Monday, Sept. 26— Fales, total Prices paid (range) Closing	Saibriay, Sept. 24- Salee, total. Prices paid (range) Closing	80	and
1,868 800	458,300	Variable. 62,200 9.122 9.62 Dearer.	Variable, 66,100 9-13@ 961 Firmer.	Unsettled. 66,000 9·13@ 9·60 Irregular.	Variable, 128 200 9:113 9 64 Firmer.	104.800 9.14.9 9.70 Weak	Easier. 30,400 9:21@ 9:71 Firm.	Total Sales.	Markel, Range and
258,200	30,900 9:37	Aver	AVET - 9-42 7.100 9-29@ 9-47 9-40 9-41	AVEF 9.39 9.35% 9.40 9.40— 9.41	Aver 9.33 9.30@ 9.36 9.36— 9.37	Aver 9.34 7.700 9.329 9.36 9.32- 9.33		September.	
360,000	96,300	Aver 9.21 11.600 9.19@ 9.23 9.23— 9.24	Aver 9.22 14.100 9.20@ 9.23 9.22— 9.23	Aver 9.21 9.800 9.19@ 9.24 9.22— 9.23	Aver 9-22 29,300 9-14@ 9-25 9-22— 9-23	Aver 9:25 9:22 9:27 9:22 9:23	Aver 9-28 7-00 9-27 9-29 9-28 9-29	October.	
152,500	38,800		Aver 9.15 9.14 @ 9.16 9.16 — 9.17	9.13 9.16 9.13 9.18 9.15 9.18	AVAI 9.15 7,000 9.12@ 9.20 9.17— 9.18	Aver 9.25 Aver 9.18 24 500 11,000 9.22 9.23 9.15 9.20 9.22 9.23 9.15 —	Aver 9.28 Aver 9.21 7,000 1.900 9.27@ 9.29 9.21@ 9.23 9.28— 9.29 9.22— 9.23	November.	
275,700	58.400 9·17	Aver 9.14 6,300 9.12@ 9.17	9.13 9.16 9.15 9.16	9·13-9·15	9-11-9-16 9-11-9-20 9-17-9-18	Aver 9.18 15.700 9.14@ 9.20 9.14— 9.15	Aver 9.22 4.600 9.21@ 9.22 9.22 - 9.23	December.	DAILY PI
392,500	101,500	Aver. 9.15 Aver. 9.14 Aver. 9.20 Aver. 9.28 Aver. 9.36 6.300 9.13 9.18 9.12 9.17 9.18 9.17 9.18 9.20 9.26 9.31 9.34 9.40 9.17 9.18 9.17 9.22 9.23 9.30 9.31 9.39 9.40	$\begin{array}{c} \text{Aver} : 9 \cdot 22 \text{ Aver} : 9 \cdot 22 \text{ Aver} : 9 \cdot 15 \text{ Aver} : 9 \cdot 15 \text{ Aver} : 9 \cdot 20 \text{ Aver} : 9 \cdot 20 \text{ Aver} : 9 \cdot 32 \text{ Aver} : 9 \cdot 36 $	Aver 9:39 Aver 9:21 Aver 9:15 Aver 9:15 Aver 9:21 Aver 9:28 Aver 9:21 Aver 9:28 Aver 9:21 Aver 9:21 Aver 9:28 Aver 9:21 Aver 9:28 Aver 9:21 Aver 9:28 Aver 9:21 Aver 9:28 Aver 9:28<	$\begin{array}{c} \text{Aver.} 9.38 \text{Aver.} 9.22 \text{Aver.} 9.15 \text{Aver.} 9.16 \text{Aver.} 9.20 \text{Aver.} 9.29 \text{Aver.} 9.38 \\ 7.200 9.30 9.36 9.12 9.25 9.12 9.20 9.11 9.20 9.16 9.24 9.35 9.32 9.32 \\ 9.36 9.37 9.22 9.23 9.17 9.18 9.17 9.18 9.22 9.23 9.30 9.31 9.33 9$	Aver. 9.34 Aver. 9.25 Aver. 9.18 Aver. 9.18 Aver. 9.22 Aver. 9.31 Aver. 9.37 7.700 9.37 9.36 9.27 9.15 9.27 9.15 9.20 9.27 9.15 9.20 9.26 9.27 9.28 9.35 9.27 9.15 9.26 9.27 9.16 9.29 9.27 9.28 9.35 9.35 9.36 9.32 9.35 9.35 9.35	Aver. 9:39 Aver. 9:28 Aver. 9:21 Aver. 9:22 Aver. 9:31 Aver. 9:32 8:33 9:35 9:27 9:28 9:29 9:29 9:29 9:29 9:29 9:29 9:29	January.	DAILY PRICES AND SALES OF FUTURES
112,300	37,800	Aver 9.28 4,200 9.262 931 9.30 - 9.31	Aver 9.29 2,200 9.24@ 9.29 9.29— 9.30	Aver 9.28 6,9(0 9.27% 9.30 9.29—	Aver 9.29 15,400 9.24 9.35 9.30 9.31	Aver 9.22 Aver 9.31 21,100 7,600 9 20 9.26 9.28 9.33 9.19 9.20 9.27 9.28	Aver 9.31 1,500 9.84@ 9.35 9.35— 9.36	February.	SALES OF
157,200	45,600 9.38	Aver. 9.36 9.34 @ 9.40 9.39 — 9.40	Aver 9.36 9.35 % 9.37 9.37 — 9.38	Aver 9.37 5,300 9.35@ 9.39 9.37— 9.38	Aver 9.38 18.800 9.82% 9.43	Aver 9.33 8.4: 0 9.35@ 9.40 9.35 — 9.33	Aver 0.43 9.41 2 700 9.41 2 9.43 9.43 - 9.44	March.	FUTURES
68 600	22,500 9-46		7er 9.44 3 600 .43 9.44	Aver 9.44 4.800 9.437 9.46 9.45- 9.46	50 to D	Aver. 9.48 3.690 9.45% 9.49 9.44— 9.45	AVer 3.8 0.49@ 9.51_	April.	FOR
79,100	20,200 9.54	Aver 9.52 5.600 9.50 a 4.54 9.54 — 9.55	Aver 9.52 4.000 9.51@ 9.52 9.53	Aver 9.53 700 9.52% 9.53 9.60% — 9.52- 9.53 9.60— 9.6	Aver. 9.51 5,200 9,49 % 9.56 9.54 — 9.55	Aver. 9.53 2,700 9:52 9.55 9:51 9:52	9:51 Aver 9:58 Aver 9:52 9:57 9:59 9:60 9:61—	May.	HINOM HOVE
9,500	4.500 9.60	Aver 9.45 Aver 9.52 Aver 9.61 Aver	9-14 Aver	Ver . 9-44 Aver . 9-53 Aver . 9-60 Aver	Aver 9-51 Aver 9-57 Aver 9-64 300 9-49\(\tilde{9}\).556 9-57\(\tilde{9}\).9-63\(\tilde{9}\).9-53\(\tilde{9}\).9-53\(\tilde{9}\).9-75\(\tilde{9}\).9	Aver. 9.53 2,700 9.720 9.51 9.600 9.62 9.51— 9.52 9.59— 9.60	9.67	June.	
8,100	1,700 9.47	9.68 — 9.70	69	GC 1	ver 9-45 Aver 9-51 Aver 9-54 Aver 9-64 Aver 9-60 4 600 9-60 9-50 9-50 9-579 9-63 9-75 9-76 9-76 9-76 9-76	Aver. 9-48 Aver. 9-55 Aver. 9-61 Aver. 9-68 Aver. 9-65 9-69 9-45 9-52 9-58 9-58 9-60 9-67 9-67 9-65 9-65 9-65 9-65 9-65 9-65 9-65 9-65	Aver	July.	
100	9-44	Aver 9.44 9.44@	Αγες	Aver	Aver	Aver	Aver	August.	
	W W	e have in	oluded in	the ab	ove table	and shi	all contin	ne	each

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, *2 c.; Tuesday, 9:25c.; Wednesday, 9:25c.; Thursday, 9:25c.; Friday, 9:25c.

The following exchanges have been made during the week:

10 pd. to exch. 400 Oct. for Sept.

'02 pd. to exch. 200 Jan. for Oct.

'22 pd. to exch. 200 Oct. for Apr.

'15 pd. to exch. 200 Jan. for Mar.

'06 pd. to exch. 40 Dec. for Bept.

'15 pd. to exch. 40 Oct. for Mar.

'01 pd. to exch. 100 Dec. for Nov.

Even 1,300 Oct. for Jan.

THE VISIBLE SUPPLY OF COTTON to-night, as made up by cable and telegraph, is as follows. The Continent of storks, as well as those for Great Britain and the afloat, are this week's returns, and consequently all the European figures are brought down to Thursday evening. But to make the totals the complete figures for to-night (Sept. 30), we add the item of exports from the United States, including in it the exports of Friday only.

the United States, including	ig in it ti	ie export	of Finda	y omy
	1887.	1886.	1885.	1894.
1 halon	+100 000	377,000	430,000	532,000
Stock at Liverpool hales	1508,000	377,000	22,000	68,000
Btock at London	40,000	23,000	22,000	00,000
200011 00 000				
				010000
Total Great Britain stock.	548.000	400,000	452 000	660,000
Charles of Homburg	4,500	1.300	3.100	4,000
Stock at Hamburg		26.700	31,600	53.800
Stock at Bremen	45,900			33,000
Stock at Amsterdam	22,000	16,000	31,000	
Stock at Rotterdam	200	300	400	800
	990	1,200	1,600	2,300
Stock at Antwerp		104,000	120,000	191,000
Stock at Ilayre	152,000			5,000
Stock at Marseilies	2,000	6,000	4,000	
Stock at Barcelona	13.000	40,000	41,000	38,000
	5,000	14,000	9,000	11,000
Stock at Genoa		15,000	9,000	10,000
Stock at Trieste	14,000	10,000	0,000	21,011
	0.0 200	224,500	250,700	353,900
Total Continental stocks	259,800	224,500	200,700	000,000
		001 500	E00 E00	0.62 0.00
Total European stocks	807,300	624,500	702,700	953,900
Indis cotton affoat for Europe.	114,000	67,000	37,000	86,000
India conton anone for Euripe	160,000	1(0,000	83,000	93,000
Amer. cott'o afloat for Eur'ps.	04,000	15,000	2,000	12,00€
Egypt, Brazil, &c., aflt for E'r'pe	24,000		000 071	
Stock in United states ports	377,689	330,033	323,671	301,612
On . lat. If C laterios forens	97,993	58,574	56,114	33,239
Stock in U. S. Interior lowns		8,250	2,100	6,950
United States exports to-day.	21,457	8,250	2,100	6,950
United States exports to-day.	21,457			
United States exports to-day.	21,457			
United States exports to-day.	21,457	1.203.357	1,206,585	1,491,701
United States exports to-day.	21,457	1.203.357	1,206,585	1,491,701
United States exports to-day. Total visible supply Of the above, the totals of Amer	21,457 1,603 942 lcan and of	1,203,357 ther descrip	1,206,585 ptions are s	1.491,701 afollowa:
United States exports to-day. Total visible supply Of the above, the totals of Amer	21,457 1,603 942 lcan and of	1.203.357	1,206,585	1,491,701
United States exports to-day. Total visible supply Of the above, the totals of Amer American— Inversed stock bales	21,457 1,603 942 lean and of *243,000	1,203,357 ther descrip 205,000	1,206,585 otlous are a 279,000	1.491,701 afollows: 289,000
United States exports to-day. Total visible supply Of the above, the totals of Amer American— Liverpool stock bales Continental stocks	21,457 1,603 942 lcan and of *243,000 115,000	1,203,357 ther descrip 205,000 121,000	1,206,585 ptions are a 279,000 144,000	1.491,701 afollows: 289,000 172,000
United States exports to-day. Total visible supply Of the above, the totals of American— Liverpool stockbales Continental stocksbales American sfloat for Europe	21,457 1,603 942 lean and of *243,000 115,000 160,000	1,203,357 ther descrip 205,000 121,000 100,000	1,206,585 ptions are a 279,000 144,000 83,000	1.491,701 sfollows: 289,000 172,000 93,000
United States exports to-day. Total visible supply Of the above, the totals of Amer American—Liverpool stock bales Continental stocks	21,457 1,605 942 lean and of *243,000 115,000 160,000 577,689	1,203,357 ther descrip 205,000 121,000 100,000 3: 0,033	1,206,585 ptions are a 279,000 144,000 83,000 323,671	1.491,701 sfollows: 289,000 172,000 93,000 301,612
Total visible supply Of the above, the totals of Amer American— Liverpool stockbales Continental stocks American sfloat for Europe United States atock United States unterior stocks	21,457 1,605 942 ican and of *243,000 115,000 160,000 377,689 97,996	1,203,357 ther descrip 205,000 121,000 100,000 3:0,033 58,574	1,206,585 ptions are a 279,000 144,000 83,000 323,671 56,114	1.491,701 sfollows: 289,000 172,000 93,000 301,612 38,239
Total visible supply Of the above, the totals of Amer American— Liverpool stockbales Continental stocks American sfloat for Europe United States atock United States unterior stocks	21,457 1,605 942 ican and of *243,000 115,000 160,000 377,689 97,996	1,203,357 ther descrip 205,000 121,000 100,000 3: 0,033	1,206,585 ptions are a 279,000 144,000 83,000 323,671	1.491,701 sfollows: 289,000 172,000 93,000 301,612
United States exports to-day. Total visible supply Of the above, the totals of Amer American—Liverpool stock bales Continental stocks	21,457 1,605 942 lean and of *243,000 115,000 160,000 577,689	1,203,357 ther descrip 205,000 121,000 100,000 3:0,033 58,574	1,206,585 ptions are a 279,000 144,000 83,000 323,671 56,114	1.491,701 sfollows: 289,000 172,000 93,000 301,612 38,239
Total visible supply Of the above, the totals of Amer American— Liverpool stock bales Continental stocks	21,457 1,605 942 lcan and of *243,000 115,000 160,000 377,689 97,996 24,457	1,203,357 ther descrip 205,000 121,000 100,000 3: 0,033 58,574 8,250	1,206,585 ptious are a 279,000 144,000 83,000 323,671 56,114 2,410	1.491,701 sfollows: 289,000 172,060 93,000 301,612 38,239 6.950
Total visible supply Of the above, the totals of Amer American—Liverpool stock	21,457 1,605 942 lcan and of *243,000 115,000 160,000 377,689 97,996 24,457	1,203,357 ther descrip 205,000 121,000 100,000 3:0,033 58,574	1,206,585 ptions are a 279,000 144,000 83,000 323,671 56,114	1.491,701 sfollows: 289,000 172,000 93,000 301,612 38,239
Total visible supply Of the above, the totals of Amer American— Liverpool stock	21,457 1,605 942 dcan and of *243,000 115,000 160,000 577,689 97,996 24,457 1,018,142	1,203,357 ther descrip 205,000 121,000 100,000 3: 0,033 58,574 8,250	1,206,585 othous are a 279,000 144,000 83,000 323,671 56,114 2,400 888,185	1.491.701 sfollows: 289,000 172,000 93,000 301,612 38,239 6,250 900,801
Total visible supply Of the above, the totals of Amer American— Liverpool stock	21,457 1,605 942 lcan and of *243,000 115,000 160,000 377,689 97,996 24,457	1,203,357 ther descrip 205,000 121,000 100,000 3: 0,033 58,574 8,250 822,857	1,206,585 blons are a 279,000 144,000 83,000 323,671 56,114 2,400 888,185 151,000	1.491,701 sfollows: 289,000 172,060 93,000 301,612 38,239 6,250 900,801 243,000
Total visible supply Of the above, the totals of Amer American— Liverpool stock bales Continental stocks	21,457 1,605 942 dcan and of *243,000 115,000 160,000 577,689 97,996 24,457 1,018,142	1,203,357 ther descrip 205,000 121,000 100,000 3: 0,033 58,574 8,250	1,206,585 blons are a 279,000 144,000 83,000 323,671 56,114 2,440 888,185 151,000 22,000	1.491.701 sfollows: 289,000 172,000 93,000 301,612 38,239 6,250 900,801
Total visible supply Of the above, the totals of Amer American— Liverpool stock bales Continental stocks. American sfloat for Europe. United States stock United States unterior stocks. United States unterior stocks. United States unterior stocks. Liverpool stock Liverpool stock London stock	21,457 1,605 942 lcan and of *243,000 160,000 577,689 97,996 24,457 1,018,142 265,000 40,000	1,203,357 ther descrip 205,000 121,000 100,000 3: 0,033 58,574 8,250 822,857 172,000 23,000	1,206,585 blons are a 279,000 144,000 83,000 323,671 56,114 2,440 888,185 151,000 22,000	1.491.701 289,000 172,060 93,000 301,612 38,239 6,250 900,801 243,000 68,000
United States exports to-day. Total visible supply Of the above, the totals of Amer American— Liverpool stock bales Continental stocks American sfloat for Europe United States stock United States stock United States exports to-day Total American East Indian, Brazil, dc.— Liverpool stock London stock Continents! 8 ocks	21,457 1,605 942 lean and of *243,000 115,000 160,000 577,689 97,996 24,457 1,018,142 265,000 40,000 144,800	1,203,357 ther descrip 205,000 121,000 100,000 3: 0,033 58,574 8,250 822,857 172,000 23,000 103,500	1,206,585 phons are a 279,000 144,000 83,000 323,671 56,114 2,410 888,185 151,000 22,000 106,700	1.491.701 .8followa: 289,000 172,060 93,000 301,612 38,239 6,250 900,801 243,006 68,000 181,900
Total visible supply Of the above, the totals of Amer American— Liverpool stock bales Continental stocks. American sfloat for Europe. United States stock. United States stock. United States stock. United States exports to-day. Total American East Indian, Brazil, dc.— Liverpool stock. London stock. London stock Continentsl s ocks. India sfloat for Europe.	21,457 1,605 942 lcan and of *243,000 115,000 160,000 377,689 97,996 24,457 1,018,142 265,000 40,030 144,800 114,000	1,203,357 ther descrip 205,000 121,000 100,000 3: 0,033 58,574 8,250 822,857 172,000 23,000 103,500 67,000	1,206,585 ptions are a 279,000 144,000 83,090 323,671 56,114 2,40 888,185 151,000 22,000 106,700 37,000	1.491.701 289,000 172,060 93,000 301,612 38,239 6.250 900,801 243,006 68,000 181,900 86,000
United States exports to-day. Total visible supply Of the above, the totals of Amer American— Liverpool stock bales Continental stocks American sfloat for Europe United States stock United States stock United States exports to-day Total American East Indian, Brazil, dc.— Liverpool stock London stock Continents! 8 ocks	21,457 1,605 942 lean and of *243,000 115,000 160,000 577,689 97,996 24,457 1,018,142 265,000 40,000 144,800	1,203,357 ther descrip 205,000 121,000 100,000 3: 0,033 58,574 8,250 822,857 172,000 23,000 103,500	1,206,585 phons are a 279,000 144,000 83,000 323,671 56,114 2,410 888,185 151,000 22,000 106,700	1.491.701 .8followa: 289,000 172,060 93,000 301,612 38,239 6,250 900,801 243,006 68,000 181,900
Total visible supply Of the above, the totals of Amer American— Liverpool stock bales Continental stocks. American sfloat for Europe. United States stock. United States stock. United States stock. United States stock. United States witerior stocks. United States exports to-day. Total American East Indian, Brazil, dc.— Liverpool stock. London stock Continentsl s ocks. India sfloat for Europe.	21,457 1,605 942 lean and of *243,000 115,000 577,689 97,996 24,457 1,018,142 265,000 40,030 144,800 114,000 21,000	1,203,357 ther descrip 205,000 121,000 100,000 3: 0,033 58,574 8,2€0 822,857 172,000 23,000 103,500 67,000 15,000	1,206,585 pthous are a 279,000 144,000 83,090 323,671 56,114 2,400 888,185 151,000 22,000 106,700 37,000 2,000	1.491.701 289,000 172,060 93,000 301,612 38,239 6,250 900,801 243,006 68,000 181,900 86,000 12,000
United States exports to-day. Total visible supply Of the above, the totals of American— Liverpool stockbales Continental stocksbales Continental stocks United States stock. United States stock. United States exports to-day Total American East Indian, Brazil, de.— Liverpool stock. London stock London stock Continents! a ocks India affoat for Europe Egypt, Brazil, &c., afloat	21,457 1,605 942 lean and of *243,000 115,000 577,689 97,996 24,457 1,018,142 265,000 40,030 144,800 114,000 21,000	1,203,357 ther descrip 205,000 121,000 100,000 3: 0,033 58,574 8,250 822,857 172,000 23,000 103,500 67,000	1,206,585 ptions are a 279,000 144,000 83,090 323,671 56,114 2,40 888,185 151,000 22,000 106,700 37,000	1.491.701 .8follows: 289,000 172,060 93,000 301,612 38,239 6.250 900,801 243,006 68,000 181,900 86,000 181,900 590,000
Total visible supply Of the above, the totals of Amer American— Liverpool stock bales Continental stocks. American sfloat for Europe. United States stock United States stock. United States exports to-day. Total American. East Indian, Brazil, de,— Liverpool stock London stock Continental a ocks. India afloat for Europe. Egypt, Brazil, de, afloat. Total East India, &c.	21,457 1,605 942 lean and of *243,000 115,000 160,000 377,689 97,996 24,457 1,018,142 265,000 40,000 114,000 21,000 587,500	1,203,357 bher descrip 2c5,000 121,000 100,000 3: 0,033 58,574 8,250 822,857 172,000 23,000 103,500 67,000 380,500	1,206,585 ptious are a 279,000 144,000 83,000 323,671 56,114 2,400 888,185 151,000 106,700 37,000 2,000	1.491.701 .8follows: 289,000 172,060 93,000 301,612 38,239 6.250 900,801 243,006 68,000 181,900 86,000 181,900 590,000
United States exports to-day. Total visible supply Of the above, the totals of American— Liverpool stockbales Continental stocksbales Continental stocks United States stock. United States stock. United States exports to-day Total American East Indian, Brazil, de.— Liverpool stock. London stock London stock Continents! a ocks India affoat for Europe Egypt, Brazil, &c., afloat	21,457 1,605 942 lean and of *243,000 115,000 160,000 377,689 97,996 24,457 1,018,142 265,000 40,000 114,000 21,000 587,500	1,203,357 ther descrip 205,000 121,000 100,000 3: 0,033 58,574 8,2€0 822,857 172,000 23,000 103,500 67,000 15,000	1,206,585 pthous are a 279,000 144,000 83,090 323,671 56,114 2,400 888,185 151,000 22,000 106,700 37,000 2,000	1.491.701 289,000 172,060 93,000 301,612 38,239 6,250 900,801 243,006 68,000 181,900 86,000 12,000
United States exports to-day. Total visible supply Of the above, the totals of Amer American— Liverpool stock bales Continental stocks bales Continental stocks bales United States stock United States stock United States unterior stocks United States exports to-day Total American East Indian, Brazil, dc,— Liverpool stock London stock Continents! a ocks India afloat for Europe Egypt, Brazil, &c, afloat Total Esst India, &c Total Americar	21,457 1,605 942 lean and of *243,000 115,000 160,000 377,689 97,996 24,457 1,018,142 265,000 44,030 114,000 21,000 587,500 1,018,142	1,203,357 ther descrip 205,000 121,000 100,000 3:0,033 58,574 8,250 822,857 172,000 23,000 103,500 67,000 15,000 822,857	1,206,585 ptions are a 279,000 144,000 83,090 323,671 56,114 2,400 888,185 151,000 22,000 106,700 37,000 2,000 318,700 888,185	1.491.701 289,000 172,060 93,000 301,612 38,239 6,250 900,801 243,006 68,000 181,900 86,000 12,006
Total visible supply Of the above, the totals of Amer American— Liverpool stock	21,457 1,605 912 lean and of *243,000 115,000 160,000 577,689 97,996 24,457 1,018,142 265,000 40,030 114,000 21,000 587,500 1,018,142 1,605,942	1,203,357 ther descrip 2c5,000 121,000 100,000 3: 0,033 58,574 8,260 822,857 172,000 103,500 67,000 822,857 1,203,357	1,206,585 pthous are a 279,000 144,000 83,090 323,671 56,114 2,440 888,185 151,000 22,000 166,700 37,000 388,185 1,206,6885	1.491.701 .8follows: 289,000 172,060 93,000 301,612 38,239 6,950 900,801 243,006 68,000 181,900 86,000 181,900 590,000 900,801 1,491,701
Total visible supply Of the above, the totals of Amer American— Liverpool stock	21,457 1,605 912 lean and of *243,000 115,000 160,000 577,689 97,996 24,457 1,018,142 265,000 40,030 114,000 21,000 587,500 1,018,142 1,605,942	1,203,357 ther descrip 205,000 121,000 100,000 3: 0,033 58,574 8,260 822,857 172,000 23,000 103,500 67,000 15,000 380,500 822,857	1,206,585 pthous are a 279,000 144,000 83,090 323,671 56,114 2,400 888,185 151,000 22,000 318,700 2,000 318,700 888,185 1,206,885 1,206,885 51gd.	1.491.701 289,000 172,060 93,000 301,612 38,239 6,250 900,801 243,000 68,000 121,000 590,000 900,801 1,491,701
United States exports to-day. Total visible supply Of the above, the totals of Amer American— Liverpool stock bales Continental stocks bales Continental stocks bales United States stock United States stock United States unterior stocks United States exports to-day Total American East Indian, Brazil, dc,— Liverpool stock London stock Continents! a ocks India afloat for Europe Egypt, Brazil, &c, afloat Total Esst India, &c Total Americar	21,457 1,605 912 lean and of *243,000 115,000 160,000 577,689 97,996 24,457 1,018,142 265,000 40,030 114,000 21,000 587,500 1,018,142 1,605,942	1,203,357 ther descrip 205,000 121,000 100,000 3: 0,033 58,574 8,260 822,857 172,000 23,000 103,500 67,000 15,000 380,500 822,857	1,206,585 pthous are a 279,000 144,000 83,090 323,671 56,114 2,440 888,185 151,000 22,000 166,700 37,000 388,185 1,206,6885	1.491.701 289,000 172,060 93,000 301,612 38,239 6,250 900,801 243,000 68,000 121,000 590,000 900,801 1,491,701

^{*}Actual count; stock corrected by the addition of 110,530 bales, of which 74,790 bales American.

The imports into Continental ports this week have been

10,000 bales.

The above figures indicate an *increase* in the cotton in sight to-night of 402,585 bales as compared with the same date of 1886, an *increase* of 399,057 bales as compared with the corresponding date of 1885 and an *increase* of 114,241 bales as compared with 1884.

AT THE INTERIOR TOWNS the movement—that is the receipts for the week, and since September 1, the shipments for the week, and the stocks to-night, and the same items for the corresponding period of 1886—is set out in detail in the follow-

1	DW1	ng	statement.		
	Total, all	Total, new towns	Newberry, 8. C Raleigh, N. C.i Petersburg, Va Lonisville, Ky* Little Rolek, Ark Brenham, Iexas Houston, Texas.	Total, old towns. 102,974	Angusta, Ga Columbus, Ga Macon, Ga Macon, Ga Montgom'ry Alia. Seluna, Ala Memphis, Tenn. Dallas, Toxas. Palestine, Tox. Silvevejort, Lai. Vicksburg, Miss. Columbus, Miss. Enfaulta, Ga Atlanta, Ga Charlotte, N.O Chrolunati, Oho.
	147.886	44,912	975 2,000 223 177 3,440 1,971 3 _{0,126}	102,974	### Reak. This week. 13,505 2,455 2,574 7,173 7,1
	397,945	141.813	3,106 6,493 802 327 6,156 6,875 118,054	256,132	Receipts. Shipm Receipts. Shipm Receipts. Shipm Receipts. Shipm Receipts. Shipm Receipts. Shipm
	111,479	41,295	1,700 1,700 1,83 1,627 1,456 35,286	70,184	LEGENTON TOWN CHOING TOWN CON CONTRACTOR
	118,961	20,965	972 169 191 4,328 2,620 12,745	97,996	8 Stock Sept. 23. 6 348 4 209 6,495 6,495 32,611 32,611 1,579 1,579 1,576 4,015 1,576 1,57
	99,329	38,278	2,011 2,011 19 1,017 800 33,530	61,051	77% Reverse Week. 7.583
	255,927	133,033	2,587 2,587 74 32 2,491 4,200 123,058	122,894	Receipts. Receipts. Sept.1, '86. Sept.1, '86. 13,640 14,432 14,432 14,432 14,432 14,432 14,433 14,433 14,433 14,433 14,433 14,433 14,433 14,433 14,433 14,433 14,433 14,433 14,433 14,433 14,433 13,338 13,338 14,103 14,103 14,103 14,103 14,103 14,103 14,103 14,103 14,103 14,103 14,103 14,103 14,103 14,103 14,103
	85,409	39,332	1,642 1,642 116 33 800 1,400 35,197	46,077	66.666 1.822 1
	72,654	14,080	1,433 1,433 614 1,633 801 8,900	58,574	1886. 10 Stock Oct. 1. 22 2.341 22 2.341 33 11,523 4.073 1,753 5,963 5,963 3,461 4,481

he figures for Louisville in both years are "net." This year's figures estimated,

The above totals show that the old interior stocks have increased during the week 32,790 bales and are to night 39,422 bales more than at the same period last year. The receipts at the same towns have been 41,923 bales more than the same week last year, and since September 1 the receipts at all the towns are 142,018 bales more than for the same time in 1886.

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	CLOSING QUOTATIONS FOR MIDDLING COTTON ON-							
Sept. 30.	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.		
Gaiveston New Orleans. Mobile Bavannah Charleston Wilmington Norfolk Boston Baltimore Philadelphia. Augusta Memphis St Louis Liaennati Loaisville	\$78 \$15 ₁₈ \$15 ₁₈ \$9 93 ₁₈ \$3 ₁₈ \$3 ₁₈ \$3 ₁₆ \$78 \$3 ₁ \$15 ₁₆ \$15 ₁₆ \$15 ₁₈ \$9	67a 61516 81516 81516 87a 87a 91a 93a 57a 81516 857a 914 93a 944 944	84 15 16 76 76 76 76 76 76 76 76 76 76 76 76 76	######################################	834 81318 834 83110 81316 8131	834 81316 834 81110 834 878 959 914 978 8016 833 81316 914		

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 cropwhich finally reaches the market through the outports.

Week	Receipts at the Ports.			St'k at Interior Towns.			Rec'pis from Plantins		
Ending-	1885.	1886.	1887.	1885.	1886.	1587.	1885.	1886.	1887.
Ang. 28									
Sept. 2	30,025	24,934	99,3 9	17,3(8	45,299	23,793	27,180	21,937	39,846
** 9	53,090	42,581	85,437	25,381	49,757	34,754	61,156	47,0.9	16,398
" 16	84,743	71.915	126,041	34,974	50.883	52,512	91,333	73,020	143,799
* 23	114,873	108,801	187,740	52,542	53,731	82,551	182,351	114,473	217,782
61 90	159,663	150,465	238,743	71,882	72,654	118,961	179,093	170,355	275,152

The above statement shows—1. That the total receipts from plantations since September 1, 1887, are 749,967 balos; the plantations since September 1, 1857, are 749,9 in 1886 were 413,919 bales; in 1885 were 491,160 bales.

2.—That, although the receipts at the outports the past week were 238,745 bales, the actual movement from plantations was 275,152 bales, the halance going to increase the stocks at the interior towns. Last year the receipts from the plantations for the same week were 170,385 bales and for 1885 they were 179,093 balea.

Weather Reports by Telegraph.—Reports to us by telegraph to-night indicate that rain has interfered with picking operations in some districts during the week, but more particuarly in the Southwest. With these exceptions the gathering of the crop has progressed favorably, and the marketing of the staple continues on a very liberal scale.

Galveston, Texas.—We have had rain on four days of the week, the rainfall reaching one inch and forty hundredths. The thermometer has ranged from 57 to \$5, averaging 74.

Palestine, Texas.—It has rained hard on three days of the week, the rainfall reaching one inch and eighty-three hundredths. Average thermometer 65, highest \$0, lowest 52.

Huntsville, Texas.—Picking has been interrupted by the rain, which has fallen on three days of the week to the extent of two inchea and thirty-nine hundredths. The thermometer has averaged 72, the highest being 85 and the lowest 51.

Dallas, Texas.—We have had heavy rain on one day of the week, suspending picking. The rainfall reached two inches and thirty-three hundredths. The thermometer has averaged 68, ranging from 52 to 86.

Austin Texas.—We have rained on three days of the week.** WEATHER REPORTS BY TELEGRAPH.-Reports to us by

and thirty-three inhalies this. The thermometer has averaged 68, ranging from 52 to 86.

Austin. Texas.—It has rained on three days of the week, the rainfall reaching sixty-five but dredths of an inch. The thermometer has ranged from 50 to 84, averaging 74.

Luling, Texas.—Hard rain on two days of the week has interrupted picking. The rainfall reached one inch and ninety-five hundredths. Average thermometer 75, highest 85 and lowest 57.

Columbia, Texas.—Picking has been entirely suspended on account of the heavy rains on four days of the week. The rainfall reached three inches and forcy eight hundredths. The thermometer has averaged 73, the highest being 86 and the

lowest 51.
Cuero, Texas.—We have had rain on two days of the week,

Cuero, Texas.—We have had rain on two days of the week, the rainfall reaching one inch and fifty five hundredths. The thermometer has averaged 80, ranging from 70 to 89.

Brenham, Texas.—Four days of hard rain during the week have caused a cessation of picking. The rainfall reached two inches and thirty-four hundredths. The thermometer has ranged from 52 to 85, averaging 73.

Belton, Texas.—It has rained hard on three days of the week, the rainfall reaching one inch and sixty-nine hundredths. Average thermometer 71, highest 84 and lowest 49.

Weatherford, Texas.—We have had rain on three days of the week, the rainfall reaching sixteen hundredths of an inch. The thermometer has averaged 65, the highest being 85 and

The thermometer has averaged 65, the highest being 85 and the lowest 45.

New Orleans, Louisiana.—It has rained on one day of the week, the rainfall reaching two inches and eighty-eight hundredths. The thermometer has averaged 72.

Shreveport, Louisiana.-Rainfall for the week two inches

Shreveport, Louisiana.—Rainfall for the week two inches and sixty-six hundredths. Average thermometer 66; highest 52, lowest 54.

Columbus, Mississiani.—We have had rain on three days of the week, the rainfall reaching two luches and twenty-two hundredths. Average thermometer 62, highest 74, lowest 42.

Let und, Mississiani.—Rainfall for the week, liv-inches. The thermometer has averaged 64, the highest being 80 and the lowes. 46. Last week rain fell to the extent of one inch and thirty hundredths, the first since early in August. The thermometer average 44 76 1, and ranged from 63 to 90.

Greenville, Mississippi.—Rainfall for the week three inches and five hundredths. The thermometer has ranged from 55 to 78.

to 78.

Clarksdale, Mississippi.—It has rained lightly on one day of the week. Picking is progressing favorably. The thermometer has averaged 60, the highest being 74 and the low-

est 46.

Vicksbury, Mississippi.—Telegram not received.

Hebena, Arkansas.—It rained lightly on one day and the balance of the week has been cloudy, but this morning is clear. The rainfall reached seventy-four hundredths of an inch. Picking is progressing well and cotton is coming in and being disposed of freely. In this respect there is no comparison between this and previous years. The thermometer has averaged 63, the highest being 78 and the lowest 50.

Memphis, Tennessee.—There have been light rains on five days of the week, interfering somewhat with picking. Marketing continues unusually heavy, the month's receipts being double what they were in September, 1821, the previous largest on record. The thermometer has averaged 62, rauging from 49 to 76, and the rainfall reached thirty-eight hundredths of an inch.

Nashville, Tennessee.—It has rained on four days of the

Nashville, Tennessee.—It has rained on four days of the week, the rainfall reaching two inches and four hundredths. The thermometer has ranged from 44 to 74, averaging 61.

Mobile, Alabama.—It has rained severely on two days of

Mobile, Alabama.—It has rained severely on two days of the week, and has been showery on two days, the rainfall reaching five inches and eighty hundreiths. Rivers are slightly higher, but navigation is still restricted. Average thermometer 70, highest 81, lowest 53.

Montgomery, Alabama.—Rain has fallen on three days of the week to the extent of one inch and four hundredths. The crop is being marketed rapidly owing to the fine weather. The thermometer has averaged 68, the highest being 81 and the lowest 50.

the lowest 50.

Selma, Alabama.—Rain has fallen on two days of the week to the extent of three inches and seventy-four hundredths. The thermometer has averaged 68.5, ranging from 50 to 77.

to 77.

Auburn, Alabama.—Telegram not received.

Madison, Florida.—We have had showers on two days of the week, the rainfall reaching twenty-three hundredths of an inch. Average thermometer 70, highest 85, lowest 53.

Macon, Georgia.—It rained on two days of the week, curtailing receipts a little. The weather is now pleasant.

Columbus, Georgia—We have had rain on two days of the week, the rainfall reaching two inches. The thermometer has averaged 67, the highest being 73 and the lowest 60.

Savannah, Georgia.—We have had rain on three days of the week, the rainfall reaching one inch and eleven hundredths. The thermometer has averaged 68, ranging from 50 to 86. to 86.

Augusta, Georgia.—Picking is progressing well and cotton is coming in freely. There have been showers on four days of the week, the rainfall reaching eighty-one hundredths of an inch. The thermometer has ranged from 45 to 86, averaging 68.

aging 68.

Attanta, Georgia.—We have had rain on three days of the week, the raintait reaching two inches and eighty-two hundredths. Average thermometer 644, highest 76 and lowest 44.

Albany, Georgia.—Rain fell on two days in the early part of the week, doing much good. The rainfall reached three inches and twenty five hundredths. The weather is now pleasant. The crop is turning out well. The thermometer has averaged 71, the highest being 78 and the lowest 58.

Churleston, South Carolina.—It has rained on four days of the week, the rainfall reaching one inch. The thermometer has averaged 68, ranging from 40 to 85.

Siabelity, South Carolina.—There has been light rain on three days of the week, the rainfall reaching seventeen hundredths of an inch. Light frost on Sunday morning. The thermometer has ranged from 43 to 83.5, averaging 64.

Columbia, South Carolina.—Telegram not received.

Wilson, North Carolina.—It has rained on two days of the week, the rainfall reaching ninety-three hundredths of an inch. The thermometer has averaged 64, the highest being 89 and the lowest 42.

89 and the lowest 42.

The following statement we have also received by telegraph, showing the height of the rivers at the points named at 3 o'clock Sept. 29, 1887, and Sept. 30, 1886.

	Sept. 2	29, '87.	Sept. 3	10, 186.
New Orleans	5 0 3	Inch. 1 8 9 1	Feel. 2 5 2 1 4	Inch. 8 4 8 4 5

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 Sept. 29. BOMBAY RECEIPTS AND SHIPMENTS FOR FOUR TEARS

	Rhipments this week.			Shipm	onta Sine	Receipta.		
Year	Great Bril'n.	Conti- nent.	Total.	Great Britain	Conti- nent.	Total.	This Week.	Tear.
1997 1896 1885 1884	*****	1,000	2,000	317,000	461,000	1,029,000 981,000 683,000 1,119,000	5,000	1,402,000

According to the foregoing, Bombay appears to show an increase compared with last year in the week's receipts of 2,000 bales and a decrease in shipments of 1,000 bales, and the shipments since Jan. I show an increase of 47,000 bales. The movement at Calcutta, Macras 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, Inticorin. Kurraehee and Coconada

	Shipme	nts for th	e week.	Shipments since January 1.			
	Great Britain.	Conti- nent.	Total.	Grew Britain.	Connent.	Total.	
Calcutta— 1897 1886			*****	99,000 59,000	126,000 37,000	225,000 96,030	
Madrae — 1887 1886 Ali others —	3,000		3,000 1,000	43,000 25,000	4,000 3,00)	47,000 28,000	
1887	2,000	2,000 3,000	4,000 5,000	70,000 57,000	3?,000 42.000	102,000 99,0 00	
Total all— 1887 1886	5,010	2,000	7,000 6,000	212,000 141,000	162,000	374,00 0 223,000	

The above totals for the week show that the movement from the ports other than Bombay is 1,000 bales more than the same week last year. For the whole of Iudia, therefore, the total shipments since January 1, 1887, and for the corresponding periods of the two previous years, are as follows:

EXPORTS TO EUROPE FROM ALL INDIA

· Shipments	18	887.	18	336.	1895	
to all Europe from—	This week.	Since Jan. 1.	This week.	Since Jan. 1.	This week.	Since Jan. 1.
Bombay		1,028,000 374,000		931,000 223,000		683,000 176,000
Total	8,000	1.402.000	8,000	1,204,00	5 000	859,000

ALEXANDRIA RECEIPTS AND SHIPMENTS.—Through arrangements we have made with Messrs. Davies, Banachi & 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, Sept. 29		887.	1386.	1885.	
	veek	30,000	20,000 33,000	19,000 34,000	
	This week		This Since week. Sept. 1.	This Since week. Sept. 1.	
Exports (bales To Liverpool To Continent	2,00		4,000 1,000 2,000	2,000 4.000 1,000 2,000	
Total Euro		10.000	5,0 0 6,000	3,000 6,000	

A cantar to 93 lbs.

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

	1	1887.				
	32s Cop. Twist.	8 ¹ 4 lbs. Shirtings.	Cott'n Mid. Uptils	328 Cop.	814 lbs. Shirtings.	Coli'n Mid. Upida
Sept. 2 " 16 " 23	d. d. 711 271516 714 271516 714 271516 714 271516 714 271516 7516 23	5 7426 9 5 7426 9 5 5406 9	d. 5 ¹ 2 5 ¹ 2 5 ⁷ 16 5 ¹ 3 5 ⁷ 16 5 ³ 16	7	8. d. 6. d. 5 6 76 6 5 6 76 6 5 6 76 6 5 7 76 7 5 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7	d. 518 518 5316 514 538 5716

THE FOLLOWING ARE THE GROSS RECEIPTS OF COTTON at New York, Boston, Philadelphia and Baltimore for the past week, and since September 1, 1887.

Dandata	NEW	YORK.	Bos	STON.	PHILA	DELPH'A	SALTIMORE.	
from-	This week.	Since Sept. 1.	This	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.
N. Orleans	8,351	22,301				*****		
Texas	9,914	38,634						*****
Bavannah	10,277	37,490	2,525	8,103	1,530	2,409	1,010	3,273
Mobile						4 1000		******
Florida	*** **	10						*****
30. Carolina	6,883	20,172			404	513		*****
No.Carolina	108	2,973		*******			93	66
Virginia	8,318	7,811	2,293	2,70 :	*****	720	2,55	- 4,115
North'n p'ts	42	42	0,190	11,060	*****			******
Tenn.,&c	100	100	20	88	101	103	21	24
Foreign	63	4/3	*****			*****		*****
This year.	33,491	139,935	11,02-	21,9.6	2,031	3,751	8,031	7,507
Last yeur	94,840	10 १,थाव	61,4 S	13,103	283	9,517	512	8,016
	N. Orleans Texas Savannah Mobile Florida So. Carolina No.Carolina Virginia North'n p'ts Tenn Foreign This year.	Receipts from— N. Orleans 8.351 Texas	from— This veek. Sept. 1. N. Orleans. 8,351 22,301 Texas. 9,414 33,334 Bavannah. 10,277 37,490 Mobile. 10 20,172 Florida. 10 20,172 No. Carolina 103 2,973 Virginia. 3,348 7,911 North'n p'ts 42 42 Tenn.,&c 100 100 Foreign. 63 4/3 This year. 33,491 139,035	Receipts This Since Week. Sept. 1.	Receipts This Since week Sept. 1.	Receipts This Stace Week. Sept. 1. Week. Week.	Receipts This Since Week. Sept. 1. Week. Sept. 1.	Receipts This Since This Since Week. Sept. 1.

Domestic Exports of Cotton Manufactures.—Through the courtesy of Mr. W. F. Switzler, Chief of the Bureau of Statistics, we have received this week a statement showing the exports of domestic cotton manufactures for August, and for the eight months since January 1, 1887, with like figures for the corresponding periods of the previous year, and give them -Through

Quantities of Manufactures of Col-	Month endi	ng Aug. 31.	8 mos. ending Aug. 31.		
ton (colored and uncolored) exported to—	1887.	1886.	1887.	1886.	
Great Britain and Irelandyards Other countries in Europe" British North America"	1,293,853 360,672 95,198 1,236,431	477,838 689,809 87,221 753,270	5,137,661 2,275,560 1,045,073 10,156,559	7,506,711 3,101,431 1,207,011 10,294,807	
Central American States and British Honouras	854,951 1,345,188 567,594	553,058 1,274,858 761,667 971,954	4,981,800 12,183,750 8,971,384 4,908,260	4,178,851 11,786,003 5,010,510 5,346,218	
Brazil United States of Colombia Other countries in S. America China	522,898 433,181 1,790,839 3,287,581	543,463 1,572,071 6,978,400	3,883,122 18,428,227	3,103,652 13,850,034 57,781,959	
Other countries in Asia and Oceanica	484,781 864,663 603,878	720,290 2,360,254 5,400		7,597,837 9,3×6,752 4,521,812	
Total yards of above Total values of above Value per yard	19,249,646 \$598,960 \$10679	\$1,200,348			
Values of other Manufactures of Cotton exported to— Great Britain and Ireland	\$ 93,071 1,758	\$ 18,988 1,533	\$ 246,043 15,7+6	159,989 9,426	
France. Other courtries in Europe. British North America. Mexico. Central American States & Fritish	3,462 20,672 8,229	1,277 44,931 6,591	650 11,857 928,645 85,191	6,021 11,085 452,181 53,703	
Central American States & Fritish Honduras	4,235 5,610	6,195 13,622	78,815 41,442	49,778	
Asia and Oceanica	14,594	38,124 1S	183,910	205,325	
Total value of other manufac- tures of	100,425		1,138,598 9,869,497		

COMPARATIVE PORT RECEIPTS AND DAILY CROP MOVEMENT —A comparison of the port movement by weeks is not accurate, as the weeks in different years do not end on the same day of the month. We have consequently added to our other standing the month. We have consequently added to our other standing tables a daily and monthly statement, that the reader may constantly have before him the data for seeing the exact relative movement for the years named. The movement since September 1, 1887, and in previous years, has been as follows.

Monthly	Year Beginning September 1.									
Receipts.	1887.	1886.	1885.	1884	1883.	1882.				
Sept'mb'r Pere'tage			385,642	345,445	843,812	326,656				
	Sept. 30		07-15	07.23	07-09	05.43				

This statement shows that up to Sept. 30 the receipts at the ports this year were 295,573 bales more than in 1886 and 269,134 bales more than at the same time in 1885. The receipts since September 1, 1887, and for the corresponding period of the five previous years have been as follows:

	1887.	1886.	1885.	1884.	1883.	1882.
Sept.1	5,840	2,702	6,314	2,914	2,765	5,055
66 2	9,679	3,281	5,675	2,546	В	2,890
" 3	10,739	5,690	4,910	2,052	7,215	8.
st 4	8.	7,089	5,870	2,519	3,89₺	5,868
44 5	13,928	8.	6,205	5,040	6,169	3,396
44 8	13,195	6,983	В.	3,704	4,969	5,630
66 7	13,392	6,343	10,390	8.	8,194	4,4 +3
66 8	14,543	7,336	8,634	8,206	8,143	6,405
" 9	19,640	5,675	8,660	5,646	B.	6,405
" 10	16,629	9.155	7,356	8,396	13,920	8.
" 11	8.	10,101	11,835	6,214	9,486	11,202
" 12	22,181	B.	10,959	10,458	8,0 8	5,645
" 13	23,267	11,933	8.	8,579	9,47	7,474
" 14	18,159	14,865	16,633	В.	15,283	8.014
" 15	17,345	9,761	13,835	16,590	11,74.	10,742
" 16	28,522	12,087	13,182	10,205	8.	8,060
" 17	25,422	13,168	12,536	12,970	21,869	8.
44 18	8	14,407	17,598	15,397	11,760	16,598
" 19	35,447	8.	14,257	16,996	15,195	9.606
4 20	36,431	17,098	8.	13,104	14,087	12,733
" 21	25,360	21,079	23,011	8.	22,166	13,039
66 22	28,856	14,846		25,009	15,769	17,187
" 23	36,024	18,778	17,879	17,853	8.	16,201
# 24	33,782	22,393	16.951	16,151	28,346	8.
4 25	В	20,651	25,491	20,941	14,369	27,438
" 26	50,387	8.	20,378	25,439	19,746	21,616
" 27	42,226	29,876		21,401	21,5 0	19,768
* 28	33,741	26,077	32,793	8.	25,252	24,584
" 29	30,832	24,075	26,497	34,762	24,305	26,972
" 30	*41,071	25,6€0	30,509	32,357	8.	29 699
Total	654,774	359,200	385,642	345,415	343,812	326,656
Percentag					20,012	320,000
	16 8ept. 30	06.75	07.15	07.23	07:09	05.43

^{* 1,294} haies add. d as correction of previous receipts.

day of the month in 1886 and 269,134 bales more than they were to the same day of the month in 1885. We add to the table to the same day of the month in 1885. We add to the table the percentages of total port receints which had been received to Sept. 30 in each of the years named.

East India Crop.—Messrs. Gaddum, Bythell & Co.'s cotton report, dated Bombay, August 23, said:

Advices regarding the new crop are fairly sall-factory. Heavy rain has again failen during the last few days in some parts of the Berars, doing harm to the crop, but in most of the other Comra cotton growing districts the plants continue to make good progress. At Broach the much needed fine weather has set in at last, and re-sowing has commenced wherever practicable. Dhollers reports are on the westher last still required in the Bengal districts. The belief secons to be general that the crop will be a late one.

LIVERPOOL STOCK.—There seems to be very little use in the Brokers' Association at Liverpool keeping a running estimate of the stocks of cotton unless they can come nearer to the actual figures than they have done of late years. The count at the close of September last year revealed the fact that about 73,000 bales had escaped their notice, of which some 51,000 bales were American. This large addition, as a matter of course, was a disturbing influence in the trade. This year, however, an even greater discrepancy is disclosed, it being found necessary to add to the running count 110,530 bales, or over twenty-five per cent. It would seem almost incredible that with ordinary care such an error should occur. Certainly greater diligence ought to be used; otherwise it would appear to be about as well to discontinue weekly stock estimates altogether; for as conducted they are wholly and widely misleading. LIVERPOOL STOCK .- There seems to be very little use in the widely misleading.

JUTE BUTTS, BAGGING, &c .- A fair amount of business has been done in bagging and prices are steady, sellers asking 5\(\frac{3}{4}\) 6c. for 1\(\frac{1}{2}\) lb., 6\(\frac{1}{4}\) 65\(\frac{1}{2}\) c. for 1\(\frac{1}{4}\) lb., 6\(\frac{4}{4}\) 67\(\frac{1}{2}\) c. for standard grades. Butts have sold in a moderate way and no change is reported, paper grades being held at 2\(\frac{1}{4}\) 2\(\frac{3}{4}\) 2-16c., and bagging quality at 2\(\frac{1}{4}\) 2\(\frac{3}{4}\) 2\(\frac{3}{4}\) c.

Shipping News.—The exports of cotton from the United States the past week, as per latest mail returns, nave reached 71,186 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.

706	ai vaies.
NEW YORK-To Liverpool, per steamers Adriatic, 1,381	
Alaska, 2,058Aurania, 760City of Chester, 1,979	
England, 3,981 Halley, 530	10.689
To Hull, per steamer Martello, 3,300	3.300
To Leith, per steamer Critic, 1,400	1,400
To Havie, per steamer La Champagne, 124	128
To Bremen, per steamers Fulda, 4518aale, 50	701
To Hamburg, per steamers Amalfi, 1,299Rugia, 1,375	
	4.680
Wieland, 1,506 To Antwerp, per steamer Westernland, 1,129	1,129
To Copenhagen, per steamer Thingvalia, 950	950
To Stet in. per steamer Siavonia, 1,400	1,400
New Orleans—To Liverpool, per steamers Alava, 3,921	1,100
American, 2,969Architect, 4,476	11.366
To Havre, per steamer Effective, 4,815	4.815
To Bremen, per steamer Wydale, 4.948	4,948
Charleston-To Liverpool, per steamer Amethyst, 3,500	3,500
To Barcelona, per steamer Starlight, 3,900 per brig	
Lorenzo, 900	4.800
GALVESTON-To Liverpool, per steamer Northern, 3,3 4	3.314
WILMINGTON-To Liverpool, per steamer Hay Green, 5,100	5,100
BALTIMORE—Fo Liverpool, per steamer Baltimore, 1,165	0,100
Danielan I 1600	2,174
Polivian, 1,009	-,
Kansas, 2, 81	2,891
To Yarmouth, per steamer Yarmouth, 25	25
To Digby, per stramer New York, 40	40
PHILADELPHIA To Liverpool, per steamers Indiana, 2,022	
Lord Gough, 1,814	3,836
Tota dough, continuent	
Total	71.186
1	,

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

	Anhoerp,									
					Copen-		Tar-			
		Hull		Brem.	hagen		mouth			
	Liver-	and		and	and	Barce-	and			
	poot.	Leith.	Havre.	Hamb.	Stettin.	luna.	Digby.	Total.		
New York.	10,6-9	4,700	128	5,381	3,479			24,377		
N. Orleans.	11,366		4,815	4,948				21,129		
Charleston.	3, 00					4,800		8.300		
Galveston .	3,314						*****	3,314		
Wilmingt'n	5,100							5,100		
Salumore.	2 174							2,174		
Boston	2.891					*****	65	2,956		
Philadel'la.	3,536					*****		3,836		
					0.45	1.0.00		53.300		
Total	42,870	4,700	4,943	10,329	3,479	4,800	65	71,186		

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

the latest dates:

GALVESTON—For Liverpool—Sept. 24—Steamers Princess, 4,991; Vulcan, 5,923.

New Obleans - For Liverpool - Sept. 24—Steamer Hungarlan, 3,363....

S-pt. 26 Steamer Andean, 4,215....Sept. 25 - Steamer Astronomer, 590.

SAVANNAH—For Liverpool—Sept. 24—Steamer Elsle, 6,416.

For Breinen—Sept. 27—Steamer Albania, 4,300.

For Genoa B pt. 27 Steamer Winbledon, 3,551.

CHARLETON—For Liverpool—Sept. 23—Steamer Borinquen, 2,550....

Casalus, 6,23.

For Reval—Sept. 28—Steamer Remembrance, 5,780.

For Barcelona—S-pt. 23—Steamer Phonix, 4,150.... Sept. 26—Steamer Southwoo, 8,150.

WILMINGTON—For liverpool—Sept. 28—Steamer Everest, 4,700.

NORFOLK—For Liverpool—Sept. 27—Steamer Earnwell, 6,300.

BOSTON For Liverpool—Sept. 21—Steamer Caphalonia, 515; Veneilan 989 Sept. 24—Steamer Samarla, 1,197...Sept. 20—Steamer 10wa, 2, 40.

For Hal fax—Sept. 24—Steamer Carroll, 96.

For Yatmouth—Sept. 27—Steamer Yarmouth, 14.

This statement shows that the receipts since Sept. 1 up to c-night are now 295,573 bales more than they were to the same

BALTIMORK-For Liverpool - Sept. 26- Steamer Nessmore, 2,931. For Bremon-Sept. 28-Steamer Weser, 6 (c). PHILADELPHIA-For Liverpool-Sept. 27-Steamer British King, 2,025.

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

HAY GREEN, steamer (Br.), from Wilmington, N. C., for Liverpool, was erron easily reported damaged by collision with a dredge on Sept. 19. She went to sea all right.

The Queen steamer (br.), from New York, strived at Liverpool Sept. 27, and reports a tire broke out on heard in the bruker hold white at sea. The tire was extinguished. A quantity of cotten was damaged.

Cotton freights the past week have been as follows:

	1			100		
	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Liverpool, steam a	18@064	18@004	4 @DG4	180004	1870084	38 79 4
Do saild.			****	***	,	
Havre, eteam c.	516@1139	616@1132	516@1133	610@1132	B10@1133	51671182
Do sailc			****		****	****
Bremen, steam c.	38	38	38	38	38	38
Do saile.		,				****
Hamburg. steam.c.	516@1132	616@1133	516@1132	518@1132	618@1132	51621132
Do eailc				****	****	****
Amst'd'm, steam c.	32124	3219*	3212*	3212*	3212*	3212"
Do via Leith d.					****	****
Roval, steamd.	316@733	318@733	316@733	918@733	318@732	3160732
Do salld				****	****	****
Barcelona, ateamd.						1364
Genoa, siesmd.	1364 @733	1364 @ 732	1364-0732	1364@733	1364 @ 732	1364 7732
Trieste, steam d.		14		14	34	14
Antwerp, steam.d.	18 @ 9 04	18@964	100964	100904	18@964	18 7 9 64
R - on law thu						

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.

Bales of the week bales Of which exporters took Of which speculators took bales American Actual export. Forwarded. Total stock—Estimated Of which Avortean—Estim'd	7,000 487,000 237,000	454,000 213,000	69,000 6,000 3,000 47,000 5,000 6,000 411,000 177,000	55,000 4,000 40,000 5,000 8,000 *508,000 †243,000
			177,000	1243,000
Of which American Amount affoat Of which American	10,000 83,000 49,000		106,000	119,000

^{* 110,530} bales added to strek on actual count. † Of which 7+,790 bales American.

Sat., Sept. 24.

The tone of the Liverpool market for spots and futures each day of the week ending Sept. 30 and the daily closing prices of spot cotton, have been as follows:

Spot.	Saturday	Monday.	Tuesday.	Wednes.	Thursd'y.	Friday.
Market, } 12:30 P.M. {	Quiet.	In buyers'	Pressed for sale.	Weak.	Qulet.	Irregular.
Mid. Upl'ds. Mid. Orl'ns.	538 5716	538 5716	ენ ₁₆ ევ	5 ⁵ 16 5 ³ 8	514 5516	53 ₁₈ 51 ₄
Sales Spec. & exp.	7,000	10,000	8,000 1,000	1,500	10,000	8,000 1,000
Futures. Market, 12:30 P.M.	Steady.	Steady.	Easy at 1-04 ce- cline.	Steady.	Quiet at 1-64 de- cline.	Barely stendy.
Market, 4 P. M	Easy.	Quiet.	Very steady.	Steady.	Steady.	Quiet and steady.

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

The prices are given in pence and 64ths, thus: 5 63 means 63-64d., and 8 01 means 61-64d.

Mon., Sept. 26

Tues., Sept. 27.

	Open	High	Low.	Clos.	Open	High	Low.	Clos.	Open	High	Low.	Clos.
	đ.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.
September.	5 19	5 19	519	5 19	5 18	5 18	5 15	5 15	5 13	5 13	5 13	5 18
SeptOct	5 00	5 00	5 09	5 09	5 07	5 07	5 07	5 67	5 04	5 03	5 04	5 05
OctNov	10 6	5 04	5 04	5 04	5 03	5 68	5 08	5 03	5 01	5 02	5 01	5 02
NovDec	5 08	5 03	5 03	5 03	5 02	500	508	5 02	5 00	5 01	5 00	5 01
DecJan	5 03	5 03	5 03	B 03	5 02	5 02	5 02	5 02	5 00	5 01	5 00	5 01
JanFeb	5 03	5 03	5 03	5 08	5 02	5 02	502	5 02	5 00	5 01	5 00	5 01
FebMarch	5 04	5 01	5 04	5 04	5 03	5 03	5 03	5 03	5 01	5 02	5 01	5 02
Mar April .	5 06	5 08	510	5 08	516	5 05	5 04	5 04	201	5 04	5 03	5 04
April-May	568	5(8	5 08	5 08	5 07	5 08	5 07	5 08	5 05	5 08	5 05	5 06
				1	1			1 [3	1		
Wednes., Sept. 28 Thurs., Sept. 29. Frl., Sept. 30.									0.			
					-				-		1	
-	Open	Hlgh	Low.	Clos.	Open	High	Low.	Clos.	Open	High	Low.	Clos.
	Open d.	Hlgh d.	Low.	Clos.	Open d.	High	Low.	Clos.	Open d.	High	Low.	Clos.
Beptember.												d. 5 09
Beptember. SeptOct	đ.	d.	a.	d.	d.	d.	d.	d. 110 501	ā. 5 00 5 03	d. 5 09 5 09	d. 5 09 5 08	d. 5 09 5 03
	d.	d. 5 13	d. 5 12	d. 5 13	d. 5 10	d. 5 10	d. 5 10	d. 1 10	d. 5 00 5 03 5 01	d. 5 09 5 03 5 01	d. 5 09 5 08 6 00	d. 5 09 5 03 5 00
SeptOct	d. 5 18 5 05 5 (2 0)	d. 5 13 5 05 5 · 2 5 61	d. 5 12 5 05 5 02 5 01	d. 5 13 5 05 5 2 5 01	d. 5 10 5 04 5 01 5 00	d. 5 10 5 04 5 01 5 00	d. 5 10 5 04 5 01 5 00	d. 110 501 501 500	d. 5 00 5 03 5 01 5 00	d. 5 09 5 09 5 01 5 00	d. 5 09 5 08 6 00 5 00	d. 5 09 5 03 5 00 5 00
SeptOct OctNov	d. 5 18 5 05 5 62 01 5 01	d. 5 13 5 05 5 · 2 5 61 5 01	d. 5 12 5 05 5 02 5 01 5 01	d. 5 13 5 05 5 2 5 01 5 01	d. 5 10 5 04 5 01 5 00 5 00	d. 5 10 5 04 5 01 5 00 5 00	d. 5 10 5 04 5 01 5 00 5 00	d. 1 10 5 01 5 01 5 00 5 00	a. 5 00 5 03 5 01 5 00 5 00	d. 5 09 5 03 5 01 5 00 6 00	d. 5 09 5 08 6 00 5 00 5 09	d. 5 09 5 02 5 00 5 00 5 00
SeptOct OctNov NovDec DecJan Jan -Feb	d. 5 18 5 05 5 62 01 5 01	d. 5 13 5 05 5 · 2 5 61 5 01 5 01	d. 5 12 5 05 5 02 5 01 5 01 5 01	d. 5 13 5 05 5 2 5 01 5 01 5 01	d. 5 10 5 04 5 01 5 00 5 00 5 00	d. 5 10 5 04 5 01 5 00 5 00 6 00	d. 5 10 5 04 5 01 5 00 5 00 5 00	d. 1 10 5 01 5 01 5 00 5 00 5 00	d. 5 00 5 03 5 01 5 00 5 00 5 00	d. 5 09 5 09 5 01 5 00 5 00 5 00	d. 5 09 5 08 6 00 5 00 5 09 5 00	d. 5 09 5 03 5 00 5 00 5 00 5 00
SeptOct OctNov NovDec DecJan Jan -Feb FebMarcb	d. 5 18 5 05 5 62 01 5 01 5 01 5 02	d. 5 13 5 05 5 · 2 5 61 5 01 5 01 5 02	d. 5 12 5 05 5 02 5 01 5 01 5 01 5 01	d. 5 13 5 05 5 2 5 01 5 01 5 01 5 02	d. 5 10 5 04 5 01 5 00 5 00 5 00 5 01	d. 5 10 5 04 5 01 5 00 5 00 6 00 5 01	d. 5 10 5 04 5 01 5 00 5 00 5 00 5 00	d. 1 10 5 01 5 01 5 00 5 00 5 00 5 00	d. 5 00 5 03 5 01 5 00 5 00 5 00 5 00	d. 5 09 5 03 5 01 5 00 5 00 5 00 5 00	d. 5 09 5 08 6 00 5 00 5 00 5 00 5 01	d. 5 09 5 03 5 00 5 00 5 00 5 00 5 01
SeptOct OctNov NovDec DecJan Jan -Feb FebMarch MarApril.	d. 5 18 5 05 5 62 01 5 01 5 01 5 02 5 04	d. 5 13 5 05 5 · 2 5 61 5 01 5 01 5 02 5 04	d. 5 12 5 05 5 02 5 01 5 01 5 01 5 02 5 01	d. 5 13 5 05 5 2 5 01 5 01 5 01 5 02 5 04	d. 5 10 5 04 5 01 5 00 5 00 5 00 5 01 5 03	d, 5 10 5 04 5 01 5 00 5 00 6 00 5 01 5 03	d. 5 10 5 04 5 01 5 00 5 00 5 00 5 01 5 03	d. 1 10 5 01 5 01 5 00 5 00 5 00 5 01 5 03	d. 5 00 5 03 5 01 5 00 5 00 5 00 5 01 5 02	d. 5 09 5 03 5 01 5 00 5 00 5 01 5 02	d. 5 09 5 08 6 00 5 00 5 00 5 00 5 01 5 02	d. 5 09 5 03 5 00 5 00 5 00 5 01 5 02
SeptOct OctNov NovDec DecJan Jan -Feb FebMarcb	d. 5 18 5 05 5 62 01 5 01 5 01 5 02 5 04	d. 5 13 5 05 5 · 2 5 61 5 01 5 01 5 02	d. 5 12 5 05 5 02 5 01 5 01 5 01 5 01	d. 5 13 5 05 5 2 5 01 5 01 5 01 5 02	d. 5 10 5 04 5 01 5 00 5 00 5 00 5 01	d. 5 10 5 04 5 01 5 00 5 00 6 00 5 01	d. 5 10 5 04 5 01 5 00 5 00 5 00 5 00	d. 1 10 5 01 5 01 5 00 5 00 5 00 5 00	d. 5 00 5 03 5 01 5 00 5 00 5 00 5 00	d. 5 09 5 03 5 01 5 00 5 00 5 00 5 00	d. 5 09 5 08 6 00 5 00 5 00 5 00 5 01	d. 5 09 5 03 5 00 5 00 5 00 5 00 5 01
SeptOct OctNov NovDec Dec-Jan Jan -Feb FebMarch MarApril.	d. 5 18 5 05 5 62 01 5 01 5 01 5 02 5 04	d. 5 13 5 05 5 · 2 5 61 5 01 5 01 5 02 5 04	d. 5 12 5 05 5 02 5 01 5 01 5 01 5 02 5 01	d. 5 13 5 05 5 2 5 01 5 01 5 01 5 02 5 04	d. 5 10 5 04 5 01 5 00 5 00 5 00 5 01 5 03	d, 5 10 5 04 5 01 5 00 5 00 6 00 5 01 5 03	d. 5 10 5 04 5 01 5 00 5 00 5 00 5 01 5 03	d. 1 10 5 01 5 01 5 00 5 00 5 00 5 01 5 03	d. 5 00 5 03 5 01 5 00 5 00 5 00 5 01 5 02	d. 5 09 5 03 5 01 5 00 5 00 5 01 5 02	d. 5 09 5 08 6 00 5 00 5 00 5 00 5 01 5 02	d. 5 09 5 03 5 00 5 00 5 00 5 01 5 02

BREADSTUFFS.

FRIDAY, P. M., September 30, 1887.

The market for flour showed considerable activity early in the week and prices made a slight and partial improvement, The export demand was fair and local dealers bought freely, "stocking up" for the fall trade with much couff lence. improvement, however, was due largely to the better values for wheat, and with the re-action in the grain on Wednesday the market for its product became flat and uneettled, and since then bad weather has checked trade. To-day the market was quiet but firm.

The wheat market opened flat enough, but on Monday the visible supply was found to have slightly decreased, and this fact, not in itself of much consequence, but derlying importance from its occurrence so early in the season, gave an impulse to the speculation for the rise, which dominated the market down to the close of Tuesday's husiness. The scarcity and higher prices of spring growths was also an element of strength. On Wednesday, however, it was seen that the higher prices for wheat on the spot materially curtailed business for export; and, prompting sales to realize profits, caused the loss of part of the advance. On Thursday a reduction in the quantity affoat for the British markets revived speculative confidence and action, and prices again advanced; but the spot market continued dull. To-day a buoyant opening was followed by some depression under sales to realize.

DAILY CLOSING PRICES OF NO. 2 RED WINTER WHEAT.

	Sat.	Mon.	Tues.	Wed.	Thurs.	Frt.
October delivery	80 ¹ 8	8118	814	801g	81	805a
November delivery	8138	824	825d	8178	8 2 38	8238
December delivery	843	8378	8110	8338	833	8358
January delivery	84	8518	8538	8459	85	8478
February delivery	854	8638	865g	8 78	864	8616
March delivery	854	8758	8778	87	872	8738
May delivery	8858	81134	8778	894	8919	8938
June dellvery	89	8018	904	8919	5978	893

Indian corn has been active on the spot and for early arrival at higher prices, and this movement gave an impulse to the speculation for the rise in the earlier options. For delivery in the opening months of 8 there was, however, little spirit. To-day the market was dull and values easier.

DAILY CLOSING PRICES OF NO. 2 MIXED CORN.

	Sat.	Mon.	Tues.	Wed.	Thurs.	Frs.
October delivery	4978	5034	5078	3150	5134	514
November delivery	5014	51	5118	5178	52 .	5159
December delivery	5038	5118	5138	52	5238	517g
May delivery	5134	52 4	54%	5318	5338	53

Oats have also improved somewhat, though a little irregular; mixed grades on the spot and for early delivery showed the most strength. The regular trade was active, and this encouraged speculative buying. To-day the market was very strong, but quiet.

DAILY CLOSING PRICES OF NO. 2 OATS.

Octobor delivery November delivery December delivery May delivery	323	Mon. 3234 3478 3338	Tues. 3278 3478 3534	Wed. 33 ¹ 8 33 ¹ 4 33 ¹ 2 35 ³ 4	Thurs. 334 334 335 30	#74. - 33 ¹ 4 33 ³ 8 33 ³ 4 35
--	-----	------------------------------	----------------------	--	-----------------------	---

Barley opened the season with considerable spirit at 73c. for No. 2 Milwaukee and 81 @ 811/c. for Canada,

Rye has remained dull, but is more firmly held. The following are the closing quotations:-

PLOUR. w bbl \$2 20 a \$2.75. Southern bakers'and

L'IUCennessanssons IP UVIII	# # A A A A A A	766 8 071	CO YAMOTH DAMPOIG MINA		
Superfine	2500		family br ds	\$3 5084	
Spring wheat extras.	2800	3 211	Rye four, superfine	3 300	
Minn, elear and stra't.	3 750	4 50	Fine	2 230	2 50
Whater shipp'gextras.	3 00 0		Corn meal-		
Winter XX & XXX	3 250		Western, &c	2 600	2 95
Patents	4 200		Brandy wine	2900	295
Southorn sapers	2 85 0		Buckwh-at flour, per		
goath'n com, extras	3 200		100 lbs	2550	2 80
Course a Comi extract.	0 200	0 20,	200 1001001		
		GR.	AIN.		
Wheat-			Oats-Mixed	32197	354
spring, per bush.	75 0	89	White	34 0.	40
Spring No. 2	80 0	81	No. 2 mlxed	3340	34 lg
Spring Line Morning	00 6		N7 . O	** P 9 - 3	901-

Wheat-			Oats-Mixed 32193 3519	1
spring, per bush.	75 0	89	White 34 9.40	
3pring No. 2	80 0	81	No. 2 mlxed 33 40 34 49	
Red winter, No. 2	81192	83	No. 2 white 3538 @ 3619	
Red winter	74 0	84.	Barley-Canada No. 2. 73 0 80	
White	76 0	82	Two-rewed State	
Corn-West, mixed	49 0	524	8tx-rowed State	
West, mix. No. 2.	5140	524	California Bay 81 20 83	
West, white	53 0		Milwaukee No. 2 71 0 72	
What, vellew	51 0	53	Matt-State, 6-rowed, 82 @ 84	
White Southern	0		State, 2-rowed 71 72	
Ryu-			Canada 85 71 00	
State & Pa., W bush.	57 20	60	Buckwheat 60 @ 62	
to proport a configuration	٠			

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 compara. tive movement for the week ending Sept. 24, 1887, and since August 1, for each of the last three years:

Receipts at-	Flour.	Wheat.	Corn.	Oats.	Barley.	Rye.
	Bbls.1981bs	Bush,60 lbs	Bush.581h	Bush.32 lb	Bush.481h	Bush.5+ lbs
Chleago	146,405	261,536	2,007,157	1,274,825	608,024	12,834
Milwaukee	38,445	211,966	2,830	85,550	297.470	8,140
Toledo	5,959	187,424	21,304		3,500	
Detroit	4,340	147,487	9,854	19,087		
Clevsland	4,665		10,400		11 500	
St. Louis	21,340					5,923
Peoria	1,600	20,000		375,100	41,700	7,700
Duluth	29,285	386,367	*****	*****	*****	*****
Tot. wk. '87.	252,059	+3,119,047	2,689,697	2,069,804	1,055,458	37,576
Same wk. 186.	196,535	2,835,741	1,723,909	1,874,709	842,285	45,150
Same wk. 185.	151,521	1,808,913	2,429,448	2,103,079	824,590	88,141
Since Aug. 1.						
1887	1,897,930	19,944,318	15,892,817	17,006,802	4,108,784	379,777
1886*	1,536,015	23,947,080	20,843,871	17,899,415	4,425.037	692,558
1885*	1,052,672	15,639,700	17,593,613	14,075,090	1,614,912	815,464

Include one week extra. † Includes 1,559,610 bush. at Minneapolis.

The receipts of flour and grain at the seaboard ports for the week ended September 24, 1887, follow:

· At—	Flour,	Wheal,	Oorn,	bush.	Bartey,	Rye,
New York	127,151	766,050	475,800	464,1:0	23,900	
Boston		89,535 179,103	61,573 85.484	128,366	1.:00	600
Philadelphia		90,610	47,455	95,919	25,800	
Baltimore	57,160	180,840	27,437	47,975 3,370	****	4,400
Richmond		26,334	10,830	10,715		100
Total week	212 128 1	332 472	708 640	752 045	50 900	5.100

Cor. week '86.. 355,158 2,558,693 1,523,367 1,135,901 65,730 The total receipts at the same ports for the period from Jan.

1 to September 24, 1887, compare as follows for four years:

	1887.	* I NNG.	"I880.	" M = 4.
Flourbbls.	10,635,753	9,359,142	9,793,509	9,560,762
Wheat bush.	70,182,124	50.338.449	35,685,353	48, 173, 725
Corn	34,209,182	62,204,592	66,337,968	36,497,791
Oats	25,203,219	28,272,333	32,523,599	23,2 4,534
Barley	2,318,628	2,754,114	2.443.771	2,480,059
Вув	607,313	453,111	873,369	3,904,699
	****		The second second	
Total grain	132,520,466	143,992,599	138,369,060	114,630,806

*Include one week extra.

The exports from the several seaboard ports for the week ending Sept. 24, 1887, are shown in the annexed statement:

from -	Wheat.	Oorn.	Flour.	Oats.	Rys.	Peas
	Bush.	Bush.	Bbts.	Bush.	Bush.	Bush
New York		114,091	115,989	4,275		2,485
B ston Norfolk.	45,015	83,744	86,638	*****	*****	
N.News.		*****			****	*****
Montreal.	103,554	35,384				42,114
Philadel Ballim're	18, 00		8,398			*****
N.Orl'ne	318.134 33.034	28,470	68,976 673		*****	*****
Richm'd.	00,034	20,970	4,250	*****		*****
Tot. w'k	850,181	259,639	323,217	4 275	*****	44,599
1886	1.345,117	747,540	172.25-	52,374	******	143.251

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

Powenda	Flo	ur.	Wh	eat.	Corn.		
Exports for week	1887. Week, Sept. 24.	1886. Week. Sept. 25.	1887. Week, Sept. 24.	1886. Week. Sept. 25.	1887. Week, Sept. 24.	1556 Week Sept. 25.	
Un.King. Cont'nt B.d.C.Am W. Indies Brit.col's Oth.o'n'te	5,019 36,623 15,076 46,342	21,356 12,010 11,490	Вияћ. 551.818 298,293 40	430,842	Bu*A 193,594 57,176 2,034 5,800	20,0 9	
Total.	323,217	172,258	850,181	1,345.117	259,689	747,540	

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

1	Flo	ur.	3Vh	eat	Corn		
Exports to-					Sept. 1. '87, to Sept.		
	24, 1887.	25, 1886.	24, 1887.	25, 1886.	21, 1887.	25, 1886	
La constitution of	Bbls.	Bbls.	Bush.	Bush.	Bush.	Bush	
Un.Kingdom	786,907	483,882	8,191,111	3,903,167	765,186		
Continent	51,652	54,040	1,081,283	3,294,089			
B. & C. Am	82,041	61,782	2,603				
West Indies.	61,072	48,823		*****	24,970		
Brit. Col'niss	97,216				525	,	
Oth. countr's		4,607		24,100		2,087 5,215	
Total	1,081,429	688,904	5.174.999	7 228 708	1 990 937	9.007.108	

The visible supply of grain, comprising the stocks in grana, y at the principal points of accumulation at lake and seaboard ports, and in transit by water, September 24, 1887:

	Wheat,	Oorn,	Oats.	Rye.	Barles.
In store at-	bush.	bush.	bush.	bush.	bust.
New York	5,344.742	213,277	350,036	21,924	
Do afloat	158.900	174.800			18.535
Albany	1.000		E0 200		10,000
Buffalo		27,000	50,300	6,00	3.000
Chiange	2,355,829	332,636	67.703	86.112	100,303
Chicago	4.970,466	2,200 049	1,326,268	46,059	2 8.214
Milwaukee	912,843	2,318	18.9.0	20,116	144,736
Dulnth.	734.046			.,	
T016d0	1.514.734	53,737	31.617	21,580	*****
Datroit	719.300	18,765	17.997		***
Olwego	40,000			527	5'5
	40,000	28,000	*****	1,000	115,000

	i	Whe	re f	Corn,	Oats.	Dua	Barten.
	In store at-	bus		bush.	bush.	Rye, bush.	bush.
3	St. Louis	5.678.68		572,788	954.035	6.932	12.047
1	Do afloat	******		63.000			
	Oinoinnati	37.00		64.000	269,000	14.000	30,000
	Boston	143.46		24.374	159,312	226	1,735
1	Foronto.	29,69		2.,012	4,200	4.249	27,059
	Montreal	360,64		48,476	131,809	10.593	2,745
3	Philadelphia	903.4		115 823	77,393	10,000	4,710
1	Peoria	56.93		152,780	418.841	35,718	5,797
۱	Indianapolis	261,82		46,240	119,170	6,000	*****
	K ansas City	439		54,783	68,392	241	
	Baltimore	1.463.6		21,616	*****	*****	
1	Muneapolis	1,937,3	30		*****	******	******
•	3t. Pani	92.0	30			******	
	On Mississippi	4.70	00	33,700	32,000		
ı	On lakes	722,45	26 1	,846,841	508,777		25.500
ı	On canal & river.	1,280,00	00 1	,103,900	250,400		201,300
1							
1	Tot. Sept. 24,'87. 3	30,162,90	3 7,	258.903	4,854,279	301,277	956,536
٠	Fot. Sept. 17,'87. 3	31,071,40	9 7	570,429	4,758,326	313.+41	680,359
ı	Tot. Sept. 25.'86. 4			955,791	4,869,823	540.636	1,378,034
ľ	Tot. Sept. 26,'851 4				5,579,255	477,241	272,726
1	Fot. Sept. 27,'841 2	24,173,03	0 6	,796,659	3,818,057	1,059,697	583,529
ı							

t Minneapolis and St. Paul not included.

THE DRY GOODS TRADE.

NEW YORK, Friday, P. M., Sept. 30, 1887.

Business in the wholesale branches of the dry goods trade was restricted in volume during the week under review, the intervention of Hebrew holidays, which were strictly observed by numerous buyers, having contributed to this result. At first hands the demand for both domestic and foreign goods of a seasonable character was strictly moderate, but the easier condition of the money market has had a reassuring effect upon merchants, and there was more disposition to place orders for certain spring and summer fabrics for future deliverya fair business in this connection having been done by commission houses and importers. The jobbing trade was irregular and decidedly less active than a few weeks ago, yet a very fair distribution was made in package and assorted lots by leading local jobbers, and there is a very cheerful feeling in jobbing circles because of the satisfactory outcome of the fall trade up to this period. The tone of the general market continues steady, and stocks are so well in hand that "job lots" are much more difficult to be obtained than is usually the case at this advanced stage of the season.

DOMESTIC COTTON GOODS,-The exports of cotton goods from this port for the week ending September 27 were 1,584 packages, valued at \$111,227. These shipments include 446 to South America, 383 to Mexico, 224 to the West Indies, 165 to China, 100 to Aden, 68 to Europe, 45 to East Indies, 29 to Central Americs, and 124 to all other countries. Since the 1st of January the exports aggregate 146,075 packages, valued at \$8,702,098. Of this total China has had 74,969 packages valued at \$3,562,063; and 29,070 packages, valued at \$2,086,-304, have gone to South America. For the similar period of 1886 the exports to all ports reached 164,077 packages and in 1885 were 139,721 packages. There was a fair movement in plain and colored cottons on account of back orders, which absorbed a considerable portion of the output of the mills, out new business was chiefly of a hand-to-mouth character, and only moderate in the aggregate amount. Stocks are for and only moderate in the aggregate amount. Stocks are for the most part in excellent shape, and prices remain steady on all desirable makes of brown, bleached and colored cottons. Print cloths were quiet in demand, but prices ruled firm on the basis of 3 5.16s, cash for 64x64s and 2%@2 15.16c, for 56x60s. Shocks last Saturday and in the three previous years were as follows:

Sept. 25, Sept. 26, Sept. 27, 1886. 57,000 20,000 363,000

Total stock (pleces)..... 374,000 176,000 1,104,000 1,379.000 Prints were mostly quiet in first hands, but a fair distribu-tion was made by leading jobbers. Light dress ginghams, zephyrs, &c., were in fair demand, and some good-sized orders

were placed for later delivery.

DOMESTIC WOOLEN GOODS.—Men's-wear woolens were in moderate demand by the clothing trade, and new business, coupled with deliveries on account of back orders, reached a fair aggregate amount. Prices though low, and in some cases and stocks of really desirable goods are well in hand, while many makes of cheviots, cassimeres, suitings and worsteds are largely sold to arrive. Cloakings and stockinets were in fair request, as were black and blue beavers. Light-wight satinets were ordered in fair quantities for later delivery, and there was a fair movement in Kentucky issue and decebing barely remunerative to the mills, are for the most part steady there was a fair movement in Kentucky jeans and doeskins. Flannels and blankers were joubed with some freedom, and there was a light re-order demand at agents' hands. Worsted and all-wool dr. ss fabrics continued in steady, though moderate request, and staple makes are firmly held. Carpet, were in moderate demand at firm prices, and there was a good business in fancy knit woolens, but wool hosiery and underwear ruled quiet

ruled quiet.

FOREIGN DRY GOODS were distributed in fair quantities by jobbers, but the demand at first hands was irregular. Dress goods were in moderate request, and some pretty good orders for certain specialties adapted to the spring trade were placed with importers. Dress silks were more or less quiet, but plain velvets and plushes were in fair request. Clothing woolens have not shown much animation, and there was only a moderate business in other imported fabrics. Values have not materially changed, but velveteens and fancy velvets favor the buyer. favor the buyer.

Importations of Dry Goods.

The importations of dry goods at this port for the week ending Sept. 29, 1887, and since Jan. 1, and the same facts for the corresponding periods are as follows:

_	the corresponding periods are as follows:														
Total on market	Total Ent'd for consumpt	Flax Miscellaneous	Wool.		Total at the port	Total Ent'd foroonsumpt.	Flax	Wool Cotton	Wannfactures of _ (Total	Flax Miscellaneous	Wool Cotton			ENTERED
8,765	2,315 6,420	180 246 1,234	588 97	N	8,457	2,037 6,420	371 529	242 242	THDRA	6.420	1,355	1,492 1,213	Pkgs.	Sept. 3	FOR OO
8,765 2,179,420	450,391 1,729,029	164,842 46,151 7c,906	192,6=0	ENTERED F	8,457 2,222.387	493,358 1,729,029	57,113	204,793 53,502 125,851	WITHDRAWN FROM	1,729,029	220,175	443,202 2×3,150 598,683	Value.	Week Ending Sept. 30, 1886.	FOR CONSUMPTION
458,704	121,465 337,239	7,229 12,727 69,081	20,643	OR WARSE	458, 179	121,240	13,293 70,456	18.010 12.343 7.138	WAREHOU	337,239		56,985 58,253 59,099	Pkgs.	Since Ja	TOR THE
91,037,832	17,324,119 73,713,713	3,347,507 2,076,220 1,755,238	6,745,709 3,379,445	FOR WARRHOUSE DURING	90,524,518	16,814,463 73,713,713	2,153,325	6,010,750 3,538,153 3,461,197	WAREHOUSE AND PUR WN (TTO THE	73,713.713		18,557,189 14,566,294 23,604,360	Value.	Since Jan. 1, 1886.	WEEK AND BINGS JANGART L
16,101	6,500 9,601	342 627 4,491	667	BKAR	12.208	9,801	-	701 266 337	IN MA		1,232 4,916	1,186 1,022	Pkgs.	Sept. 29,	BINGE J.
16,101 2,404,110	661,826 1,742,234	125.663 73.363 130,809	223,903	COLHBA	2,288.626	546,342 1,742,284	53,621 73,836	225.412 67.2.0 126,613		9,601 1.742,294		401,295 191,249 627,745	Value.	29, 1887	ANGAST 1.
532,596	151,714 380,832	10,539 13,474 93,061	21,421 12,913		531,556	150,674 380,832	12,503 92,547	21,706 13,416 10,202	MARKET	390,832		52,770 60,863 52,124	Pkgs.	Since Ja	DRRT GRY LART
96,220,258	19,283,628	4,375,232 2,151,425 1,993,531			96,106,321	19,172,691 76.933,630	2,036,137			76,933,630	10,026,461		Value	Sinse Jan. 1, 1887.	1880.

Imports of Leading Articles.

The following table, compiled from Custom House returns, shows the foreign imports of leading articles at this port from January 1 to September 23, in 1887 and 1886:

(The quantity is given in nackages when not otherwise enseifed)

[The quantity is given in packages when not otherwise specified.]						
	1887.	1886.		1887.	1886.	
China, &o			Metale, &c-			
China	41,073	33,149	Iron, pig	107,293	75,750	
Earthenw .	28,675	27,421	" RR. bars	10,60b	2,54 .	
Glass	424,358	403,313	Lead, pigs.	42,5~0	10 ,3 2	
Glassware.	5:,481	50,325			3.006,490	
Glass plate.	10,006		Steel	3,330,511	2,570,626	
Buttons	11,770	11,74	Tiu, boxes.	1,511,265	1,591,616	
Coal, tons	1.,096		Tin slbs.,lbs	20,296,864	22,919,550	
Cocoa, bags.	125,6.9	58,56.	Paper Stock.	206,147	253,360	
Coffee, bags.	2,169,678	2,467,147	Sugar, hhds,			
Cotton, bales	3,977	7,742	tcs., & bbls.		326,836	
Drugs, &o-			Sugar, boxes		,	
Bark, Poru.	2,497	2,048	and bage	5,190,522	6,229,837	
Blea. powd.	23,624	80,440	Tea	877,578	829,161	
Cochineal	972	1,058	Tobacco	84,503	60,077	
Gambier	36,152	44,864	Winss, &c			
Gum, Arab.	752	935	Champ'gne			
Indigo	7,319	5,45	baskets	148,210	124,382	
Madder, &c	370	367	Wines	158,358	17806	
Oil, Olive	59,979	56,173	Woul, bales.	78,921	96,348	
Opium	1,507	1,211	Reported by			
Soda, bi-cb.	6,707	12,604	value.	\$	\$	
8oda, sal	13,426	20,657	Cigare	1,250,415	1,207,752	
Soda, ash	47,856	54,648	Fancy goods	479,143	457.059	
Flax	6,580	5,092	Fish	497,641	410,331	
Furs	18,334	16,479	Fruits, &c			
Gunny cloth	3,864	3,216	Lemons	2,298,573	1.904.914	
Hair	30,419	23,474	Oranges	1,458,381	1,001,964	
Hemp, bales	260,381	240,461	Nuts	1,086,046	787,420	
Hldes, &c			Raisins	804,630	621,890	
Brietles	2,678	2,870	Hides, undr.	12,004,465	14,222,859	
Hides, dr'sd	5,409	5,482	Rice	149,280	358,351	
India rubber	66,597	68, 34	Spices, &c			
Ivory	1,534	1,381	Cassia	96,168	99,652	
Jewelry, &c-			Oinger	110,985	103,701	
Jewelry	2,888	2,747	Pepper	524,238	870,389	
Watches	1,744	1,246	Saltpetre	222,049		
Linseed	98,405	56,978	Woods-			
Molasses	90,842	73,834		802,202	663,405	
Metals, &c-			Fustic	5 ,326	114,039	
Cutlery	5,183	4,121		493,666	416,42	
Hardware.	541					

Exports of Leading Articles of Domestic Produce.

The following table, based upon Custom House returns, shows the exports from New York of all leading articles of domestic produce from Jan. 1 to Sept. 27, in 1887 and 1886,

	8ince Jan. 1, 1687.	previous year
shes, potsbbls.	753	59
shes, pearlabbls.	162	15
eeswaxlba.	36,657	2.76
readstuffs—		
Flour, wheatbhls.	3,660,962	2,885,41
Flour, ryebbls.	1,861	1,64
Corn mealbbls.	88,067	89,12
Wheatbush.	30,590,786	23,618,71
Ryebush.	287,210	169,77
Oatsbush.	120,953	628,20
Barleybush.	58,314	7.04
Peasbush.	160,929 9,490,275	188.57
Cornbush.	36.384	17,334,52
andlespkgs.	49,037	57.22
ottonbales.	506.118	608.4
omesticspkgs.	146,277	161,24
laybales.	63.784	74,55
lopsbales.	2,255	16.38
aval Stores—	2,200	20,00
Crude turpentinebbls.	355	16
Spirits turpentinebbis.	21,348	13.81
Rosinbbls.	143,723	131.51
Tarbbls.	6,276	5,60
Pitchbbls.	3,725	3,31
il cakecwt.	1,467,783	1,901,28
118—	_,_,_,	, , , ,
Whalegals.	9,611	136,31
Spermgals.	120,011	52,54
Lardgals.	419,720	501,50
Linseedgale.	50,242	37,51
etroleumgals.	265,243,299	280,834,98
rovlaions—	100.011	
Porkbbla.	128,241	124,68
Beefbbls.	52,163	37,09
Beeftlerces.	28.449	29,18
Cutmeatsbe.	179,794,957	194,292,33
Butterlbs.	8,037,881	8,683,61
Cheeselbs.	60,301,079	62,145,50
Lardlbs.	133,018,700	109,764,24
deebbls.	29,026,939	17,164,04
allowlb6.	57,668	89.37
obacco, leafhhds.	45.345	46,34
obacco.manufacturedlbs.	5,935,151	6.2 36,97
halehone	116.472	133.78

Receipts of Leading Articles of Domestic Produce.

The following table, based upon daily reports made to the New York Produce Exchange, shows the receipts of leading articles of domestic produce in New York from Jan. 1 to Sept. 27 in 1887 and 1886:

27 in 1007 and 1000 :		
·	Since Jan. 1, 1887.	Same time previous year.
Ashesbbls.	1,623	1,633
Beansbbls.	83,568	70,597
Breadstuffs—		0.010.400
Flour, wheatbble.	4,916.866	3,717,467
Corn mealbbls. Wheatbush.	259,018 35,324,499	250,926 27,082,433
Ryebush.	372,066	185.067
Cornbush.	12,718,978	25,138,120
Oatsbush.	14.430.972	14,725,407
Barleybush.	5,231,903	5,327,761
Peasbush.	201,272	333 063
Cottonbales	644,530	709,203
Cotton seed oilbbls.	60,095	79,980 548,513
Flax seedbags.	507,658 78,792	35,889
Grass seedbage. HidesNo.	85,825	80,975
Hidesbales.	67,963	35,432
Hopsbales.	19,529	69,524
Leathersides.	1.571.185	2,028,478
Leadpigs.	293,704	228,469
Molasseshhds.		
Molassesbbls.	21,615	
Naval Stores—		59,345
Turpentiue, crudebbls.	1,391	2,514 65,846
Turpentine, spiritsbbls.	87,999 259,536	244,566
Rosin bbls. Tar bbls.	18.168	18,919
Pitchbbla.	1,221	810
Oil cakepkgs.	331,485	487,682
Oil, lardbbls.	3,701	8,143
Oll, whalegalls.	*****	*****
Peanutsbags.	76,418	77,378
Provisions -	=0.000	07.004
Porkpkgs.	78,888 28,793	67,994 28,448
Beefpkgs.	652,045	1632,072
Cutmeatspkgs. Butterpkgs.	1.256,862	1,215,641
Cheesepkgs.	1.445.032	1,465,724
Eggsbbls.	995,542	898,820
Lardtes. & bbls.	262,792	382,464
Lardkegs.	182,498	185,994
Hogs, dressedNo.	32,147	33,445
Ricepkgs.	60,521	49,960 65,064
Spelter	124,145	11,883
Stearinepkge-	16,494 585	1,233
Sugarhbls.	1,476	1.536
Tallowpkgs.	54,996	56,809
Tobaccoboxes & cases.	99, 294	102,699
Tobaccohhds.	66,602	98,206
Whiskeybbls.	137.295	151,714
Woolbales.	112,986	129,257

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